

Appendix I, **Traffic Impact Assessment**

TRAFFIC IMPACT ANALYSIS

BUTTERFIELD SPECIFIC PLAN

CITY OF BANNING

RIVERSIDE COUNTY, CALIFORNIA

LSA

December 22, 2010

TRAFFIC IMPACT ANALYSIS

BUTTERFIELD SPECIFIC PLAN CITY OF BANNING RIVERSIDE COUNTY, CALIFORNIA

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The logo consists of the letters 'L', 'S', and 'A' in a stylized, blue, sans-serif font. The letters are spaced out horizontally.

December 22, 2010

EXECUTIVE SUMMARY

This traffic impact analysis (TIA) has been prepared to assess the potential circulation impacts associated with the proposed Pardee Homes Butterfield Specific Plan in the City of Banning (City). The proposed project consists of approximately 1,543 acres, which will include residential uses, a golf course, parks, open space, school sites, and commercial uses. The Butterfield Specific Plan is an amendment of the previously adopted Deutsch Specific Plan (1993) on the same site in the City. The Butterfield Specific Plan proposes a use intensity that is comparable to the 1993 Specific Plan. The City's January 2006 General Plan includes this intensity of use on the subject site.

As included in the Scope of Work for the TIA, approved by the City, year 2042 was identified as the project build-out year based on initial project uses not generating traffic until at least 2012 and the project building out over a 30-year period from 2012 to 2042. Traffic analysis has been conducted for year 2022, when an approximation of an initial phase (Phase I) of the project may be completed and for year 2032 when an approximation of a second phase (Phase II) of the project may be completed. The study does not include I-10/Highland Home Road interchange under any of the analysis scenarios, since it is not a funded project and it is not recognized or approved by the California Department of Transportation (Caltrans) or the Federal Highway Administration (FHWA).

The adopted General Plan for the City does not define a build-out year for the General Plan land uses and, in order to develop the proportional growth between existing condition and General Plan Build-out condition, a General Plan Build-out year was estimated for the traffic impact analysis. This study uses the Southern California Associated Governments (SCAG) Regional Transportation Plan (RTP 2008) to estimate a projected compounded average annual growth rate between the RTP base year (2003) and the future year (2035) data for the Banning region for the purposes of estimating a potential Banning General Plan build-out horizon year. The SCAG compounded average annual households growth rate of 2.57 percent between 2003 and 2035 was calculated using projected growth within SCAG zones that cover the City limits, the sphere of influence, and planning areas.

The rate of household growth as calculated using the adjusted 2035 SCAG RTP TAZ projections was then compared to Banning General Plan Build-out projections and are shown in Table E2 in Appendix E.

According to the City General Plan Circulation Element, the City considers Level of Service (LOS) C as the upper limit of satisfactory operations except for intersections along Ramsey Street, where LOS D is considered satisfactory. Mitigation is required for any intersection where project traffic causes the intersection to deteriorate from satisfactory to unsatisfactory operation. The City does not have an adopted criterion that defines significant impact at an already existing deficient intersection; therefore, a conservative criterion was developed to address this potential condition. If an intersection is already operating at an unsatisfactory LOS, any increase in delay due to the addition of one or more cars would constitute a significant project impact. This criterion was applied to study intersections in all the jurisdictions. Thus, all study area intersections were mitigated to pre-project conditions.

Traffic conditions were analyzed at 49 intersections and 22 directional (eastbound or westbound) freeway segments in the vicinity of the project for a.m. and p.m. peak hour under the following conditions:

- Existing (Baseline) conditions;

- Existing (Baseline) plus project (Phase III) conditions;
- Year 2022 without project conditions;
- Year 2022 plus project (Phase I) conditions;
- Year 2032 without project conditions;
- Year 2032 plus project (Phases I & II) conditions;
- Year 2042 without project conditions;
- Year 2042 plus project (Phase III) conditions;
- General Plan build-out without project conditions; and
- General Plan build-out plus project conditions.

The existing plus project is considered to be a direct project impact and the intersections that operate at unacceptable LOS in the years 2022, 2032, 2042, and General Plan build-out plus project conditions are considered to be cumulative impacts. Mitigation measures are proposed in the study for all plus project conditions based on the LOS criteria discussed in this report.

1. The table below summarizes the project trip generation.

	Completion Year	ADT	A.M. Peak Hour	P.M. Peak Hour
Phase I	2022	34,049	2,427	3,087
Phase I and II	2032	48,156	3,527	4,542
Phase III	2042	62,263	4,626	5,998

2. The table below shows the key results of the analysis (number of locations that exceed LOS standards) and identifies the tables in this TIA that details them.

Scenario	LOS Tables		Number of locations exceeding LOS standards	
	Intersections	Freeway Segments	Intersections	Freeway Segments
Existing	Table F	Table G	5	0
Existing with complete project			25	0
Year 2022	Table P	Table Q	25	5
Year 2022 plus project (Phase I)			34	5
Year 2032	Table R	Table S	37	10
Year 2032 plus project (Phases I & II)			44	14
Year 2042	Table T	Table U	42	18
Year 2042 with complete project (Phase III)			48	20

Scenario	LOS Tables		Number of locations exceeding LOS standards	
	Intersections	Freeway Segments	Intersections	Freeway Segments
General Plan Build-out	Table V	Table W	43	21
General Plan Build-out plus project			48	21

- Figure ES-1 shows the study intersections that are affected by the project and which would need mitigation to meet LOS standards. It needs to be noted that for all the analysis scenarios (with the exception of the General Plan Build-out scenario), study area intersections have been mitigated to pre-project conditions.
- Table ES-A summarizes the recommended mitigation measures in the existing plus project (Phase III) and General Plan Build-out plus project scenarios for intersections shared by the City of Beaumont and the City of Banning. The table also lists the funding sources for the recommended improvements in both scenarios. Similarly, Table ES-B summarizes the recommended mitigation measures in the existing plus project (Phase III) and General Plan Build-out plus project scenarios for intersections exclusively in the City of Banning. The table also lists the funding sources for the recommended improvements in both scenarios for intersections exclusively in the City of Banning. Figure 29 (q.v.) illustrates the existing plus intersection geometrics resulting from these mitigations. Figure 33 illustrates the General Plan Build-out intersection geometrics resulting from these mitigations.
- The recommended freeway mitigations under Years 2022, 2032, and 2042, and General Plan Build-out Year are listed in the freeway mitigation section. Table G (q.v.) shows the levels of service for study area freeway segments for Existing plus project (Phase III) conditions. Tables AC, AD, AE, and AF (q.v.) show the LOS for study area freeway segments for Years 2022, 2032, and 2042, and General Plan Build-out, respectively, plus project (Phase I, II, and Phase III) conditions with mitigations.
- Table AH (q.v.) summarizes the contribution of project increment traffic to total new traffic at study intersections for all study area intersections under General Plan build-out plus project condition. Table AI (q.v.) summarizes the contribution of project increment traffic to total new freeway traffic for all study area freeway segments under General Plan build-out plus project condition.

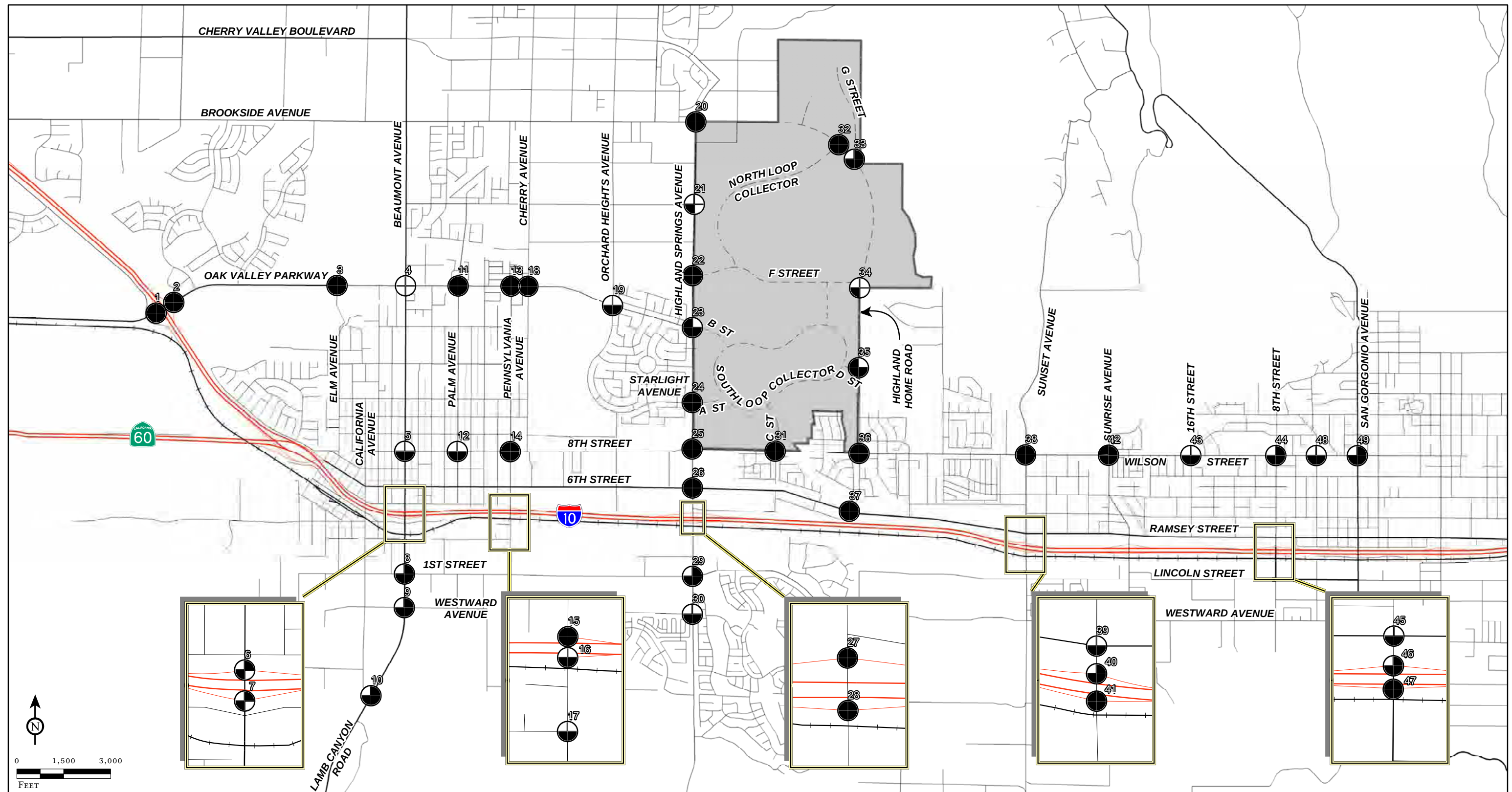


FIGURE ES-1

- SOURCE: Thomas Bros. (2006)
- I:\PDH0603\GIS\Riverside_StudyArea\Intersections.mxd (7/15/2010)

Table ES A - Summary of Future Improvements for Intersections shared by the City of Beaumont and City of Banning (Current General Plan Policy)

Intersection	Jurisdiction	Existing Plus Project (Project Completion)			General Plan Build-Out		
		Funded through TUMF Program	Funded through Local Fee Program	Project Funded	Funded through TUMF Program/Beaumont Road and Bridge Fee Program	Funded through Local Fee Program	New Funding
20 . Highland Springs Ave./Brookside Ave.	Riverside County			Convert TWSC to AWSC, WBR.	NBT, SBT		Signalize, NBR, 2 SBL, EBL, EBT, EBR, 2 WBL, WBT, WBR.
21 . Highland Springs Ave./16th St.-Cougar Way	Beaumont/Banning						Signalize
22 . Highland Springs Ave./F St.	Beaumont/Banning		Signalize				NBR
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Beaumont/Banning	NBL, NBR, WBL.			NBT, SBT.		
24 . Highland Springs Ave./Starlight Ave.-A St.	Beaumont/Banning	NBT, SBT, SBL	Signalize	WBL			2 nd NBL, NBR with overlap, SBR, EBL, EBR with overlap, WBL.
25 . Highland Springs Ave./8th St.-Wilson St.	Beaumont/Banning	NBT, WBL.			2 nd NBT, SBL, SBR, EBR, Convert the WBR to WBR with overlap.		
26 . Highland Springs Ave./6th St.-Ramsey St.	Beaumont/Banning		Optimize Traffic Signal		NBL, NBT, SBL, SBT, WBL.		
27 . Highland Springs Ave./I-10 Westbound Ramps	Caltrans	Optimize Traffic Signal			NBL, NBT, WBL, WBR.		
28 . Highland Springs Ave./I-10 Eastbound Ramps	Caltrans	Optimize Traffic Signal, EBL			NBT, SBL, EBR.		
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	Beaumont/Banning				NBT, NBR with overlap, SBL, EBR with overlap, 2 WBL, Convert WBTL to WBT.		
30 . Highland Springs Ave./Potrero Blvd.	Beaumont/Banning					Signalize	

Notes:

Highlighted: If the current General Plan policy is changed to accept LOS D as the minimum LOS, then these mitigations are not required.

NB, SB, EB, WB: Northbound, Southbound, Eastbound, Westbound

L, T, R: Left, Through, Right

Table ES B - Summary of Future Improvements for Intersections within the City of Banning (Current General Plan Policy)

Intersection	Jurisdiction	Existing Plus Project (Project Completion)			General Plan Build-Out		
		Funded through TUMF Program	Funded through Local Fee Program	Project Funded	Funded through TUMF Program	Funded through Local Fee Program	New Funding
31 . C St.-Apex Ave./Wilson St.	Banning	EBL		Signalize	EBT, WBT .		
32 . Highland Home Rd./Northern Loop	Banning			Signalize			NBL, NBT, SBT , SBR
33 . Highland Home Rd./Beaumont Rd.-G St	Banning						Signalize, NBT, 2 SBL , WBL, NBR
34 . Highland Home Rd./F St.	Banning						Signalize, NBL
35 . Highland Home Rd./D St.	Banning			Signalize			NBL
36 . Highland Home Rd./Wilson St.	Banning		Signalize	SBL			NBT, 2 nd SBL, SBT, WBR with overlap.
37 . Highland Home Rd./Ramsey St.	Banning		Signalize				WBR with overlap
38 . Sunset Ave./Wilson St.	Banning		Signalize		WBL, WBT, EBL, EBT		2 NBL , NBT, SBL, SBT, SBR with overlap, 2 nd WBL , WBR , 2 nd EBL , EBR .
39 . Sunset Ave./Ramsey St.	Banning						NBL, NBR, SBL, SBR, EBR with overlap, WBL.
40 . Sunset Ave./I-10 Westbound Ramps	Caltrans				Signalize, Free SBR.		
41 . Sunset Ave./I-10 Eastbound Ramps	Caltrans	Convert SBTL to SBL, EBL.			Signalize, SBL, 2 EBL.		
42 . Sunrise Ave./Wilson St.	Banning			Convert TWSC to AWSC.	EBTL, Convert WBR to WBTR.		Signalize
43 . 16th St./Wilson St.	Banning						Signalize
44 . 8th St./Wilson St.	Banning				NBL, SBL, WBR	Signalize	
45 . 8th St./Ramsey St.	Banning				NBL, NBR, EBT, WBL.		
46 . 8th St./I-10 Westbound Ramps	Caltrans						Signalize, 2 NBL, NBT, SBT.
47 . 8th St./I-10 Eastbound Ramps	Caltrans			Signalize.			NBT, SBT, SBL, EBL, EBR.
48 . 4th St./Wilson St.	Banning						Signalize
49 . San Gorgonio Ave./Wilson St.	Banning					Signalize	EBT, EBL, WBTL

Notes:

Highlighted: If the current General Plan policy is changed to accept LOS D as the minimum LOS, then these mitigations are not required.

NB, SB, EB, WB: Northbound, Southbound, Eastbound, Westbound

L, T, R: Left, Through, Right

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1.0 INTRODUCTION AND SUMMARY

1.1 Purpose of Report and Study Objectives

This traffic impact analysis has been prepared to assess the potential circulation impacts associated with the proposed Pardee Homes Butterfield Specific Plan in the City of Banning (City). The proposed project consists of approximately 1,543 acres, which will include residential uses, a golf course, parks, open space, school sites, and commercial uses. The Butterfield Specific Plan is an amendment of the previously adopted Deutsch Specific Plan (1993) on the same site in the City. The Butterfield Specific Plan proposes a use intensity that is comparable to the 1993 Specific Plan. The City's January 2006 General Plan includes this intensity of use on the subject site.

This report has been prepared consistent with Riverside County guidelines for a traffic impact study and analyzes the following ten scenarios to satisfy the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA).

- Existing (Baseline) Conditions;
- Existing (Baseline) plus project (Phase III) Conditions;
- Year 2022 without project Conditions;
- Year 2022 plus project (Phase I) Conditions;
- Year 2032 without project Conditions;
- Year 2032 plus project (Phases I & II) Conditions;
- Year 2042 without project Conditions;
- Year 2042 plus project (Phase III) Conditions;
- General Plan Build-out without project Conditions; and
- General Plan Build-out plus project Conditions.

Due to the size of the project (approximately 1,543 acres of development) and for the purposes of analyzing traffic impacts, the Butterfield Specific Plan is assumed to be built in three phases and will have development alternatives for some Planning Areas. Table A summarizes the different land uses by Planning Areas for the proposed Specific Plan.

Prior to preparing this traffic impact analysis, a scoping agreement for the TIA was developed and submitted to the City. This scoping agreement was reviewed and approved by the City. Based on market conditions and current absorption rates, year 2042 has been identified as the project build-out year, which was included in the scoping agreement. The initial project uses are not expected to generate traffic until 2012 and the project builds out over a 30-year period from 2012 to 2042. It should also be noted that the Highland Home Road/Interstate 10 (I-10) interchange is not a funded project and has not been assumed to be in place (constructed) and operational by 2042 or by the General Plan Build-out conditions. Hence, all the scenarios have been analyzed without assuming the extension of Highland Home Road south of Ramsey Street, to connect to I-10 or over the freeway to connect to Sun Lakes Boulevard. The objectives of the study presented in this report are as follows:

Pardee Homes "Butterfield" Specific Plan, Banning
Table A : Land Use Summary by Planning Areas

Planning Areas	Land Use	Gross Acres		Dwelling Units		Density (DU/AC)
RESIDENTIAL:						
1A	LDR	21.2		91		4.3
1B	MDR (Model Site)	2.8		10		3.6
1C	MDR	2.7		13		4.8
2	LDR	21.1		86		4.1
3	LDR	18.5		78		4.2
4	MDR	14.7		78		5.3
5	MDR	18.2		183		10.0
6	LDR	16.3		81		5.0
7	LDR	17.4		77		4.4
8	MDR	26.0		133		5.1
9	MDR	31.6		185		5.8
10	MDR	17.4		139		8.0
11	MDR	26.9		252		9.4
12	MDR	9.2		49		5.3
13	MDR	8.7		69		7.9
14	LDR	21.5		94		4.4
15	HDR	31.2		512		16.4
16	HDR	25.2		413		16.4
40	LDR	24.8		98		4.0
41	LDR	22.6		100		4.4
42	MDR	22.6		116		5.1
43A	MDR	19.6		104		5.3
43B	MDR	19.1		113		5.9
44	LDR	25.2		122		4.8
45	LDR	27.8		113		4.1
46	LDR	25.5		105		4.1
47	LDR	32.8		160		4.9
48	LDR	28.5		108		3.8
49	MDR	26.0		129		5.0
50	LDR-7500	34.8		159		4.6
51	MDR-7200	22.6		102		4.5
52	LDR-7500	31.6		129		4.1
53	MDR	14.8		80		5.4
54	MDR	4.0		20		5.0
55	LDR	26.8		126		4.7
Planning Areas	Land Use	Gross Acres		Dwelling Units		Density (DU/AC)
56	LDR	22.6		83		3.7
57	MDR	16.3		63		3.9
58	MDR	21.2		122		5.7
59	HDR	17.4		280		16.1
60	LDR-10000	60.8		205		3.4
61	LDR-10000	59.4		207		3.5
	RESIDENTIAL TOTALS	937.4		5,387		5.8
OPEN SPACE						
	Golf Course/Drainage					
35	Golf Course/Drainage	247.8				
39	Golf Course/Club House	6.1				
	Subtotal	253.9				
	Parks					
21	Neighborhood Recreation PK	3.7				
22	Neighborhood – Mini Park	1.6				
23	Neighborhood – Mini Park	0.5				
24	Neighborhood – Mini Park	0.6				
25	Neighborhood – Mini Park	0.8				
26	Neighborhood – Mini Park	0.5				
27	Neighborhood – Mini Park	0.4				
28	Neighborhood – Mini Park	0.6				
29	Neighborhood – Mini Park	0.8				
30	Neighborhood – Mini Park	0.4				
31	Neighborhood – Mini Park	0.9				
32	Neighborhood – Mini Park	0.7				
33	Neighborhood – Mini Park	0.5				
34	Neighborhood – Mini Park	1.7				
36	Community Park	9.5				
37	Community Park	15.1				
38	Community Park	16.4				
62	Neighborhood – Mini Park	0.7				
63	Neighborhood Recreation PK	4.3				
64	Neighborhood – Mini Park	0.9				
65	Neighborhood – Mini Park	.2				
66	Neighborhood – Mini Park	1.4				
67	Neighborhood – Mini Park	1.7				
72	Neighborhood – Mini Park	0.8				
	Subtotal	66.5				
Planning Areas	Land Use	Gross Acres		Dwelling Units		Density (DU/AC)
Natural/Landscape/Easement						
69	Open Space/Fuel Mod	4.6				
73	Northerly Open Space	56.3				
74	Landscape Easement	4.4				
75	Open Space/Fuel Mod	4.8				
	Subtotal	70.1				
	Drainage					
19	South Channel	7.9				
71	North Basin	30.4				
	Subtotal	38.3				
	OPEN SPACE TOTALS	428.8				
SCHOOLS ¹						
20	Beaumont U. S. D.	11.7				
68	Banning U. S. D.	11.3				
	Subtotal	23.0				
COMMERCIAL/OFFICE ²						
17	Commercial Parcel	13				
18	Commercial Parcel	23				
	Subtotal	36				
70	UTILITY SUBSTATION	4.2				
ROW	BACKBONE ROADS	113.6				
	SPECIFIC PLAN TOTALS	1,543.0		5,387		3.5

Notes:
LDR - Low Density Residential; MDR - Medium Density Residential; HDR - High Density Residential
1 Alternate residential use of school sites at up to 10 DU/AC is provided for, as long as the overall DU total for the Specific Plan does not exceed 5,387 DU.
2 Alternate residential use or mixed use of the commercial sites is provided, for PA 17 at up to 4.5 DU/AC (LDR) and PA 18 at up to 10 DU/AC (MDR), as long as the overall DU total for the Specific Plan does not exceed 5,387 DU.
Source: Pardee Homes, June 2010

- Evaluate and document existing (Baseline) traffic conditions in the vicinity of the proposed project with and without the project;
- Evaluate year 2022 without project traffic conditions;
- Evaluate year 2022 plus project (Phase I) traffic conditions;
- Evaluate year 2032 without project conditions;
- Evaluate year 2032 plus project (Phases I & II) conditions;
- Evaluate year 2042 without project conditions;
- Evaluate year 2042 plus project (Phase III) conditions;
- Evaluate General Plan Build-out without project conditions;
- Evaluate General Plan Build-Out plus project conditions;
- Determine the project-related traffic impacts for each scenario;
- Identify circulation improvements needed to mitigate significant impacts at study intersections for Year 2022 (Phase I), Year 2032 (Phase I & II), Year 2042 (Phase III), and General Plan Build-out conditions plus project;
- Analyze on-site circulation and access of the proposed internal circulation system based on the current site plan; and
- Evaluate study area freeway segments for existing, years 2022, 2032, 2042, and General Plan Build-out traffic conditions and identify lane improvements required to maintain Riverside County Congestion Management Plan (CMP) freeway segments Level of Service (LOS) standard for each of the scenarios.

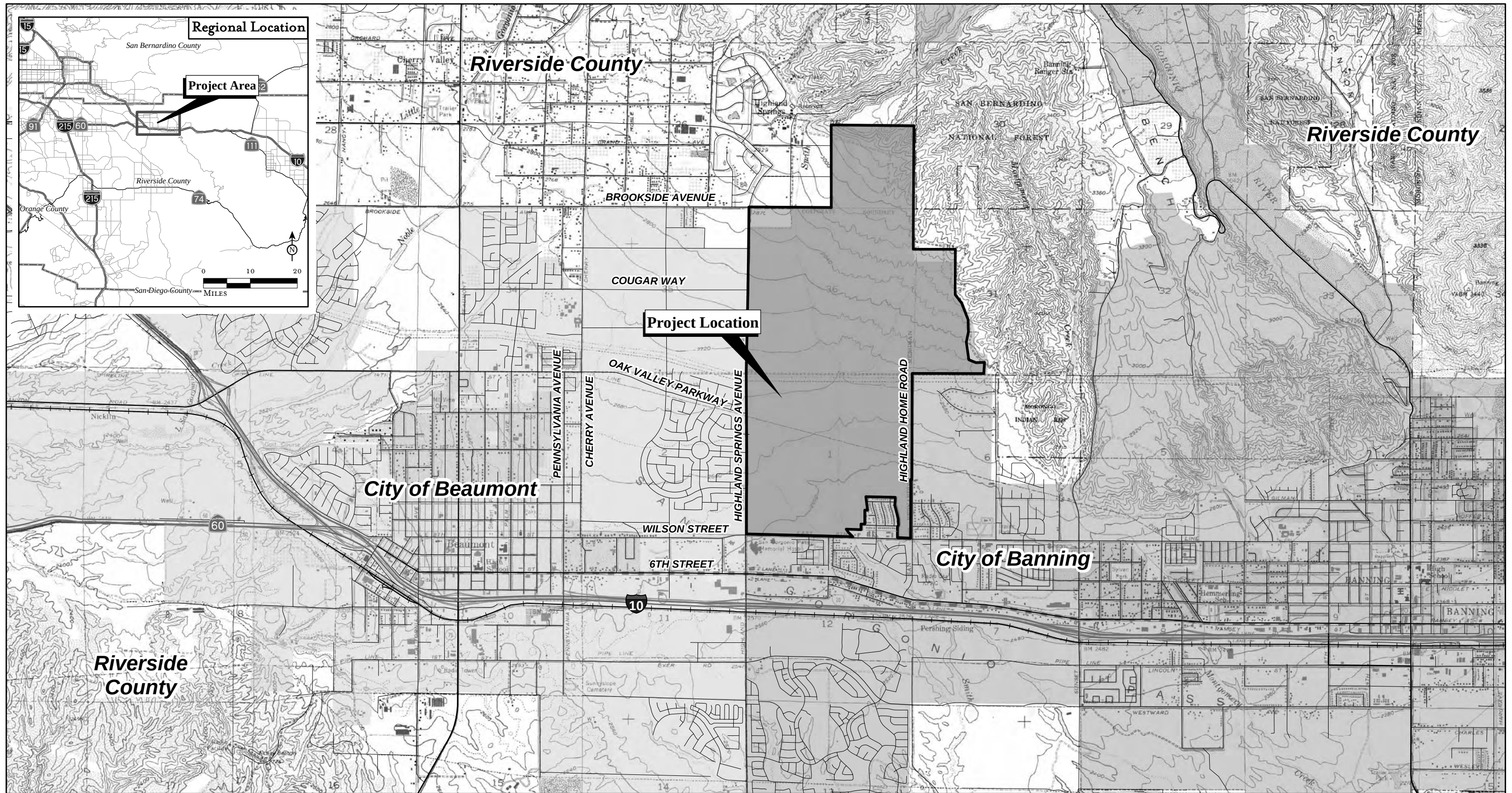
This study analyzes weekday a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

1.2 Site Location

The proposed Butterfield Specific Plan is located on a site generally bounded by Wilson Street to the south, Highland Springs Road to the west, Riverside County unincorporated land to the north and northeast, and portions of Highland Home Road to the east. Figure 1 illustrates the project location.

1.3 Development Description

The proposed Butterfield Specific Plan is located in the northwest corner of the City and will include approximately 1,543 acres. Approximately 1,522 acres are currently within the Banning City limits. The remaining approximately 21 acres proposed to be added to the Specific Plan are located in the northwest corner of the project area on the east side of Highland Springs Avenue and the south side of a proposed easterly extension of Brookside Avenue in an unincorporated area of the County.



LSA



0 1,500 3,000
FEET

SOURCE: USGS 7.5' Quads: Beaumont (1988), CA; Thomas Bros., 2006, ...

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FIGURE 1

Butterfield Specific Plan
Traffic Impact Analysis

Regional and Project Location

For the purpose of traffic impact analysis, the project is divided into in three phases with Phase I consisting of 1,796 residential units (1,394 single-family and 402 condominiums), 549 thousand square feet (TSF) of commercial uses (35% Floor Area Ratio), a golf course, and two elementary schools, to be completed by year 2022, Phase II consists of an additional 1,796 residential units for a total of 3,592 units to be completed by year 2032, and the final phase consists of an additional 1,795 residential units for a total of 5,387 units to be completed by year 2042. Upon completion by year 2042, the project will have up to 5,387 residential units, a golf course, commercial areas, two elementary schools, parks, and several open spaces. Figure 2 illustrates a conceptual land use plan for the project.

The proposed Specific Plan anticipates a maximum of 5,387 dwelling units in the designated residential planning areas. Planning Areas 17 and 18 (approximately 549 TSF) are designated for commercial uses. Planning Areas 20 and 68 (approximately 23 acres) are designated for elementary schools. Previously referenced Table A summarizes the project land uses by Planning Area. Table B provides an overall Land Use Summary for the proposed project.

The proposed Specific Plan will have eight access (entry/exit) locations that connect the internal streets, North Loop Collector and South Loop Collector, to Highland Springs Avenue, Wilson Street, and Highland Home Road. Three of the project entry/exit roads take access from Highland Springs Avenue, a project access road is provided along Wilson Street, and four project access roads would take access from the proposed extension of Highland Home Road. Highland Home Road will be extended northward and turn westward to connect with Highland Springs Avenue in alignment with Brookside Avenue. This alignment is consistent with the City of Banning General Plan Circulation Element. (See further description under “Future Conditions” section.) Figure 2 illustrates the project access roads.

2.0 STUDY AREA CONDITIONS

2.1 Existing Roadway System

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

2.2 Study Area

Riverside County traffic study guidelines require analysis of all intersections of General Plan roadways to which the project will contribute 50 or more peak hour trips not exceeding a 5-mile radius from the project site. Based on the project trip generation and distribution (described below in the “Projected Future Traffic” section), the study area includes the following 49 intersections:

1. I-10 Eastbound Ramps/San Timoteo Canyon Drive [Caltrans];
2. I-10 Westbound Ramps/Oak Valley Parkway [Caltrans];
3. Elm Avenue/Oak Valley Parkway-14th Street [City of Beaumont];
4. Beaumont Avenue/Oak Valley Parkway-14th Street [City of Beaumont];
5. Beaumont Avenue/8th Street [City of Beaumont];

6. Beaumont Avenue/I-10 Westbound Ramps [Caltrans];
7. Beaumont Avenue/I-10 Eastbound Ramps [Caltrans];
8. Beaumont Avenue/1st Street [City of Beaumont];
9. Beaumont Avenue/Westward Avenue [City of Beaumont];
10. Lamb Canyon Road/California Avenue [Riverside County];
11. Palm Avenue/Oak Valley Parkway-14th Street [City of Beaumont];
12. Palm Avenue/8th Street [City of Beaumont];
13. Pennsylvania Avenue/Oak Valley Parkway-14th Street [City of Beaumont];
14. Pennsylvania Avenue/8th Street [City of Beaumont];
15. Pennsylvania Avenue/I-10 Westbound Ramps [Caltrans];
16. Pennsylvania Avenue/I-10 Eastbound Ramps [Caltrans];
17. Pennsylvania Avenue/3rd Street [City of Beaumont];
18. Cherry Avenue/Oak Valley Parkway-14th Street [City of Beaumont];
19. Starlight Avenue/Oak Valley Parkway-14th Street [City of Beaumont];
20. Highland Springs Avenue/Brookside Avenue [Riverside County];
21. Highland Springs Avenue/16th Street-Cougar Way [City of Beaumont/City of Banning];
22. Highland Springs Avenue/F Street [City of Beaumont/City of Banning];
23. Highland Springs Avenue/Oak Valley Parkway-14th Street-B Street [City of Beaumont/City of Banning];
24. Highland Springs Avenue/Starlight Avenue-A Street [City of Beaumont/City of Banning];
25. Highland Springs Avenue/8th Street-Wilson Street [City of Beaumont/City of Banning];
26. Highland Springs Avenue/6th Street-Ramsey Street [City of Beaumont/City of Banning];
27. Highland Springs Avenue/I-10 Westbound Ramps [Caltrans];
28. Highland Springs Avenue/I-10 Eastbound Ramps [Caltrans];
29. Highland Springs Avenue/1st Street-Sun Lakes Boulevard [City of Beaumont/City of Banning];
30. Highland Springs Avenue/Potrero Boulevard [City of Beaumont/City of Banning];
31. C Street-Apex Avenue/Wilson Street [City of Banning];
32. Highland Home Road/Northern Loop [City of Banning];
33. Highland Home Road/Beaumont Avenue-G Street [City of Banning];
34. Highland Home Road/F Street [City of Banning];
35. Highland Home Road/D Street [City of Banning];
36. Highland Home Road/Wilson Street [City of Banning];

37. Highland Home Road/Ramsey Street [City of Banning];
38. Sunset Avenue/Wilson Street [City of Banning];
39. Sunset Avenue/Ramsey Street [City of Banning];
40. Sunset Avenue/I-10 Westbound Ramps [Caltrans];
41. Sunset Avenue/I-10 Eastbound Ramps [Caltrans];
42. Sunrise Avenue/Wilson Street [City of Banning];
43. 16th Street/Wilson Street [City of Banning];
44. 8th Street/Wilson Street [City of Banning];
45. 8th Street/Ramsey Street [City of Banning];
46. 8th Street/I-10 Westbound Ramps [Caltrans];
47. 8th Street/I-10 Eastbound Ramps [Caltrans];
48. 4th Street/Wilson Street [City of Banning]; and
49. San Gorgonio Avenue/Wilson Street [City of Banning].

Figure 4 shows the locations of the study intersections.

Study area freeway segments have been identified based on 50 or more peak hour trips on freeway segments, not exceeding a 5-mile radius from the project site guidelines. Following are the 10 segments on I-10 and one segment on State Route 60 (SR-60) that meet these criteria:

- Segments on Interstate 10:
 - o Cherry Valley Boulevard to Oak Valley Parkway;
 - o Oak Valley Parkway to SR-60;
 - o SR-60 to Beaumont Avenue;
 - o Beaumont Avenue to Pennsylvania Avenue;
 - o Pennsylvania Avenue to Highland Springs Avenue;
 - o Highland Springs Avenue to Sunset Avenue;
 - o Sunset Avenue to 22nd Street;
 - o 22nd Street to 8th Street;
 - o 8th Street to Hargrave Street; and
 - o Hargrave Street to Ramsey Street.
- Segment on State Route 60:
 - o Jack Rabbit Trail to I-10.



LSA

FIGURE 2

Butterfield Specific Plan
Traffic Impact Analysis
Conceptual Land Use Plan

SOURCE: RBF, 2010

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**Table B - Pardee Homes "Butterfield" Specific Plan, Banning
Overall Land Use Summary**

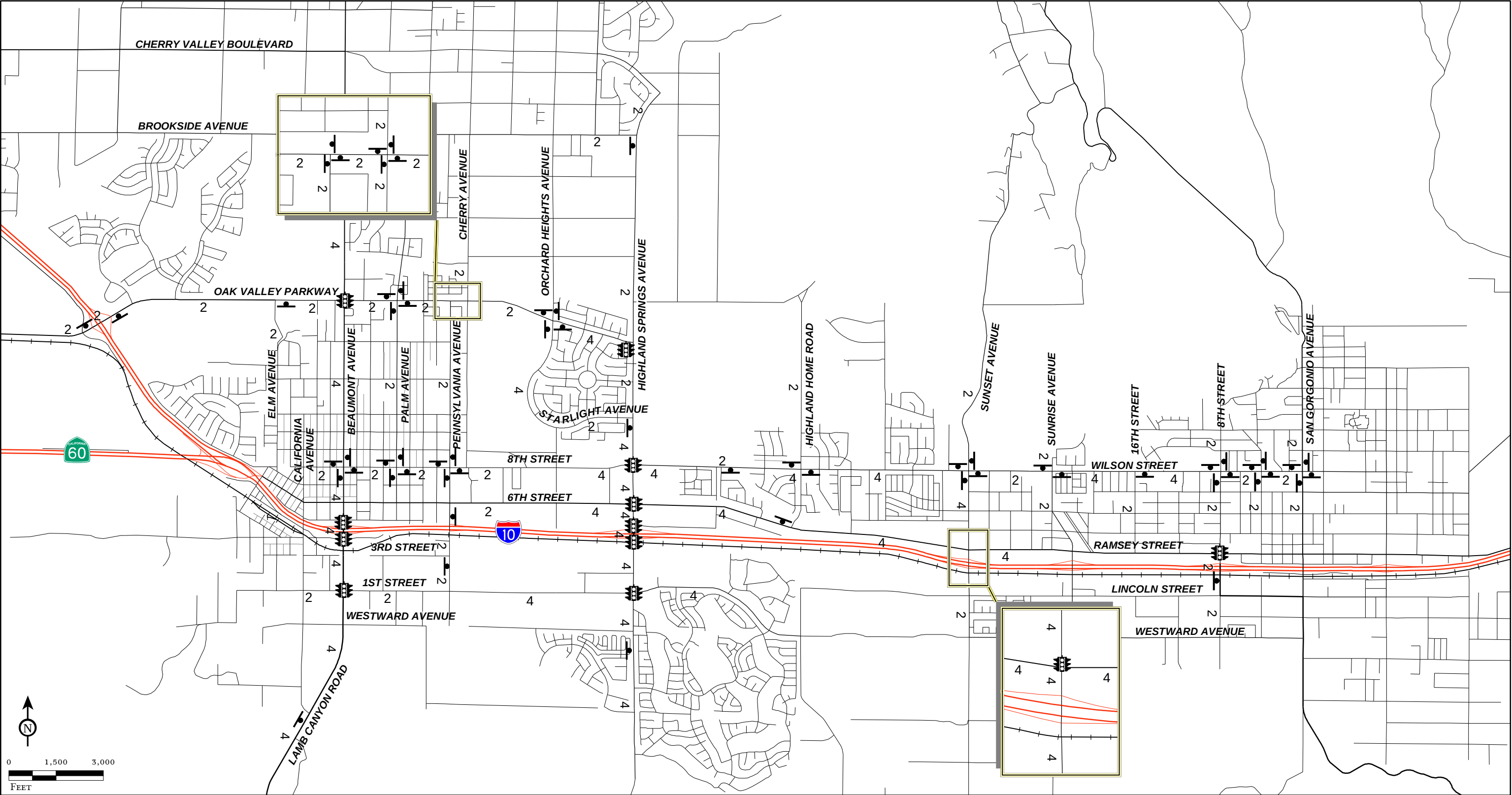
Land Use	Butterfield Specific Plan				
	Gross Acres	% of Area	Dwelling Units	% of Dwelling Units	Average Gross Density
Residential:					
Low Density 0-5 DU/AC (LDR)	539.2	35.0%	2,222	41.2%	4.1
Medium Density 5-10 DU/AC (MDR)	324.4	21.0%	1,960	36.4%	6.0
High Density 10-18 DU/AC (HDR)	73.8	4.8%	1,205	22.4%	16.4
Residential Subtotals	937.4	60.8%	5,387	100.0%	5.7
Open Space:					
Golf Course/Drainage	253.9	16.5%			
Parks	66.5	4.3%			
Natural/Landscape/Easement	70.1	4.5%			
Drainage	38.3	2.5%			
Open Space Subtotals	428.8	27.8%			
Other:					
Commercial/Office **	36	2.3%			
Schools *	23	1.5%			
Utility Substation	4.2	0.3%			
Backbone Roads	113.6	7.4%			
Other Subtotals	176.8	11.5%			
SPECIFIC PLAN TOTALS	1,543.0	100.0%	5,387	100.0%	3.5

Notes:

* Alternate residential use of school sites at 10 DU/AC is provided.

** Alternate residential use or mixed use of commercial sites is provided; PA 17 (4.5 DU/AC maximum density, LDR) and PA 18 (10 DU/AC maximum density, MDR). However, in no case shall the overall DU total for the Specific Plan exceed 5,387 DUs.

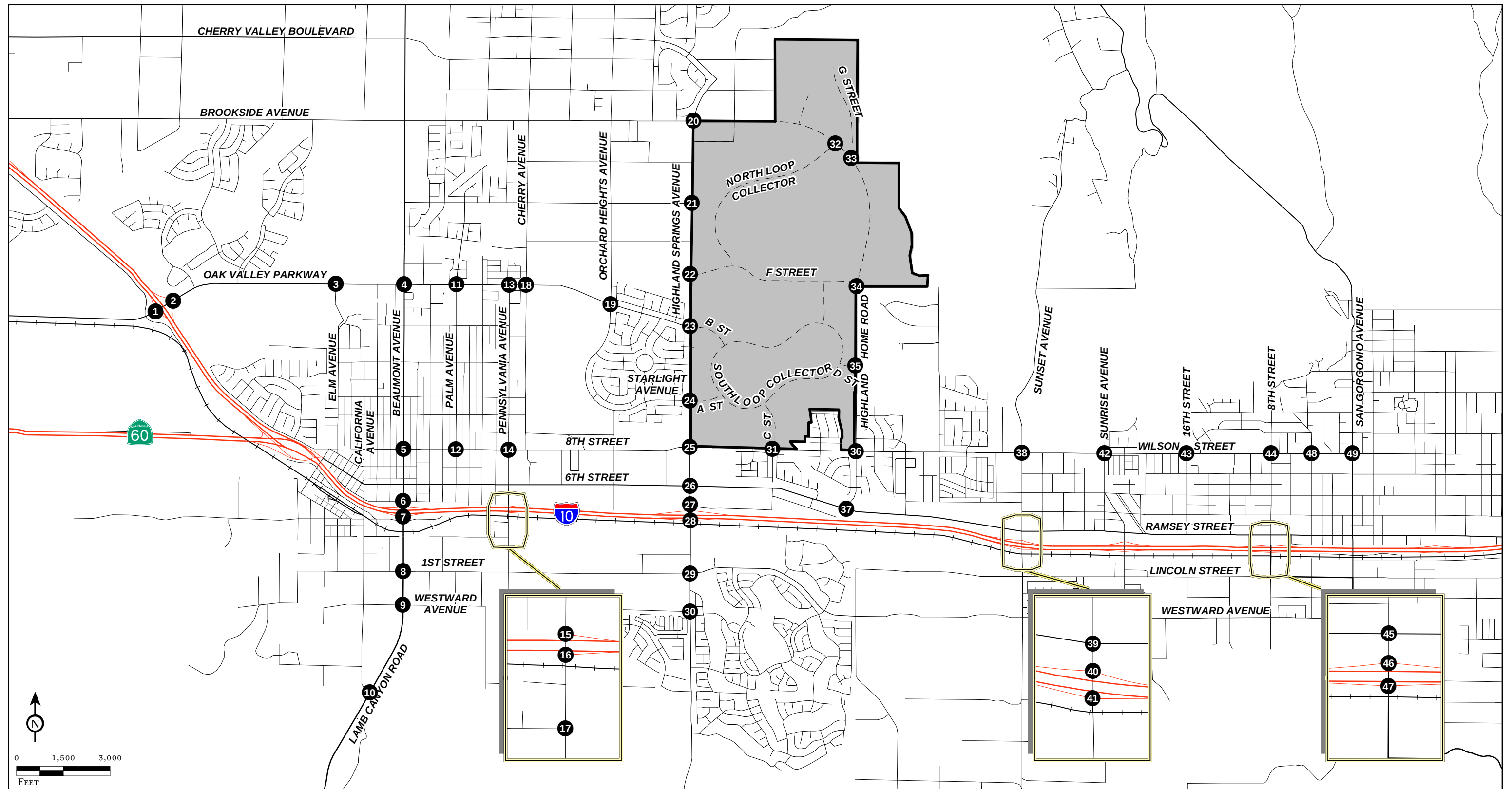
Source: Pardee Homes, June 2010



LSA

FIGURE 3

-  SIGNAL LIGHT
-  STOP SIGN
- 2 NUMBER OF MID-BLOCK LANES



LSA

FIGURE 4

- PROJECT BOUNDARY
- STUDY AREA INTERSECTIONS

The intersection of Highland Springs Avenue/5th Street [City of Banning] was included in the LOS analysis network but not included as a study area intersection. The interchange at Beaumont Avenue is expected to be redesigned by year 2032. The Pennsylvania Avenue interchange presently exists as a half-diamond interchange. It is expected to be upgraded to a full interchange by year 2032. The I-10/Oak Valley Parkway interchange is also expected to be redesigned prior to year 2032. The City of Beaumont with the approval of the City of Banning is preparing a project study report (PSR) on the I-10/Highland Springs Avenue interchange, which could result in an ultimate redesign of the intersection prior to year 2032.

2.3 Intersection Levels of Service: Definition and Criteria

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service, or LOS, which are defined using the letter grades A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will then form and continue to expand in length until the demand volume again declines.

A complete description of the meaning of level of service can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual*. The Manual establishes levels of service A through F. Table C shows brief descriptions of the six levels of service, as abstracted from the Manual.

Table C: Level of Service Definitions

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.

Table C: Level of Service Definitions

LOS	Description
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Table D shows the level of service criteria for unsignalized and signalized intersections.

Table D: Level of Service Criteria for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (sec.)	Signalized Intersection Average Delay per Vehicle (sec.)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Consistent with Riverside County guidelines, all study area intersections were analyzed using the 2000 *Highway Capacity Manual* (HCM 2000) analysis methodologies. Levels of service at all intersections were calculated using Traffix 7.8 and Synchro 7 software.

LOS Standard. The project study area spans three jurisdictions: City of Banning, City of Beaumont, and the County of Riverside (County). In addition, Caltrans has jurisdiction over State highways and freeway ramp terminus intersections. Caltrans endeavors to maintain an LOS between C and D at all intersections under its jurisdiction. Therefore, a maximum average delay of 45 seconds per vehicle is considered at Caltrans facilities. The City of Beaumont uses LOS D as the threshold of acceptability during peak hours. The County of Riverside uses LOS D as the threshold of acceptability in community development areas and LOS C in all other areas.

According to the City of Banning General Plan Circulation Element, the City considers LOS C as the upper limit of satisfactory operations except for intersections along Ramsey Street, where LOS D is considered satisfactory. Mitigation is required for any intersection where project traffic causes the intersection to deteriorate from satisfactory to unsatisfactory operation. The City does not have an adopted criterion that defines significant impact at an already existing deficient intersection; therefore, a conservative criterion was developed to address this potential condition. If an intersection is already operating at an unsatisfactory LOS, any increase in delay due to the addition of one or more cars would constitute a significant project impact. This criterion was applied to study intersections in all the jurisdictions.

If an intersection in the City of Banning is operating at a satisfactory LOS under without project condition and the addition of project traffic deteriorates the LOS of the intersection from satisfactory to unsatisfactory, improvements were proposed to mitigate the project impact to both LOS C and LOS D. It needs to be noted that Highland Springs Avenue defines the western City boundary and

jurisdictions of intersections on Highland Springs Avenue are shared by both City of Banning and City of Beaumont/Riverside County. Following are the study area intersections within the City of Banning that are being evaluated both for LOS C and LOS D standards:

- Highland Springs Avenue/16th Street-Cougar Way [City of Banning];
- Highland Springs Avenue/F Street [City of Banning];
- Highland Springs Avenue/Oak Valley Parkway-14th Street-B Street [City of Banning];
- Highland Springs Avenue/Starlight Avenue-A Street [City of Banning];
- Highland Springs Avenue/8th Street-Wilson Street [City of Banning];
- Highland Springs Avenue/1st Street-Sun Lakes Boulevard [City of Banning];
- Highland Springs Avenue/Potrero Boulevard [City of Banning];
- C Street-Apex Avenue/Wilson Street [City of Banning];
- Highland Home Road/Northern Loop [City of Banning];
- Highland Home Road/Beaumont Road-G Street [City of Banning];
- Highland Home Road/F Street [City of Banning];
- Highland Home Road/D Street [City of Banning];
- Highland Home Road/Wilson Street [City of Banning];
- Sunset Avenue/Wilson Street [City of Banning];
- Sunrise Avenue/Wilson Street [City of Banning];
- 16th Street/Wilson Street [City of Banning];
- 8th Street/Wilson Street [City of Banning];
- 4th Street/Wilson Street [City of Banning]; and
- San Gorgonio Avenue/Wilson Street [City of Banning].

The Riverside County CMP has a standard of LOS E or better for freeway segments. Thus, freeway segments must be mitigated to LOS E or better.

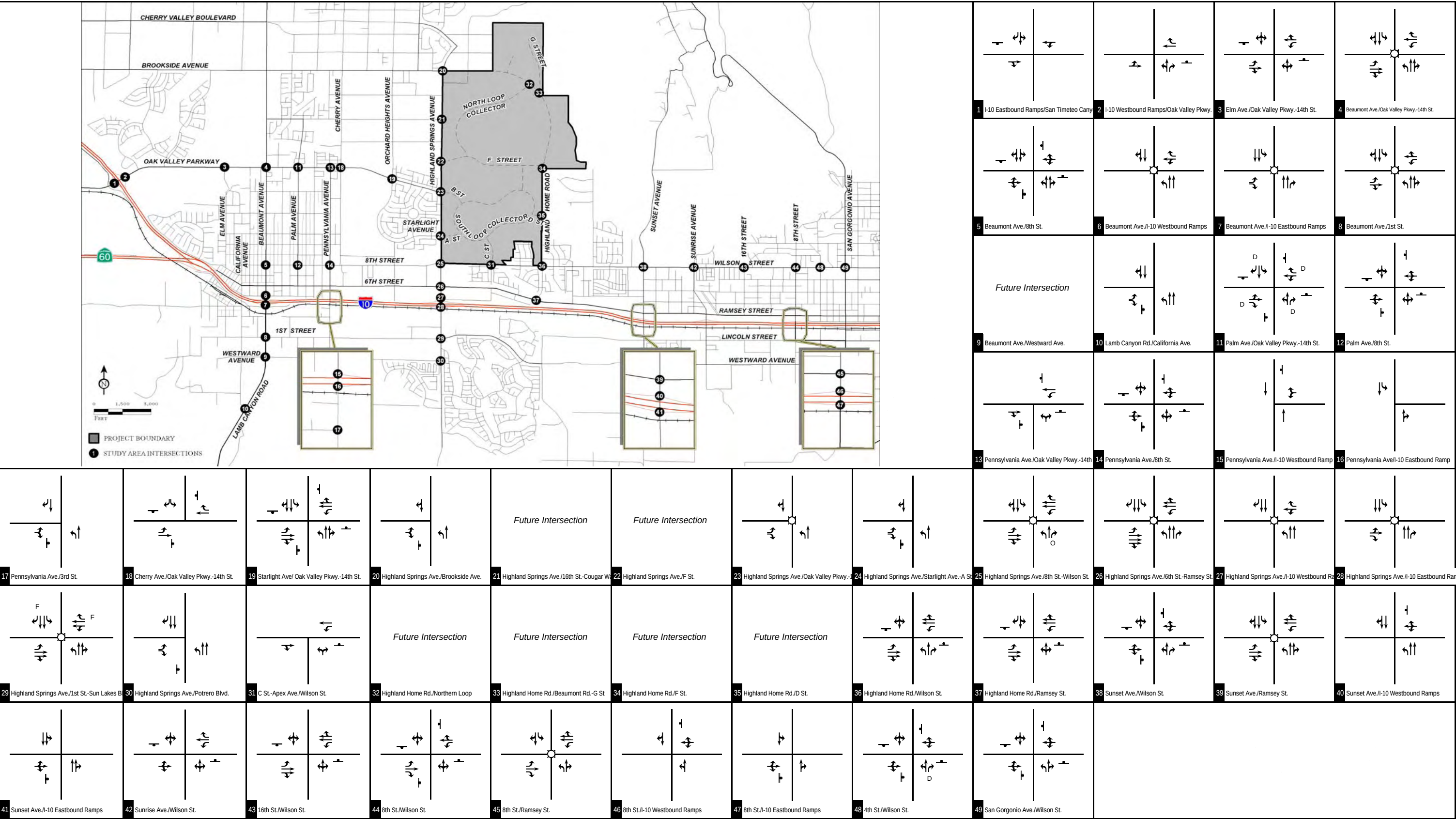
3.0 EXISTING CONDITIONS

3.1 Existing Traffic Controls and Intersection Geometrics

Existing intersection geometrics and control are illustrated in Figure 5.

3.2 Existing Traffic Volumes

Traffic counts were conducted by NDS, Inc. in May 2010. Count sheets are contained in Appendix A. Existing a.m. and p.m. peak hour intersection traffic volumes are shown in Figures 6A and 6B.



LSA

Legend

- Signal
- Stop Sign
- Free Right-Turn
- De-Facto Right
- Right Turn Overlap

FIGURE 5

Butterfield Specific Plan

Traffic Impact Analysis

Existing Intersection Geometrics and Stop Control

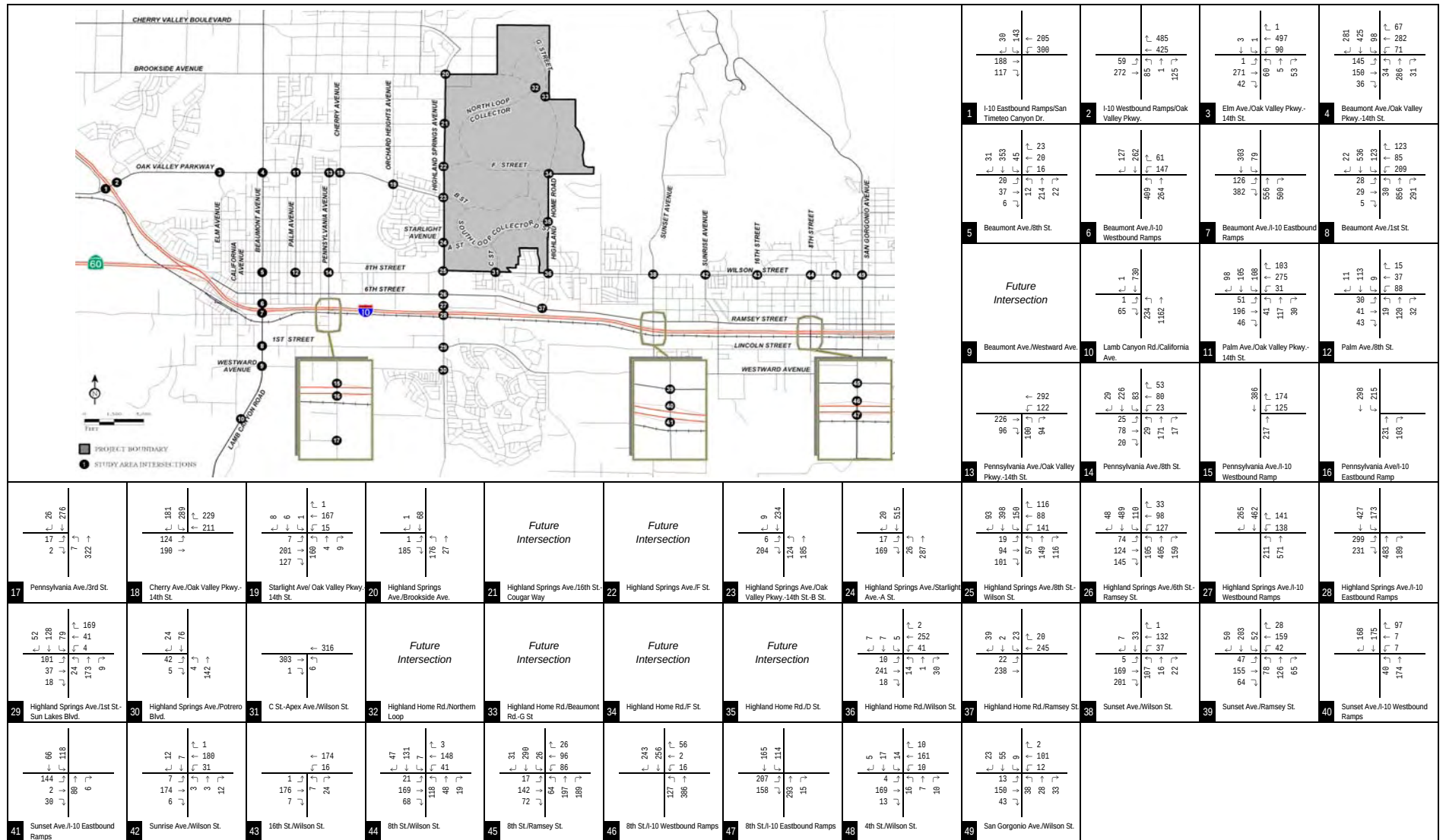


FIGURE 6A

LSA

XXX AM Peak Hour Volume

Butterfield Specific Plan
Traffic Impact Analysis
Existing A.M. Peak Hour Traffic Volumes

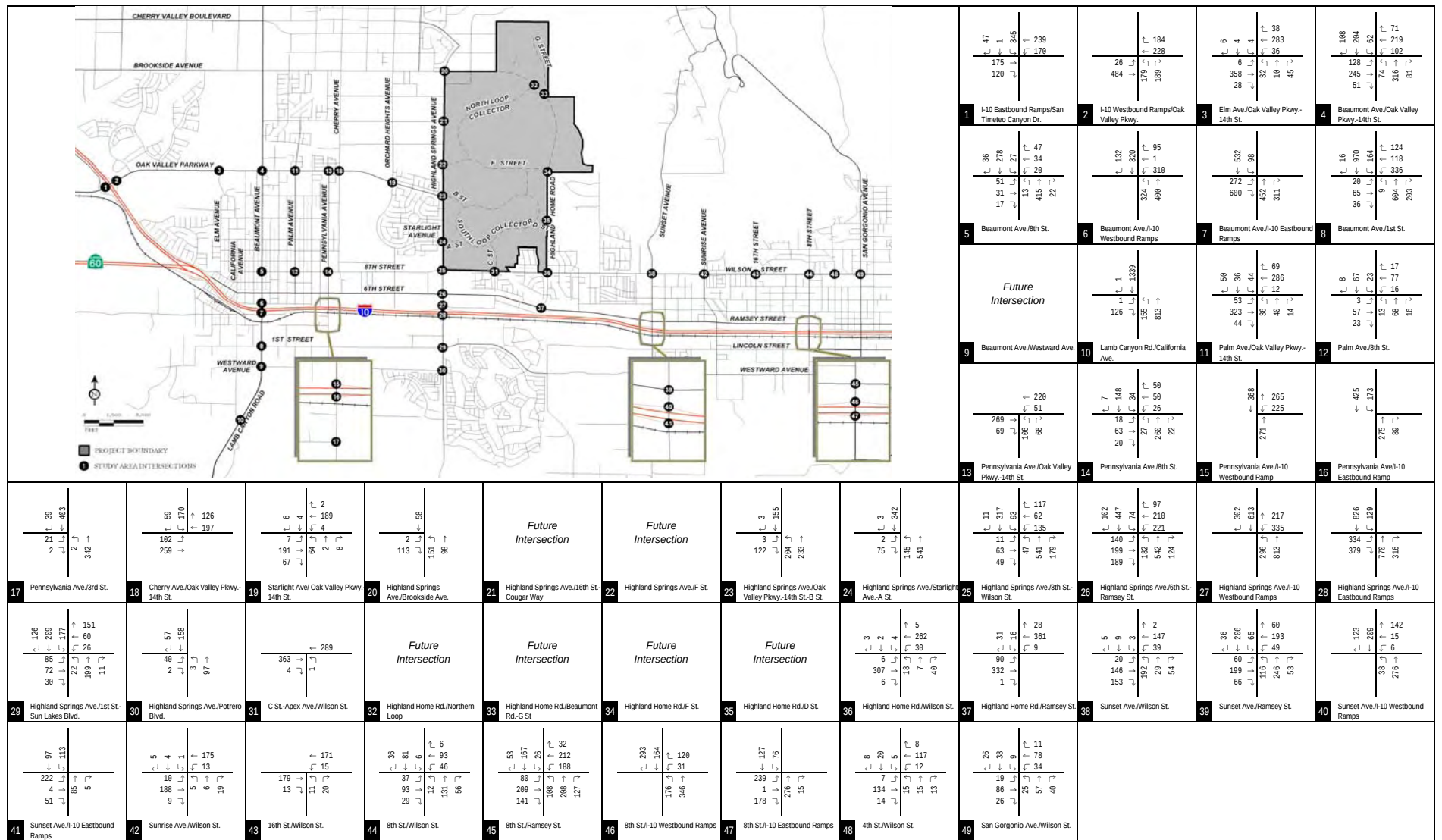


FIGURE 6B

LSA

XXX PM Peak Hour Volume

Butterfield Specific Plan
Traffic Impact Analysis
Existing P.M. Peak Hour Traffic Volumes

Existing Annual Average Daily Traffic (AADT) volume data published by Caltrans in 2008 were used to develop the peak hour volumes for freeway segments. Total volumes on study area segments were divided into passenger vehicles and truck volumes based on the truck percentages available from the Caltrans 2008 AADT truck counts for each segment. Consistent with *Highway Capacity Manual* methodologies, passenger car equivalent (PCE) volumes for the freeway segments were computed using a PCE factor of 1.5 for all trucks, as the impact of trucks on freeway operations is lower than the impact at intersection operations. The peak hour segment volumes for the freeway segments were calculated by applying percentages to AADT in peak hour in each of these segments. The directional split of traffic volumes on each segment was computed using the Caltrans split of peak hour traffic in peak direction for these segments.

It should be noted that the traffic counts on the freeways were conducted in 2008 by Caltrans. These are the most recent and best available traffic data for freeway segments. In order to analyze the existing conditions (2010), the 2008 count data were adjusted by adding growth for a period of two years to develop the 2010 traffic volume along the study area freeway segments. Table E shows the existing a.m. and p.m. peak hour segment volumes on the study area freeway segments. Detailed volume development sheets for study intersections and freeway segments are included in Appendix B.

3.3 Existing (Baseline) Conditions Levels of Service

An LOS analysis was conducted to evaluate existing a.m. and p.m. peak hour traffic operations at the study area intersections. Table F summarizes the results of this analysis. LOS worksheets are included in Appendix C. As shown in Table F, the following five intersections exceed LOS thresholds:

- I-10 Eastbound Ramps/San Timoteo Canyon Drive [Caltrans] (a.m. and p.m. peak hours);
- Pennsylvania Avenue/I-10 Westbound Ramp [Caltrans] (p.m. peak hour);
- Highland Springs Avenue/6th Street-Ramsey Street [City of Banning] (p.m. peak hour);
- Highland Springs Avenue/I-10 Westbound Ramps [Caltrans]; and
- 8th Street/I-10 Eastbound Ramps [Caltrans] (a.m. and p.m. peak hours).

Table G summarizes the existing a.m. and p.m. peak hour freeway mainline traffic volumes and levels of service for the freeway segments on I-10 and SR-60. As shown in Table G, all freeway segments are currently operating at LOS E or better during the a.m. and p.m. peak hours in both directions.

3.4 Project Traffic

Trip Generation. Trip generation for the proposed project was calculated using rates for Land Use 210 ("Single Family Detached Housing"), Land Use 230 ("Residential Condominium/Townhomes"), Land Use 820 ("Shopping Center"), Land Use 430 ("Golf Course"), and Land Use 520 ("Elementary School"), from the Institute of Transportation Engineers (ITE) *Trip Generation*, 8th Edition. Retail establishments typically draw some trips from traffic passing the site on an adjacent street. These trips are not "new" trips and were already occurring on the adjacent street system prior to the development of the commercial site but enter the commercial site en route to some other destination. These trips are referred to as "pass-by" trips and only affect traffic at the project driveways. Pass-by trips were

Table E - Existing (2010) Freeway Segment (PCE) Volumes

Freeway Segment	A.M. Peak Hour											
	Eastbound						Westbound					
	Year 2008	Year 2045	Growth 2008-2010	Total PCE ¹	Project Trips	W/ Project PCE	Year 2008	Year 2045	Growth 2008-2010	Total PCE ¹	Project Trips	W/ Project PCE
Interstate 10												
Cherry Valley Boulevard to Oak Valley Parkway	5,060	6,451	75	5,135	79	5,214	3,829	11,045	390	4,219	152	4,371
Oak Valley Parkway to SR-60	5,014	6,591	85	5,099	47	5,146	3,794	9,228	294	4,088	91	4,179
SR-60 to Beaumont Avenue	7,099	8,078	53	7,152	174	7,326	5,371	11,815	348	5,719	335	6,054
Beaumont Avenue to Pennsylvania Avenue	7,211	7,870	36	7,247	206	7,453	5,456	11,499	327	5,783	396	6,179
Pennsylvania Avenue to Highland Springs Avenue	7,584	7,718	7	7,591	206	7,797	5,738	9,587	208	5,946	396	6,342
Highland Springs Avenue to Sunset Avenue	7,302	7,729	23	7,325	91	7,416	5,524	8,654	169	5,693	47	5,740
Sunset Avenue to 22nd Street	7,125	7,851	39	7,164	244	7,408	5,390	7,568	118	5,508	127	5,635
22nd Street to 8th Street	6,955	7,643	37	6,992	183	7,175	5,262	6,885	88	5,350	95	5,445
8th Street to Hargrave Street	6,785	7,456	36	6,821	91	6,912	5,134	6,718	86	5,220	47	5,267
Hargrave Street to Ramsey Street	6,269	6,889	34	6,303	91	6,394	4,743	6,206	79	4,822	47	4,869
SR-60												
Jack Rabbit Trail to I-10	2,150	2,727	31	2,181	127	2,308	1,908	3,957	111	2,019	244	2,263

Freeway Segment	P.M. Peak Hour											
	Eastbound						Westbound					
	Year 2008	Year 2045	Growth 2008-2010	Total PCE ¹	Project Trips	W/ Project PCE	Year 2008	Year 2045	Growth 2008-2010	Total PCE ¹	Project Trips	W/ Project PCE
Interstate 10												
Cherry Valley Boulevard to Oak Valley Parkway	5,093	11,664	355	5,448	176	5,624	3,959	10,187	337	4,296	124	4,420
Oak Valley Parkway to SR-60	5,046	10,322	285	5,331	106	5,437	3,923	10,209	340	4,263	74	4,337
SR-60 to Beaumont Avenue	7,143	13,765	358	7,501	388	7,889	5,554	12,280	364	5,918	272	6,190
Beaumont Avenue to Pennsylvania Avenue	7,257	12,419	279	7,536	458	7,994	5,642	12,054	347	5,989	321	6,310
Pennsylvania Avenue to Highland Springs Avenue	7,633	11,775	224	7,857	458	8,315	5,934	11,632	308	6,242	321	6,563
Highland Springs Avenue to Sunset Avenue	7,348	11,251	211	7,559	74	7,633	5,713	11,539	315	6,028	106	6,134
Sunset Avenue to 22nd Street	7,170	9,969	151	7,321	198	7,519	5,575	10,511	267	5,842	282	6,124
22nd Street to 8th Street	6,999	9,381	129	7,128	148	7,276	5,441	10,139	254	5,695	212	5,907
8th Street to Hargrave Street	6,829	9,153	126	6,955	74	7,029	5,309	9,893	248	5,557	106	5,663
Hargrave Street to Ramsey Street	6,309	8,456	116	6,425	74	6,499	4,905	9,140	229	5,134	106	5,240
SR-60												
Jack Rabbit Trail to I-10	2,259	5,615	181	2,440	282	2,722	1,358	4,651	178	1,536	198	1,734

¹ Passenger Car Equivalent volume, using a PCE factor of 1.5 for all trucks, based on HCM.

* The interchange on Pennsylvania Avenue is expected to be upgraded to a full diamond interchange before General Plan build-out year.

Table F - Existing Without and Plus Project (Phase III) Intersection Levels of Service

Intersection	Control	LOS STD.	A.M. Peak Hour						P.M. Peak Hour					
			Without Project			Plus Project			Without Project			Plus Project		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1 . I-10 Eastbound Ramps/San Timeteo Canyon Dr.	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
2 . I-10 Westbound Ramps/Oak Valley Pkwy.	TWSC	45s	-	19.6	C	-	31.0	D	-	21.9	C	-	54.0	F
3 . Elm Ave./Oak Valley Pkwy.-14th St.	TWSC	D	-	25.9	D	-	71.7	F	-	16.3	C	-	35.1	E
4 . Beaumont Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.51	24.0	C	0.68	26.3	C	0.34	23.9	C	0.47	23.1	C
5 . Beaumont Ave./8th St.	AWSC	D	0.35	9.8	A	0.41	12.0	B	0.38	10.8	B	0.57	15.0	B
6 . Beaumont Ave./I-10 Westbound Ramps	Signal	45s	0.54	24.0	C	0.63	27.6	C	0.60	26.6	C	0.67	28.7	C
7 . Beaumont Ave./I-10 Eastbound Ramps	Signal	45s	0.71	23.5	C	0.76	23.5	C	0.73	27.3	C	0.83	29.3	C
8 . Beaumont Ave./1st St.	Signal	D	0.71	24.5	C	0.73	24.2	C	0.66	28.5	C	0.76	29.8	C
9 . Beaumont Ave./Westward Ave.			Future Intersection			Future Intersection			Future Intersection			Future Intersection		
10 . Lamb Canyon Rd./California Ave.	TWSC	C	-	12.6	B	-	13.2	B	-	23.2	C	-	24.7	C
11 . Palm Ave./Oak Valley Pkwy.-14th St.	AWSC	D	0.61	14.4	B	1.28	76.4	F	0.64	13.9	B	1.32	>100	F
12 . Palm Ave./8th St.	AWSC	D	0.37	10.3	B	0.89	24.3	C	0.15	8.0	A	0.44	10.9	B
13 . Pennsylvania Ave./Oak Valley Pkwy.-14th St.	AWSC	D	0.53	12.6	B	1.17	64.5	F	0.50	11.3	B	1.19	75.5	F
14 . Pennsylvania Ave./8th St.	AWSC	D	0.68	14.5	B	1.10	59.7	F	0.46	10.4	B	0.72	20.7	C
15 . Pennsylvania Ave./I-10 Westbound Ramp	TWSC	45s	-	24.3	C	-	45.4	E	-	95.2	F	-	>100	F
16 . Pennsylvania Ave./I-10 Eastbound Ramp	TWSC	45s	-	14.1	B	-	16.9	C	-	13.7	B	-	17.4	C
17 . Pennsylvania Ave./3rd St.	TWSC	D	-	14.8	B	-	18.6	C	-	15.6	C	-	20.5	C
18 . Cherry Ave./Oak Valley Pkwy.-14th St.	AWSC	D	0.68	15.8	C	1.28	69.9	F	0.46	11.5	B	1.23	72.6	F
19 . Starlight Ave/ Oak Valley Pkwy.-14th St.	AWSC	D	0.36	10.8	B	0.64	19.2	C	0.20	9.0	A	0.63	16.8	C
20 . Highland Springs Ave./Brookside Ave.	TWSC	C	-	9.9	A	-	>100	F	-	9.2	A	-	>100	F
21 . Highland Springs Ave./16th St.-Cougar Way			Future Intersection			Future Intersection			Future Intersection			Future Intersection		
22 . Highland Springs Ave./F St.			Future Intersection			1.25	>100	F	Future Intersection			1.36	>100	F
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	C	0.44	20.8	C	1.18	89.7	F	0.34	17.2	B	1.20	96.6	F
24 . Highland Springs Ave./Starlight Ave.-A St.	TWSC	C	-	17.6	C	-	>100	F	-	11.4	B	-	>100	F
25 . Highland Springs Ave./8th St.-Wilson St.	Signal	C	0.42	30.1	C	0.88	41.3	D	0.59	27.1	C	1.31	>100	F
26 . Highland Springs Ave./6th St.-Ramsey St.	Signal	D	0.41	22.9	C	0.64	26.7	C	0.69	89.00	F	1.10	>100	F
27 . Highland Springs Ave./I-10 Westbound Ramps	Signal	45s	0.46	41.0	D	0.62	31.1	C	0.68	74.00	E	0.92	53.9	E
28 . Highland Springs Ave./I-10 Eastbound Ramps	Signal	45s	0.58	28.0	C	0.88	62.7	E	0.67	16.20	B	1.22	71.6	E
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	Signal	C	0.23	30.3	C	0.22	27.6	C	0.29	31.0	C	0.37	28.8	C
30 . Highland Springs Ave./Potrero Blvd.	TWSC	C	-	9.6	A	-	10.8	B	-	10.4	B	-	12.7	B
31 . C St.-Apex Ave./Wilson St.	TWSC	C	-	14.3	B	-	>100	F	-	14.2	B	-	>100	F
32 . Highland Home Rd./Northern Loop			Future Intersection			0.61	42.5	E	Future Intersection			1.16	>100	F
33 . Highland Home Rd./Beaumont Rd.-G St			Future Intersection			0.16	12.7	B	Future Intersection			0.24	16.7	C
34 . Highland Home Rd./F St.			Future Intersection			0.35	12.7	B	Future Intersection			0.26	11.5	B
35 . Highland Home Rd./D St.			Future Intersection			0.41	22.4	C	Future Intersection			0.29	27.7	D
36 . Highland Home Rd./Wilson St.	TWSC	C	-	13.2	B	-	>100	F	-	13.2	B	-	>100	F
37 . Highland Home Rd./Ramsey St.	TWSC	D	-	10.5	B	-	>100	F	-	12.0	B	-	>100	F
38 . Sunset Ave./Wilson St.	AWSC	C	0.56	11.6	B	1.21	79.5	F	0.49	11.8	B	1.16	69.7	F
39 . Sunset Ave./Ramsey St.	Signal	D	0.22	23.4	C	0.56	24.0	C	0.24	23.1	C	0.63	25.2	C
40 . Sunset Ave./I-10 Westbound Ramps	TWSC	45s	-	10.1	B	-	11.2	B	-	11.4	B	-	15.5	C
41 . Sunset Ave./I-10 Eastbound Ramps	TWSC	45s	-	13.9	B	-	34.0	D	-	16.5	C	-	57.8	F
42 . Sunrise Ave./Wilson St.	TWSC	C	-	11.4	B	-	25.1	D	-	10.8	B	-	22.0	C
43 . 16th St./Wilson St.	TWSC	C	-	9.8	A	-	13.8	B	-	9.8	A	-	14.4	B
44 . 8th St./Wilson St.	AWSC	C	0.44	12.3	B	0.82	21.1	C	0.30	9.3	A	0.51	12.1	B
45 . 8th St./Ramsey St.	Signal	D	0.45	27.9	C	0.48	28.6	C	0.64	35.6	D	0.70	38.4	D
46 . 8th St./I-10 Westbound Ramps	TWSC	45s	-	22.9	C	-	29.3	D	-	16.1	C	-	19.3	C
47 . 8th St./I-10 Eastbound Ramps	TWSC	45s	-	>100	F	-	>100	F	-	37.4	E	-	79.8	F
48 . 4th St./Wilson St.	AWSC	C	0.33	9.3	A	0.61	12.9	B	0.21	8.2	A	0.45	10.5	B
49 . San Geronio Ave./Wilson St.	AWSC	C	0.34	9.2	A	0.62	12.6	B	0.19	8.5	A	0.43	10.8	B

Exceeds LOS standard.

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

TWSC = Two-Way Stop Control

AWSC=All-Way Stop Control

For TWSC intersections, reported delay is for worst-case approach.

Table G - Existing Without and Plus Project (Phase III) Freeway Mainline Levels of Service

Freeway Segment	Lanes			A.M. Peak Hour								P.M. Peak Hour							
	Mixed Flow	HOV	Cap.	Without Project				With Project				Without Project				With Project			
				Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS
EASTBOUND																			
Interstate 10																			
Cherry Valley Boulevard to Oak Valley Parkway	3	0	6,900	5,135	5,240	0.76	D	5,214	5,320	0.77	D	5,448	5,560	0.81	D	5,624	5,740	0.83	D
Oak Valley Parkway to SR-60	3	0	6,900	5,099	5,200	0.75	D	5,146	5,250	0.76	D	5,331	5,440	0.79	D	5,437	5,550	0.80	D
SR-60 to Beaumont Avenue	4	0	9,200	7,152	7,300	0.79	D	7,326	7,480	0.81	D	7,501	7,650	0.83	D	7,889	8,050	0.88	D
Beaumont Avenue to Pennsylvania Avenue	4	0	9,200	7,247	7,390	0.80	D	7,453	7,600	0.83	D	7,536	7,690	0.84	D	7,994	8,160	0.89	E
Pennsylvania Avenue to Highland Springs Avenue	4	0	9,200	7,591	7,750	0.84	D	7,797	7,960	0.87	D	7,857	8,020	0.87	D	8,315	8,480	0.92	E
Highland Springs Avenue to Sunset Avenue	4	0	9,200	7,325	7,470	0.81	D	7,416	7,570	0.82	D	7,559	7,710	0.84	D	7,633	7,790	0.85	D
Sunset Avenue to 22nd Street	4	0	9,200	7,164	7,310	0.80	D	7,408	7,560	0.82	D	7,321	7,470	0.81	D	7,519	7,670	0.83	D
22nd Street to 8th Street	4	0	9,200	6,992	7,130	0.78	D	7,175	7,320	0.80	D	7,128	7,270	0.79	D	7,276	7,420	0.81	D
8th Street to Hargrave Street	4	0	9,200	6,821	6,960	0.76	D	6,912	7,050	0.77	D	6,955	7,100	0.77	D	7,029	7,170	0.78	D
Hargrave Street to Ramsey Street	4	0	9,200	6,303	6,430	0.70	D	6,394	6,520	0.71	D	6,425	6,560	0.71	D	6,499	6,630	0.72	D
SR-60																			
Jack Rabbit Trail to I-10	2	0	4,600	2,181	2,230	0.49	C	2,308	2,360	0.51	C	2,440	2,490	0.54	C	2,722	2,780	0.60	C
WESTBOUND																			
Interstate 10																			
Cherry Valley Boulevard to Oak Valley Parkway	3	0	6,900	4,219	4,310	0.63	C	4,371	4,460	0.65	C	4,296	4,380	0.64	C	4,420	4,510	0.65	C
Oak Valley Parkway to SR-60	3	0	6,900	4,088	4,170	0.60	C	4,179	4,260	0.62	C	4,263	4,350	0.63	C	4,337	4,430	0.64	C
SR-60 to Beaumont Avenue	4	0	9,200	5,719	5,840	0.64	C	6,054	6,180	0.67	C	5,918	6,040	0.66	C	6,190	6,320	0.69	D
Beaumont Avenue to Pennsylvania Avenue	4	0	9,200	5,783	5,900	0.64	C	6,179	6,300	0.69	D	5,989	6,110	0.66	C	6,310	6,440	0.70	D
Pennsylvania Avenue to Highland Springs Avenue	4	0	9,200	5,946	6,070	0.66	C	6,342	6,470	0.70	D	6,242	6,370	0.69	D	6,563	6,700	0.73	D
Highland Springs Avenue to Sunset Avenue	4	0	9,200	5,693	5,810	0.63	C	5,740	5,860	0.64	C	6,028	6,150	0.67	C	6,134	6,260	0.68	D
Sunset Avenue to 22nd Street	4	0	9,200	5,508	5,620	0.61	C	5,635	5,750	0.63	C	5,842	5,960	0.65	C	6,124	6,250	0.68	C
22nd Street to 8th Street	4	0	9,200	5,350	5,460	0.59	C	5,445	5,560	0.60	C	5,695	5,810	0.63	C	5,907	6,030	0.66	C
8th Street to Hargrave Street	4	0	9,200	5,220	5,330	0.58	C	5,267	5,370	0.58	C	5,557	5,670	0.62	C	5,663	5,780	0.63	C
Hargrave Street to Ramsey Street	4	0	9,200	4,822	4,920	0.54	C	4,869	4,970	0.54	C	5,134	5,240	0.57	C	5,240	5,350	0.58	C
SR-60																			
Jack Rabbit Trail to I-10	2	0	4,600	2,019	2,060	0.45	B	2,263	2,310	0.50	C	1,536	1,570	0.34	B	1,734	1,770	0.39	B

* Exceeds level of service standard

¹ Peak Hour Factor. PHF volume assumes a PHF of 0.98.

Note:

According to the CMP, the capacity of a mixed-flow lane is 2,300 vehicles per hour, and the capacity of an HOV lane is 1,600 vehicles per hour.

adjusted from the total gross trips by taking pass-by trip percentages for the proposed commercial land uses from the ITE *Trip Generation Handbook* (2004) for Land Use 820 (“Shopping Center”). As is typical of most mixed-use projects, a percentage of trips generated by the project will be trips entirely within the project itself, such as a trip from a retail store to a residence within the project or a trip from home (residence) to school with the project. These trips are referred to as “internal trips” and do not affect the surrounding street traffic or even the project driveways. Internal trips were calculated using the project select zone model plots obtained from the Pass Area Model (PAM; used for City of Banning General Plan Update, June 2005).

Table H summarizes the trip generation by phase for the project during the a.m. and p.m. peak hours. Appendix D shows detailed Trip Generation by Planning Area. As shown in Table H, Phase I (Year 2022) is expected to generate 2,427 trips during the a.m. peak hour, 3,087 trips during the p.m. peak hour, and 34,049 daily trips. Phases I and II (Year 2032) are expected to generate 3,527 trips during the a.m. peak hour, 4,542 trips during the p.m. peak hour, and 48,156 daily trips. Phase III (Year 2042) is expected to generate 4,626 trips during the a.m. peak hour, 5,998 trips during the p.m. peak hour, and 62,263 daily trips.

Trip Distribution and Assignment. Project trip distribution patterns were developed using the PAM’s (used for City of Banning General Plan Update, June 2005) select zone trip assignment. Since the PAM considers the General Plan Build-out roadway network configuration, trip distribution patterns for existing plus project and year 2022 plus project scenarios were adjusted based on the existing roadway network configuration.

Figure 7 illustrates the trip distribution pattern for Existing and Year 2022 scenarios. Figure 8 illustrates the trip distribution pattern for Year 2032, Year 2042, and General Plan Build-Out scenarios. Figures 9A and 9B illustrate the a.m. and p.m. peak hour project trips for existing plus project conditions at the study area intersections. Figures 10A and 10B illustrate the a.m. and p.m. peak hour project trips for Year 2022 Phase I completion at the study area intersections. Figures 11A and 11B illustrate the a.m. and p.m. peak hour project trips for Year 2032 Phases I and II completion at the study area intersections. Figures 12A and 12B illustrate the a.m. and p.m. peak hour project trips for Year 2042 Phase III and General Plan Build-out year conditions at the study area intersections.

Project Trips on Freeway Segments. Project volumes on study area freeway segments were developed by applying the project trip distribution patterns at study area interchanges to the project. Tables I, J, and K illustrate the overall trip assignment on freeway segments for project trips under year 2022, year 2032, and year 2042/2045, respectively.

3.5 Existing (Baseline) Plus Project Conditions

Existing plus project conditions traffic volumes were developed by adding project trips to existing (Baseline) conditions traffic volumes. Figure 13A illustrates the existing plus project a.m. peak hour traffic volumes and Figure 13B illustrates the existing plus project p.m. peak hour traffic volumes at each of the study area intersections.

Table H - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Phase I - Year 2022								
Residential ¹	1,394 DU	265	780	1,045	878	530	1,408	13,341
Commercial ²	549 TSF							
Gross Trips		338	216	554	1,200	1,279	2,480	25,944
Pass By Trips ³		(80)	(80)	(161)	(359)	(359)	(719)	(7,521)
Net New Trips		257	136	393	841	920	1,761	18,423
Condominium/Townhouse ⁴	402 DU	30	147	177	140	69	209	2,334
Elementary School ⁵	200 TSF	584	458	1,042				3,092
Golf Course ⁶	18 Holes	32	8	40	23	28	51	643
Internal Trip Capture ⁷	10%	(117)	(153)	(270)	(188)	(155)	(343)	(3,783)
Total Phase I		1,051	1,376	2,427	1,694	1,392	3,087	34,049
Phase II - Year 2032								
Residential ¹	1,394 DU	265	780	1,045	878	530	1,408	13,341
Condominium/Townhouse ⁴	402 DU	30	147	177	140	69	209	2,334
Internal Trip Capture (Phases I & II) ⁷	10%	(146)	(246)	(392)	(290)	(215)	(505)	(5,351)
Total Phase I and II		1,316	2,210	3,527	2,610	1,932	4,542	48,156
Phase III - Year 2042								
Residential ¹	1,394 DU	265	780	1,045	878	530	1,408	13,341
Condominium/Townhouse ⁴	402 DU	30	147	177	140	69	209	2,334
Internal Trip Capture (Phases I, II & III) ⁷	10%	(176)	(338)	(514)	(392)	(275)	(666)	(6,918)
Total Phase I, II and III		1,582	3,044	4,626	3,526	2,471	5,998	62,263
Gross Project Trip Generation		1,757	3,383	5,140	3,918	2,746	6,664	69,181
Total Internal Trip Capture		(176)	(338)	(514)	(392)	(275)	(666)	(6,918)
Net Total Trip Generation		1,582	3,044	4,626	3,526	2,471	5,998	62,263

¹Rates based on Land Use 210 - Single Family Detached Housing from Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition.

²Rates based on Land Use 820 - Shopping Center from ITE Trip Generation, 8th Edition.

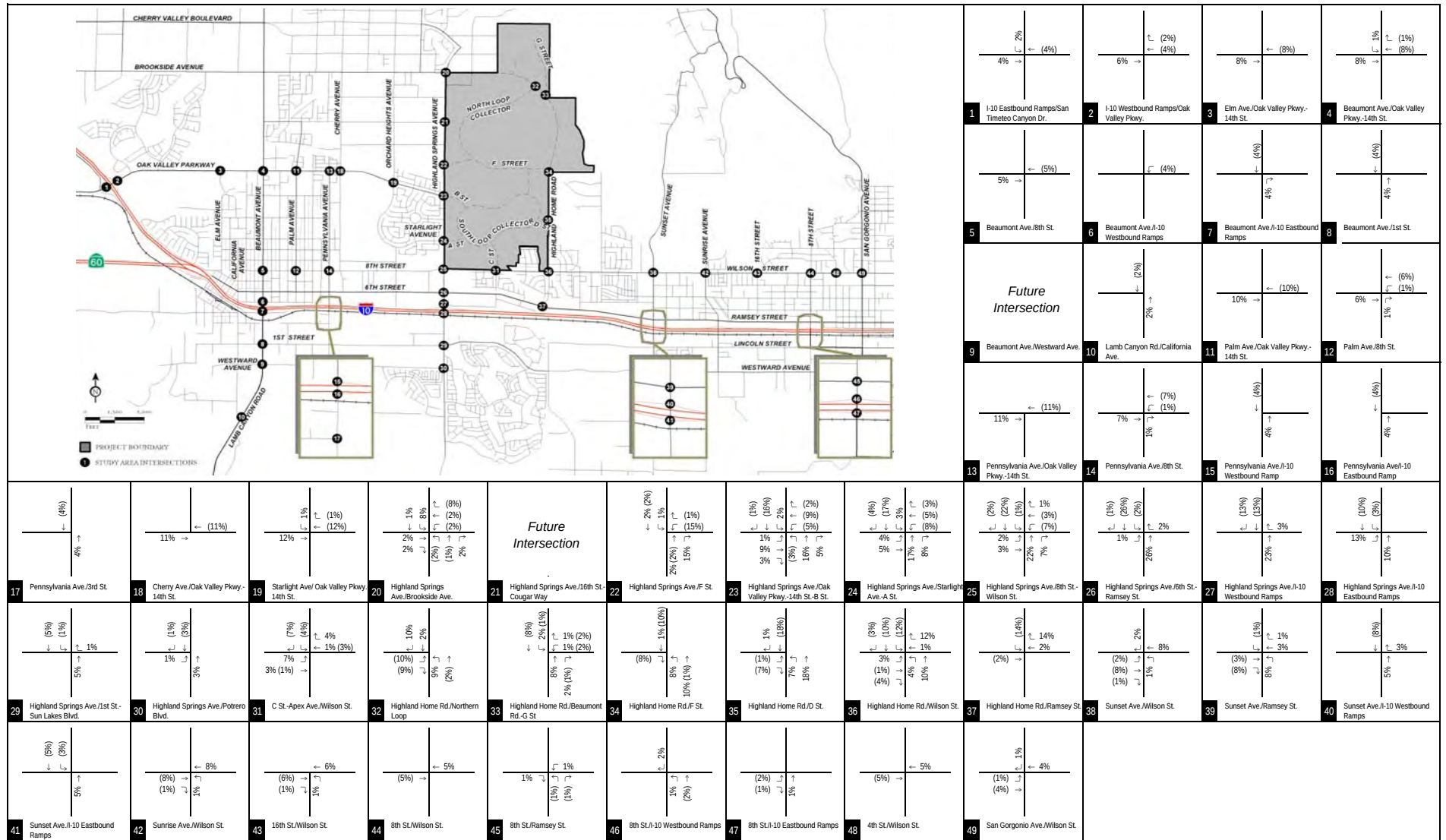
³Pass-By Rates based on Land Use 820 - Shopping Center from ITE Trip Generation Handbook, 2nd Edition.

⁴Rates based on Land Use 230 - Residential Condominium/Townhomes from ITE Trip Generation, 8th Edition.

⁵Rates based on Land Use 520 - Elementary School from ITE Trip Generation, 8th Edition.

⁶Rates based on Land Use 430 - Golf Course from ITE Trip Generation, 8th Edition.

⁷Internal Trip Capture Rates based on Project Select Zone from the Pass Area Model

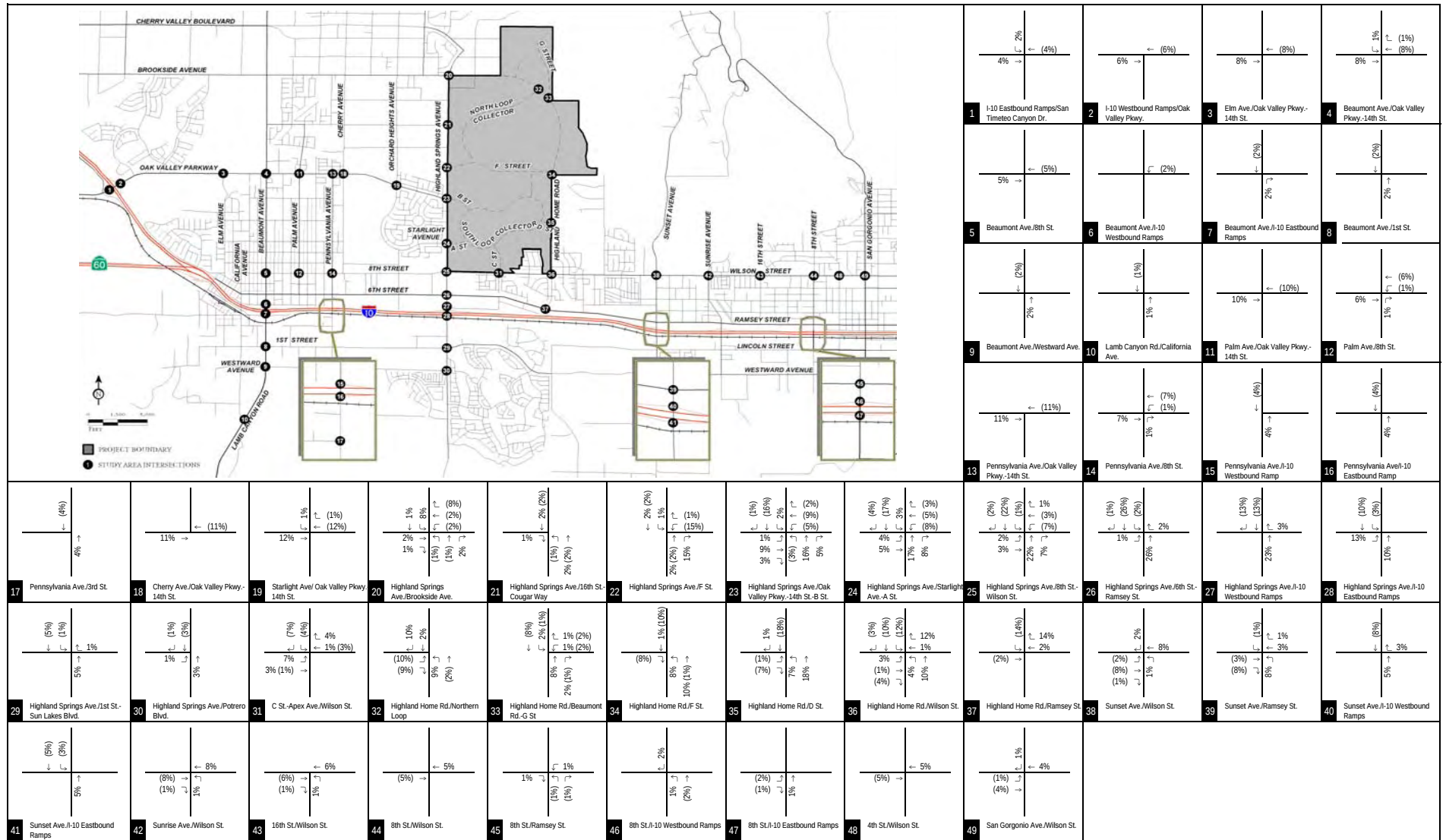


LSA

FIGURE 7

XX% (YY%) Inbound (Outbound) Trip Distribution

Butterfield Specific Plan
Traffic Impact Analysis
Project Distribution under Existing Roadway Network
(Year 2010 and 2022)



LSA

FIGURE 8

XX% (YY%) Inbound (Outbound) Trip Distribution

Butterfield Specific Plan
 Traffic Impact Analysis
 Year 2032, 2042, & General Plan Build-out Project Trip Distribution

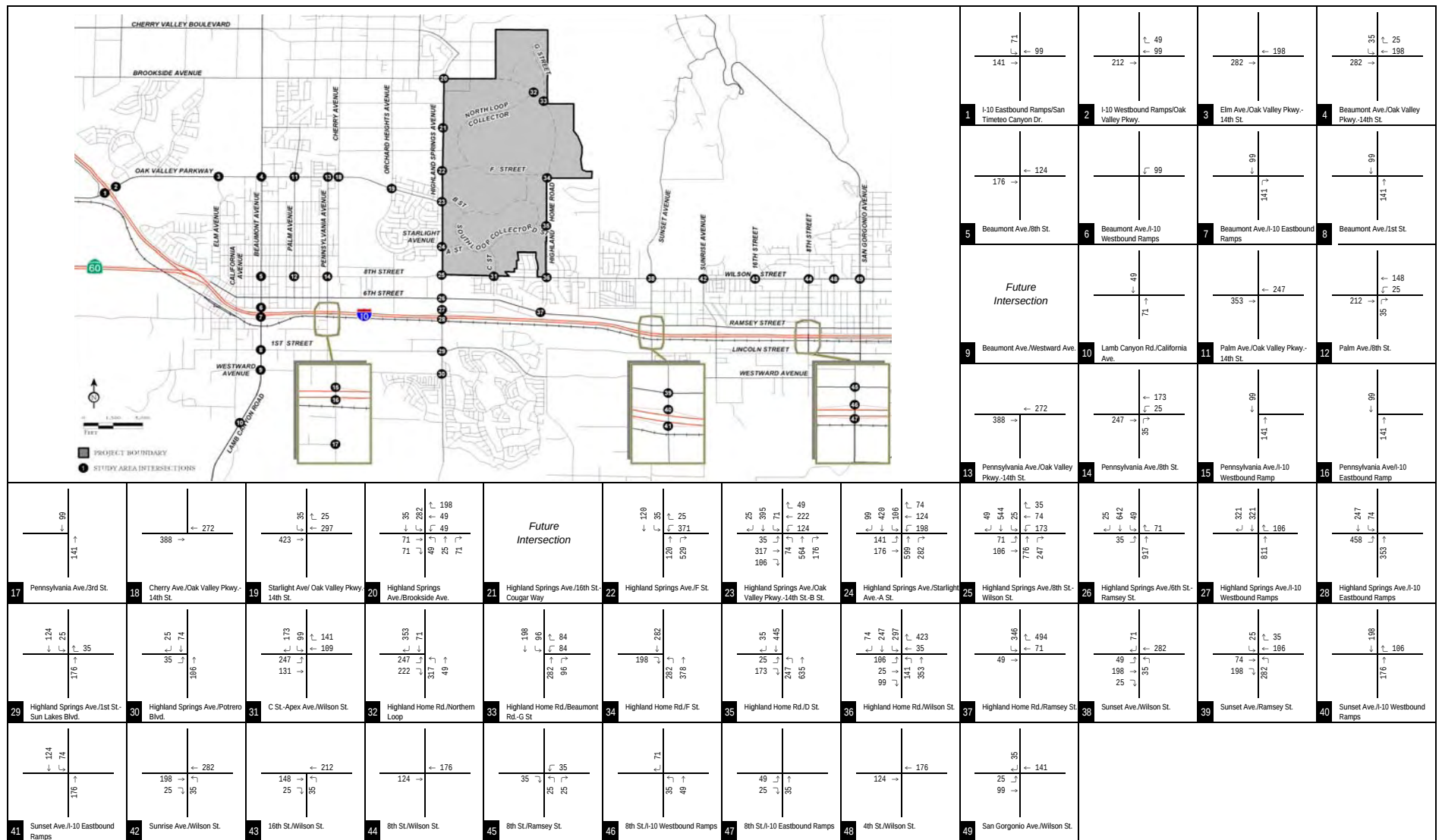


FIGURE 9A

LSA

XXX AM Trips

Butterfield Specific Plan
Traffic Impact Analysis
Existing A.M. Peak Hour Project Trip Assignment



LSA

FIGURE 9B

XXX PM Trips

Butterfield Specific Plan
Traffic Impact Analysis
Existing P.M. Peak Hour Project Trip Assignment



FIGURE 10A

LSA

XXX AM Trips

Butterfield Specific Plan
Traffic Impact Analysis

Year 2022 A.M. Peak Hour Project Trip Assignment

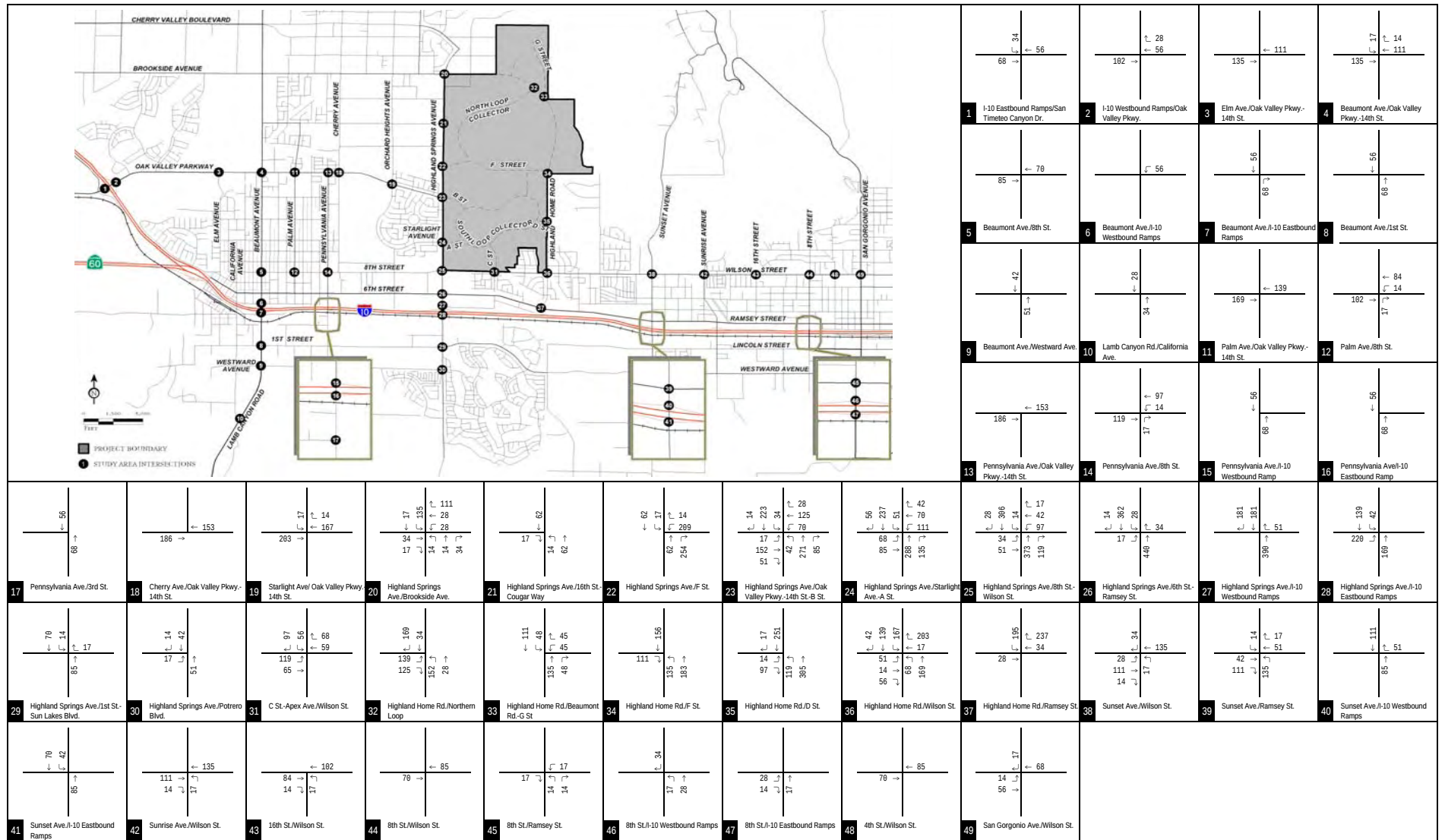


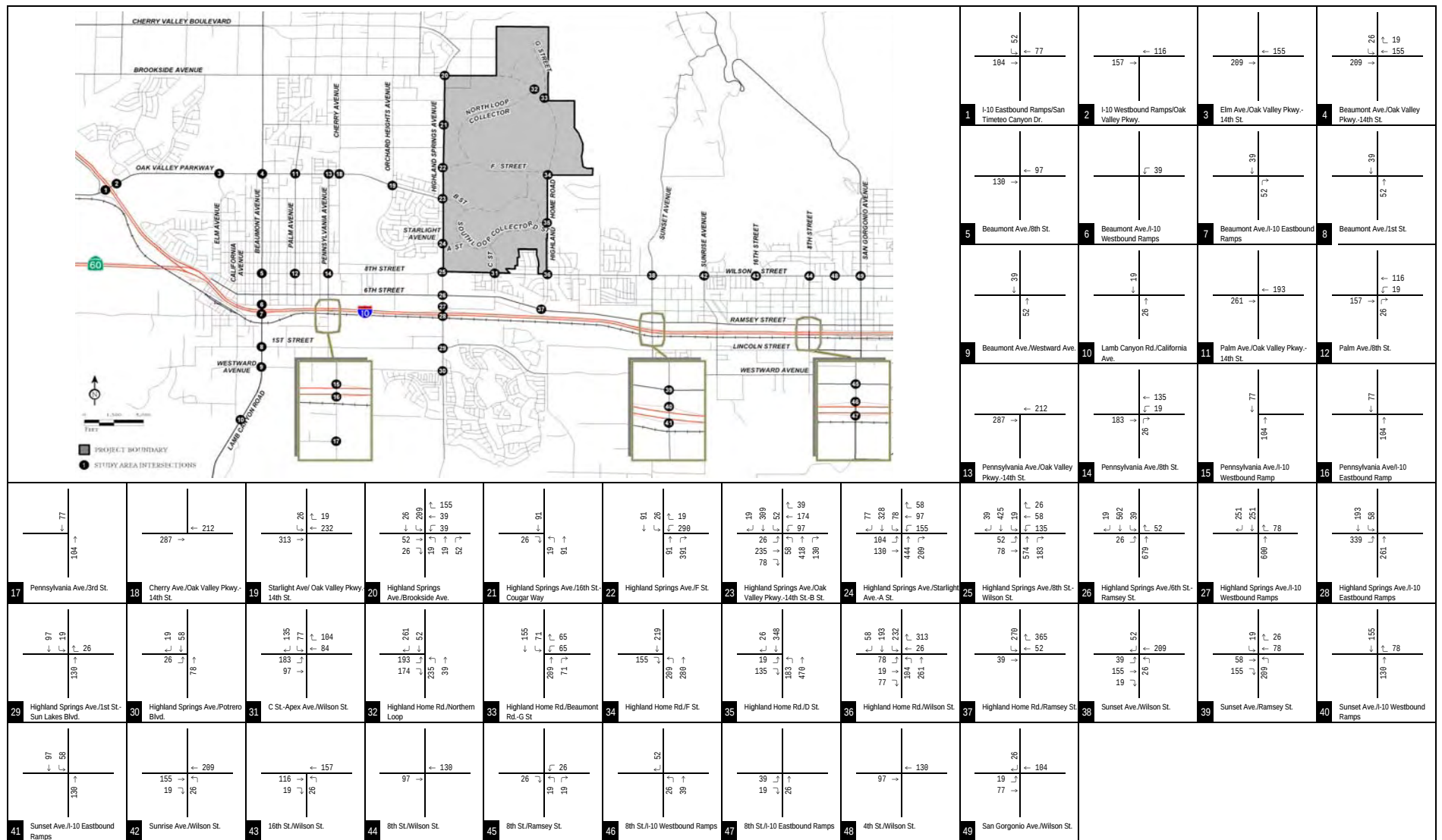
FIGURE 10B

LSA

XXX PM Trips

Butterfield Specific Plan
Traffic Impact Analysis

Year 2022 P.M. Peak Hour Project Trip Assignment

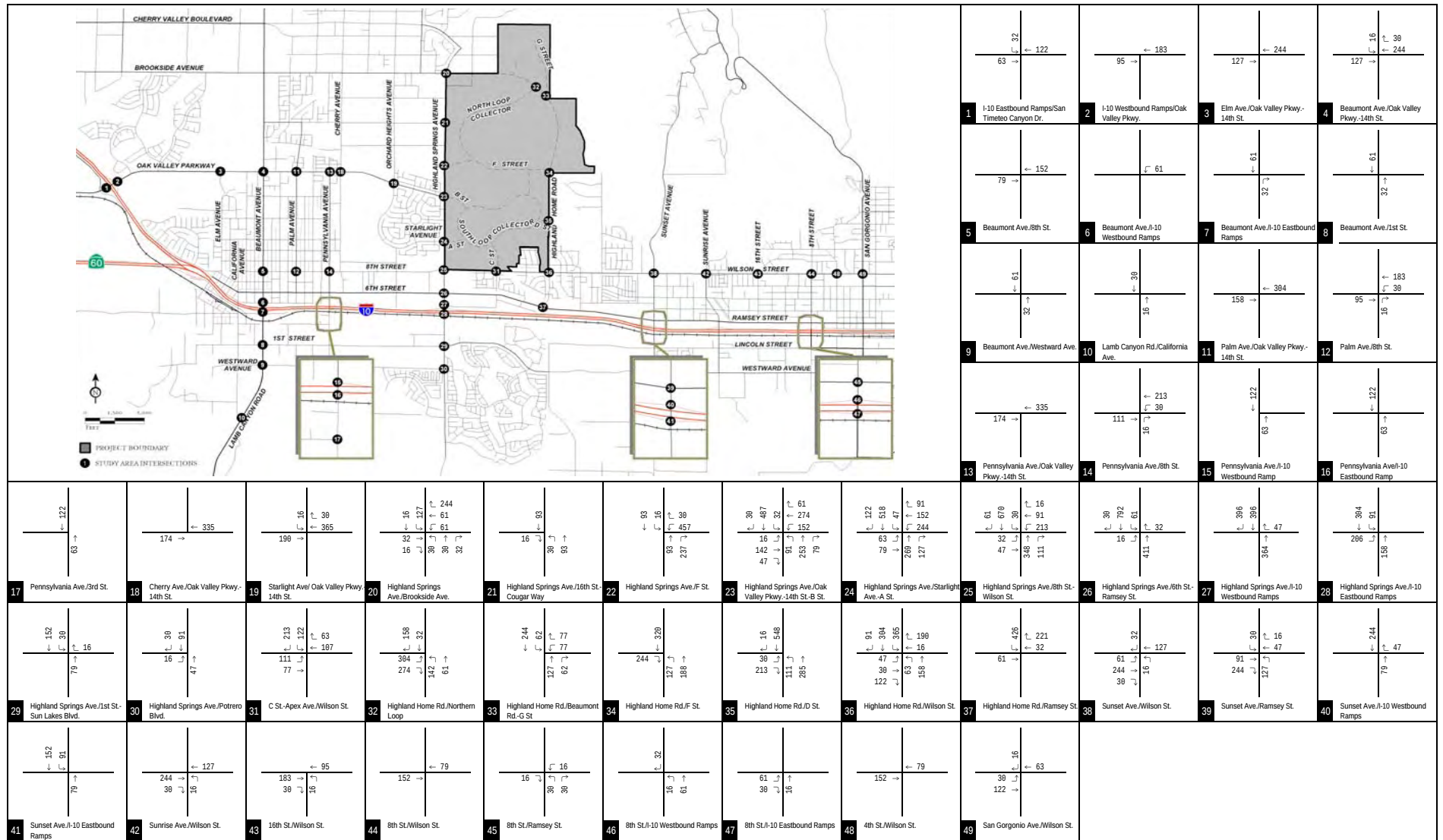


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FIGURE 11B

XXX PM Trips

Butterfield Specific Plan
Traffic Impact Analysis
Year 2032 P.M. Peak Hour Project Trip Assignment

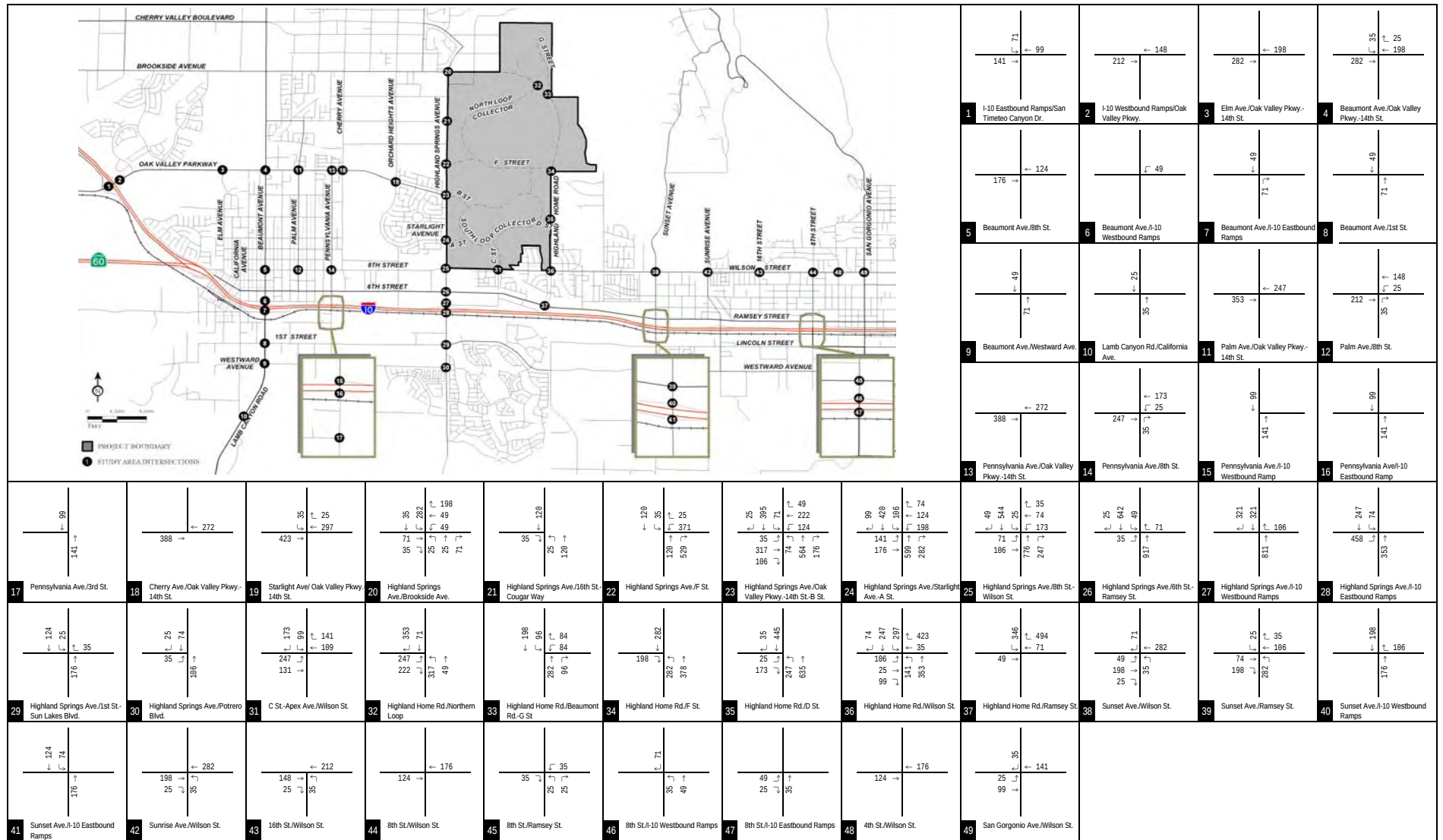


LSA

FIGURE 12A

XXX AM Trips

Butterfield Specific Plan
 Traffic Impact Analysis
 Year 2042 and General Plan Build-out Conditions A.M. Peak Hour Project Trip Assignment



LSA

XXX PM Trips

Table I - Year 2022 Total Two-Way Project Trip Volumes on Freeway Segments

Freeway Segment	Build-Out Year Bidirectional Project Trips		Less than 5 Miles?	In Study Area? ¹
	A.M. Peak Hour	P.M. Peak Hour		
Interstate 10				
Cherry Valley Boulevard to Oak Valley Parkway	122	155	No	Yes
Oak Valley Parkway to SR-60	73	93	Yes	Yes
SR-60 to Beaumont Avenue	267	339	Yes	Yes
Beaumont Avenue to Pennsylvania Avenue	316	401	Yes	Yes
Pennsylvania Avenue to Highland Springs Avenue	316	401	Yes	Yes
Highland Springs Avenue to Sunset Avenue	73	93	Yes	Yes
Sunset Avenue to 22nd Street	194	246	Yes	Yes
22nd Street to 8th Street	146	186	Yes	Yes
8th Street to Hargrave Street	73	93	Yes	Yes
Hargrave Street to Ramsey Street	73	93	No	Yes
SR-60				
Jack Rabbit Trail to I-10	194	246	No	Yes

¹ Segment is included in study area if total two-way peak hour project trips are 100 or more during either analysis year and the segment is less than five linear miles from the project location.

Table J - Year 2032 Total Two-Way Project Trip Volumes on Freeway Segments

Freeway Segment	Build-Out Year Bidirectional Project Trips		Less than 5 Miles?	In Study Area? ¹
	A.M. Peak Hour	P.M. Peak Hour		
Interstate 10				
Cherry Valley Boulevard to Oak Valley Parkway	177	227	No	Yes
Oak Valley Parkway to SR-60	105	136	Yes	Yes
SR-60 to Beaumont Avenue	388	499	Yes	Yes
Beaumont Avenue to Pennsylvania Avenue	458	590	Yes	Yes
Pennsylvania Avenue to Highland Springs Avenue	458	590	Yes	Yes
Highland Springs Avenue to Sunset Avenue	105	136	Yes	Yes
Sunset Avenue to 22nd Street	282	364	Yes	Yes
22nd Street to 8th Street	212	273	Yes	Yes
8th Street to Hargrave Street	105	136	Yes	Yes
Hargrave Street to Ramsey Street	105	136	No	Yes
SR-60				
Jack Rabbit Trail to I-10	282	364	No	Yes

¹ Segment is included in study area if total two-way peak hour project trips are 100 or more during either analysis year and the segment is less than five linear miles from the project location.

Table K - Year 2042 and General Plan Build-out Total Two-Way Project Trip Volumes on Freeway Segments

Freeway Segment	Build-Out Year Bidirectional Project Trips		Less than 5 Miles?	In Study Area? ¹
	A.M. Peak Hour	P.M. Peak Hour		
Interstate 10				
Cherry Valley Boulevard to Oak Valley Parkway	231	300	No	Yes
Oak Valley Parkway to SR-60	138	180	Yes	Yes
SR-60 to Beaumont Avenue	509	660	Yes	Yes
Beaumont Avenue to Pennsylvania Avenue	602	779	Yes	Yes
Pennsylvania Avenue to Highland Springs Avenue	602	779	Yes	Yes
Highland Springs Avenue to Sunset Avenue	138	180	Yes	Yes
Sunset Avenue to 22nd Street	371	480	Yes	Yes
22nd Street to 8th Street	278	360	Yes	Yes
8th Street to Hargrave Street	138	180	Yes	Yes
Hargrave Street to Ramsey Street	138	180	No	Yes
SR-60				
Jack Rabbit Trail to I-10	371	480	No	Yes

¹ Segment is included in study area if total two-way peak hour project trips are 100 or more during either analysis year and the segment is less than five linear miles from the project location.

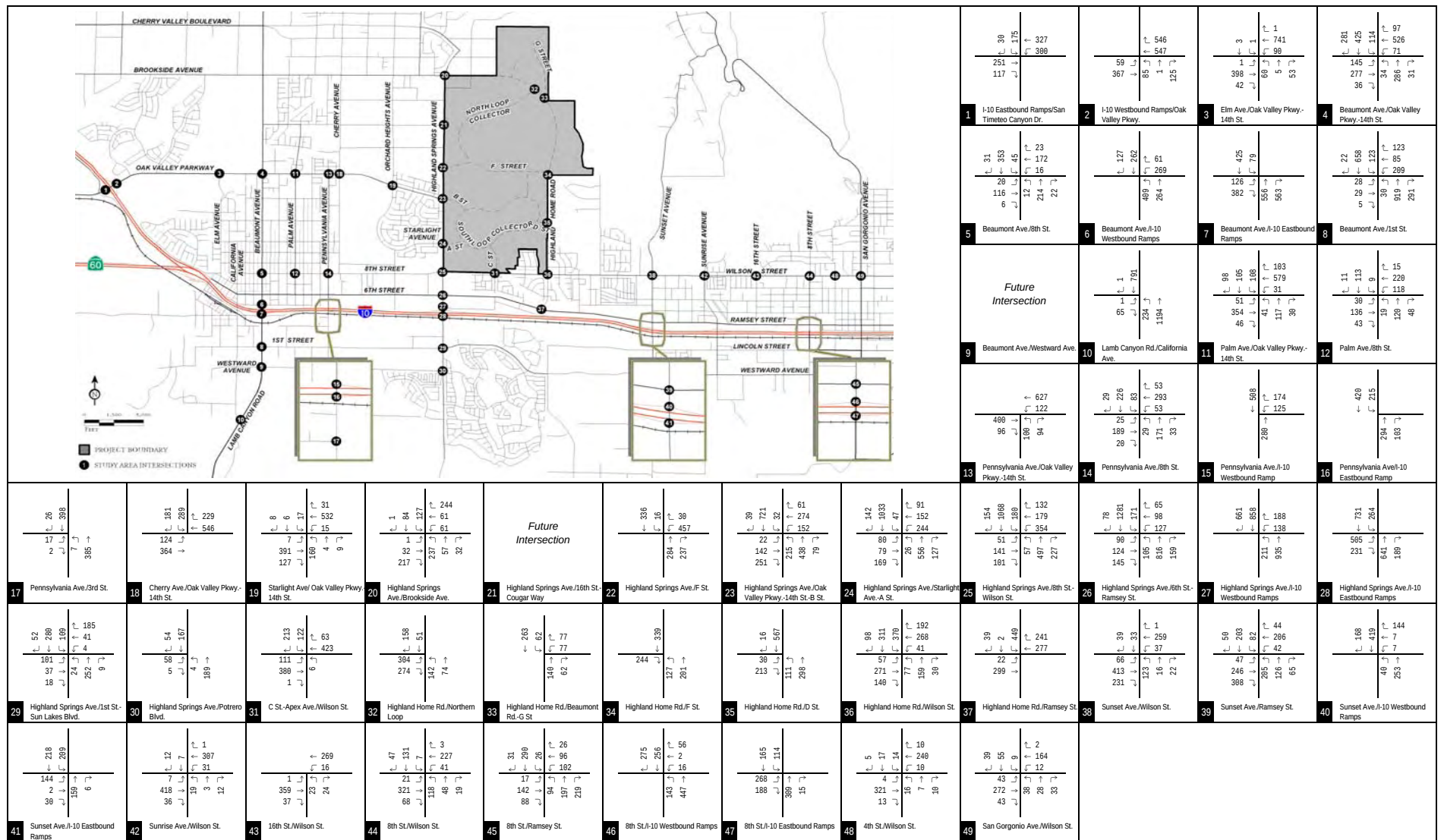


FIGURE 13A

LSA

XXX AM Peak Hour Volume

Butterfield Specific Plan
Traffic Impact Analysis

Existing Plus Project A.M. Peak Hour Traffic Volumes

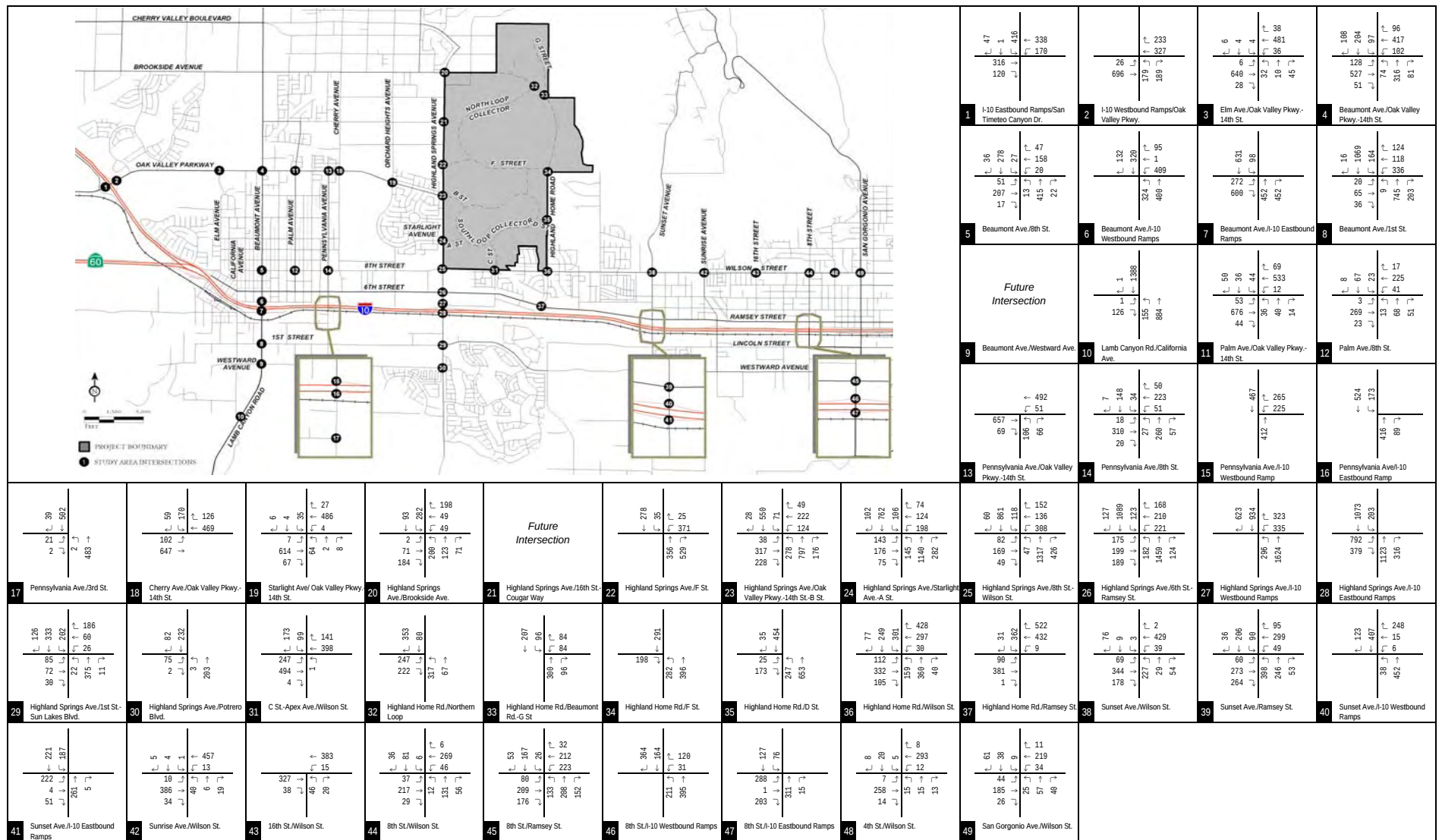


FIGURE 13B

LSA

XXX PM Peak Hour Volume

Butterfield Specific Plan
Traffic Impact Analysis

Existing Plus Project P.M. Peak Hour Traffic Volumes

Existing (Baseline) Plus Project Intersection Levels of Service. A level of service analysis was conducted to evaluate existing (baseline) plus project a.m. and p.m. peak hour traffic operations at the study area intersections. Previously referenced Table F summarizes the results of this analysis. Level of service worksheets are included in Appendix C. As shown in Table F, 25 intersections exceed LOS thresholds.

Existing (Baseline) Plus Project Freeway Segment Levels of Service. Previously referenced Table G summarizes existing plus project (Phase III) a.m. and p.m. peak hour freeway mainline traffic volumes and levels of service for the freeway segments on I-10 and SR-60. As shown in Table G, two freeway segments are projected to operate at unsatisfactory levels of service.

4.0 FUTURE CONDITIONS

The future conditions (Years 2022, 2032, and 2042 and General Plan Build-out) at all study area intersections were analyzed based on existing intersection configurations. The traffic volumes for the future conditions were developed based on the City of Banning General Plan traffic model that include the General Plan land use data and a proposed circulation system consistent with the City of Beaumont General Plan Circulation Element (Revised December 2004) and the Pass Area Circulation Plan, which is part of the Riverside County Integrated Project (RCIP).

4.1 Year 2022 Conditions

The traffic volumes for interim year 2022 (Phase I) were estimated by calculating growth between existing (baseline) and General Plan Build-Out (2045) (see the General Plan Build-Out section for further discussion of General Plan Build-out year) traffic volumes at the study intersections. The growth between existing and General Plan Build-Out (2045) was assumed to be evenly distributed. The General Plan Build-Out (2045) traffic volumes obtained from the PAM have been adjusted (reduced) proportionately from General Plan Build-out year 2045 to year 2022 (Phase I). These volumes have been used for level of service analysis for the year 2022 conditions. Detailed volume development worksheets are included in Appendix B.

Roadway Network. Year 2022 plus project (Phase I) intersection geometrics and control are illustrated in Figure 14.

Year 2022 Without Project Traffic Volumes. Figure 15A illustrates the year 2022 without project a.m. peak hour traffic volumes and Figure 15B illustrates the year 2022 without project p.m. peak hour traffic volumes at each of the study area intersections.

Year 2022 Plus Project (Phase I) Traffic Volumes. Year 2022 plus project (Phase I) traffic volumes were developed by adding the Phase I project traffic to the year 2022 without project traffic volumes. Figure 16A illustrates the year 2022 plus project (Phase I) a.m. peak hour traffic volumes and Figure 16B illustrates the year 2022 plus project (Phase I) p.m. peak hour traffic volumes at each of the study intersections.

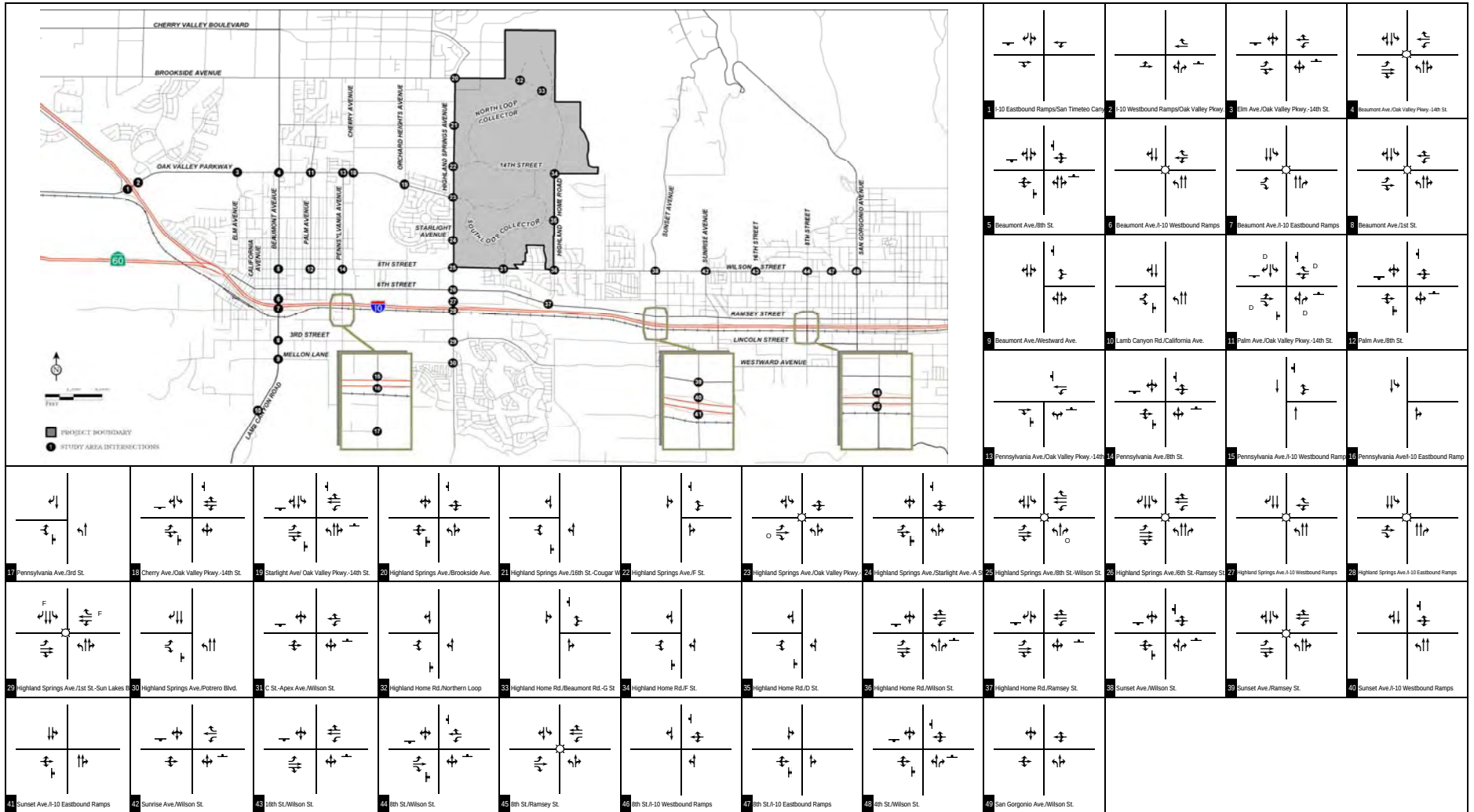


FIGURE 14

LSA

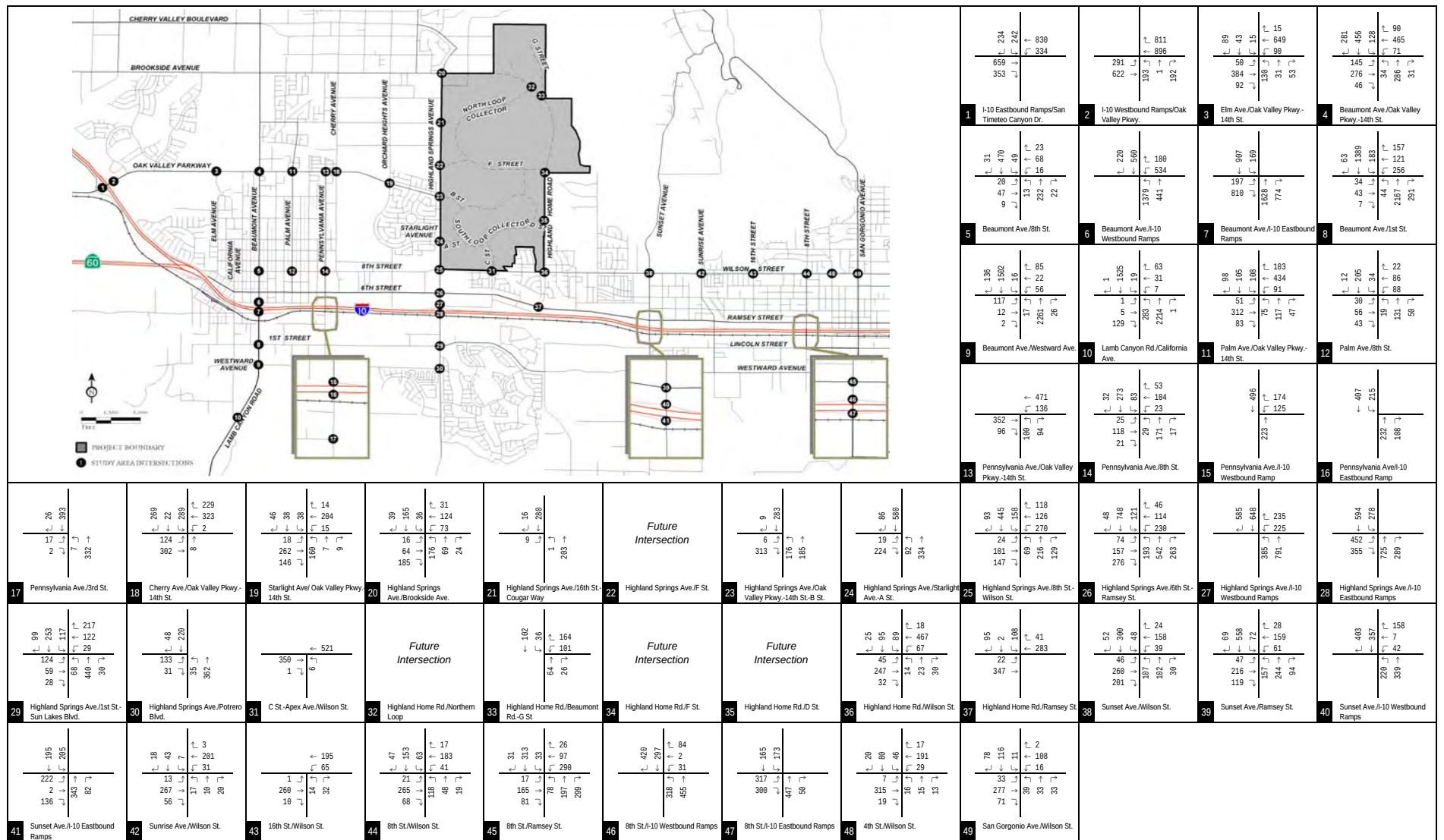
Legend

Signal
Stop Sign

Right Turn Overlap

Butterfield Specific Plan
Traffic Impact Analysis

Year 2022 Plus Project (Phase I) Intersection Geometrics and Stop Control



LSA

FIGURE 15A

XXX AM Peak Hour Volume

Butterfield Specific Plan
Traffic Impact Analysis

Year 2022 Without Project A.M. Peak Hour Traffic Volumes



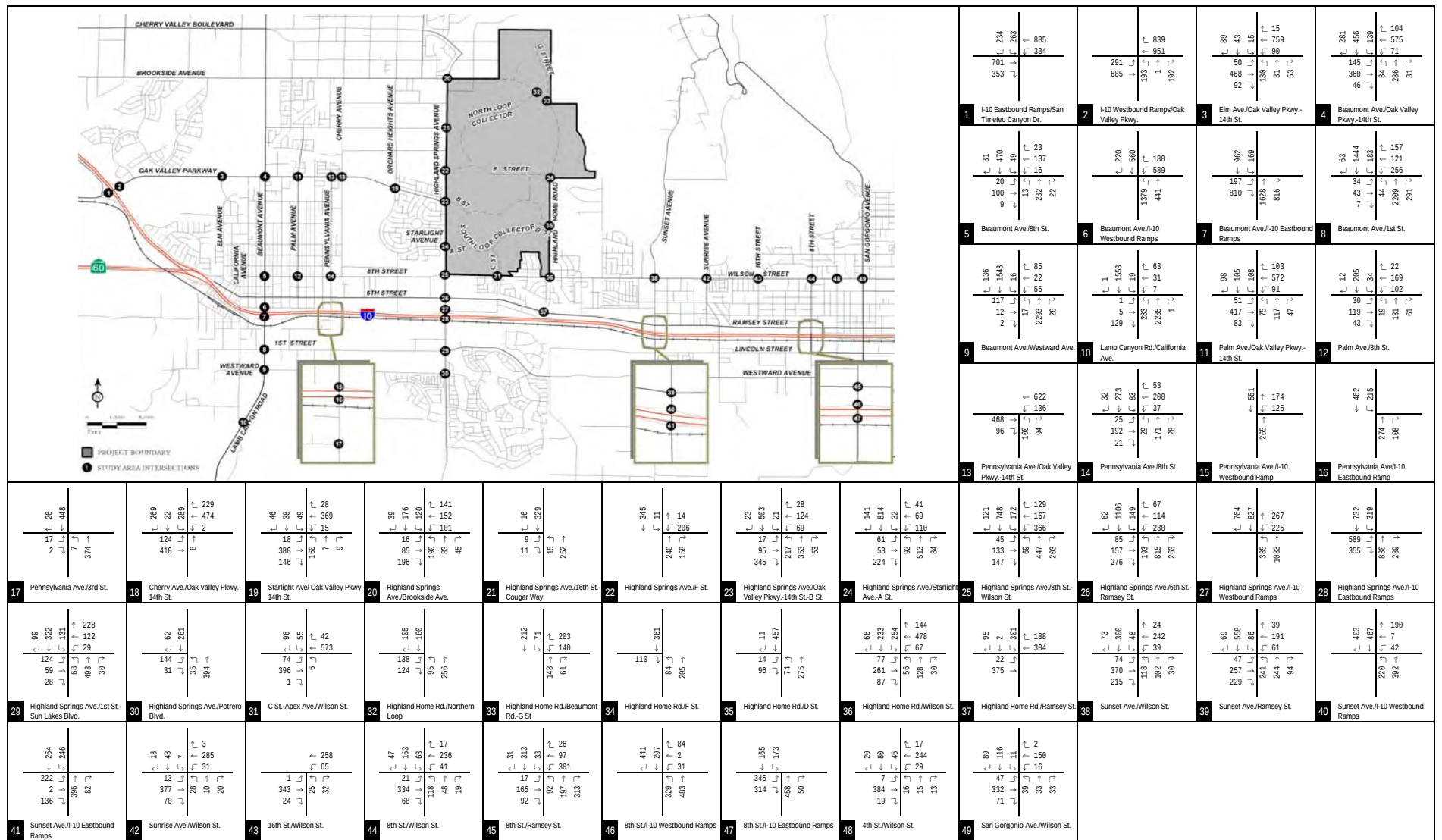


FIGURE 16A

LSA

XXX AM Peak Hour Volume

Butterfield Specific Plan
Traffic Impact Analysis
Year 2022 Plus Project (Phase I) A.M. Peak Hour Traffic Volumes

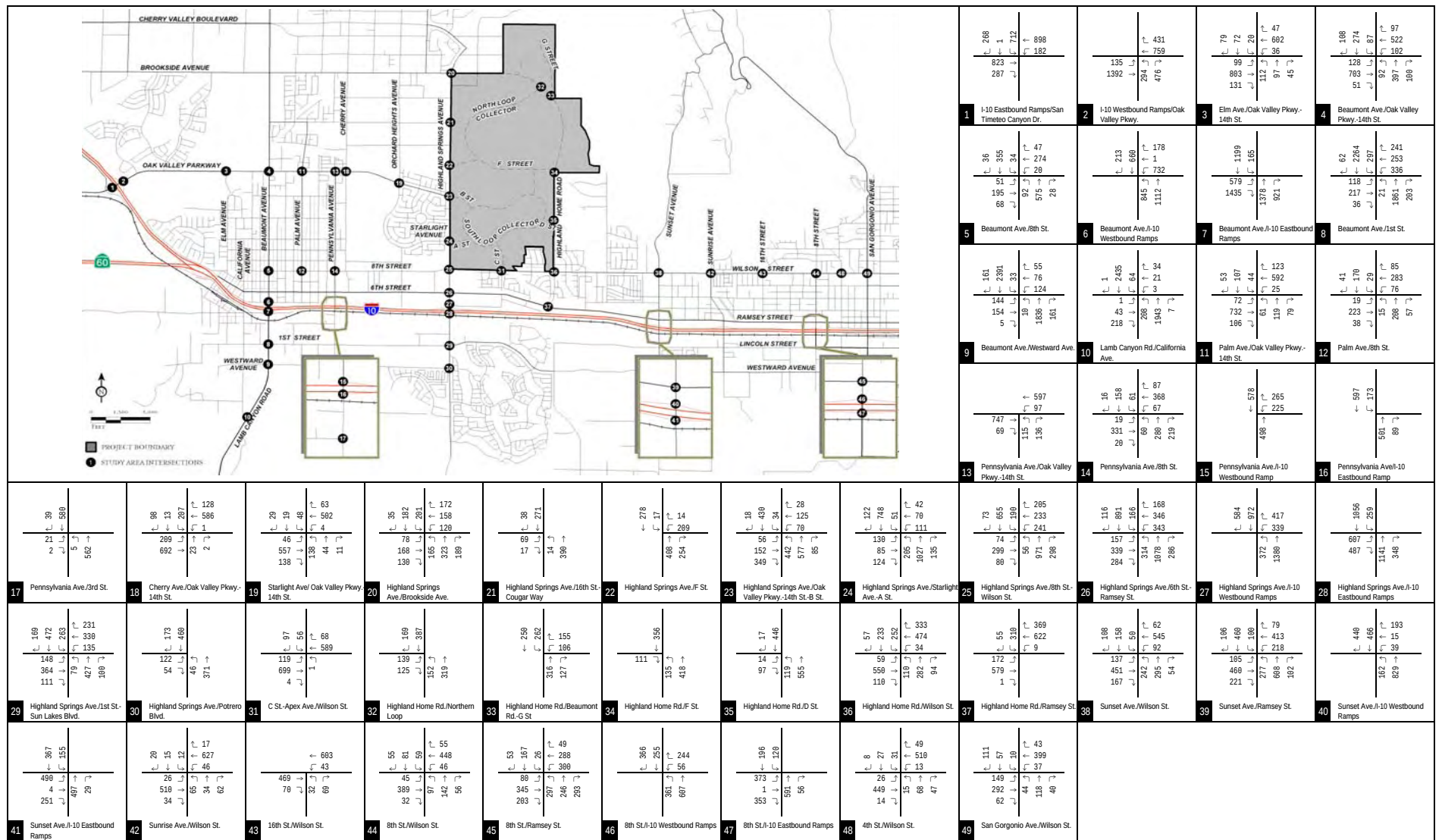


FIGURE 16B

LSA

XXX PM Peak Hour Volume

Butterfield Specific Plan
Traffic Impact Analysis
Year 2022 Plus Project (Phase I) P.M. Peak Hour Traffic Volumes

Year 2022 Freeway Segment Traffic Volumes. The following describes in detail the methodology employed for PCE vehicles to determine the a.m. and p.m. peak hour freeway segment traffic volumes for year 2022 without project conditions:

1. The difference between 2008 (latest counts available from Caltrans) and General Plan Build-out year (2045) without project peak hour freeway segment volumes was identified. This difference defines the growth in traffic over the 37-year period. For this purpose, General Plan Build-out year (2045) without project freeway segment volumes were adjusted to reflect the 2008 conditions.
2. The incremental growth in freeway segment volumes between 2008 and 2045 was factored to reflect the forecast growth between (2008) and 2022. For this purpose, linear growth between the 2008 base condition and the forecast 2045 condition was assumed. Since the increment between 2008 and 2022 is 14 years of the 37-year time span, a factor of 0.38 (i.e., 14/37) was used.
3. The forecast growth in freeway segment volumes was added to the 2008 freeway segment volumes, resulting in post-processed forecast year 2022 without project a.m. and p.m. peak hour freeway segment volumes.
4. Project traffic was added to the year 2022 without project a.m. and p.m. peak hour freeway segment volumes to develop year 2022 plus project a.m. and p.m. peak hour freeway segment volumes.

Table L shows the Year 2022 peak hour segment volumes on the study area freeway segments. Detailed volume development worksheets are included in Appendix B.

4.2 Year 2032 Conditions

The traffic volumes for interim year 2032 (Phase I and Phase II) were estimated by calculating growth between existing (Baseline) and General Plan Build-out (2045) traffic volumes at the study intersections. The growth between existing and General Plan Build-out (2045) has been assumed to be evenly distributed. The General Plan Build-out (2045) traffic volumes obtained from the PAM have been adjusted (reduced) proportionately from General Plan Build-out year 2045 to year 2032 (Phase I and Phase II). These volumes have been used for level of service analysis for the year 2032 conditions. Detailed volume development worksheets are included in Appendix B.

Roadway Network. Year 2032, plus project geometrics and intersection control are illustrated in Figure 17.

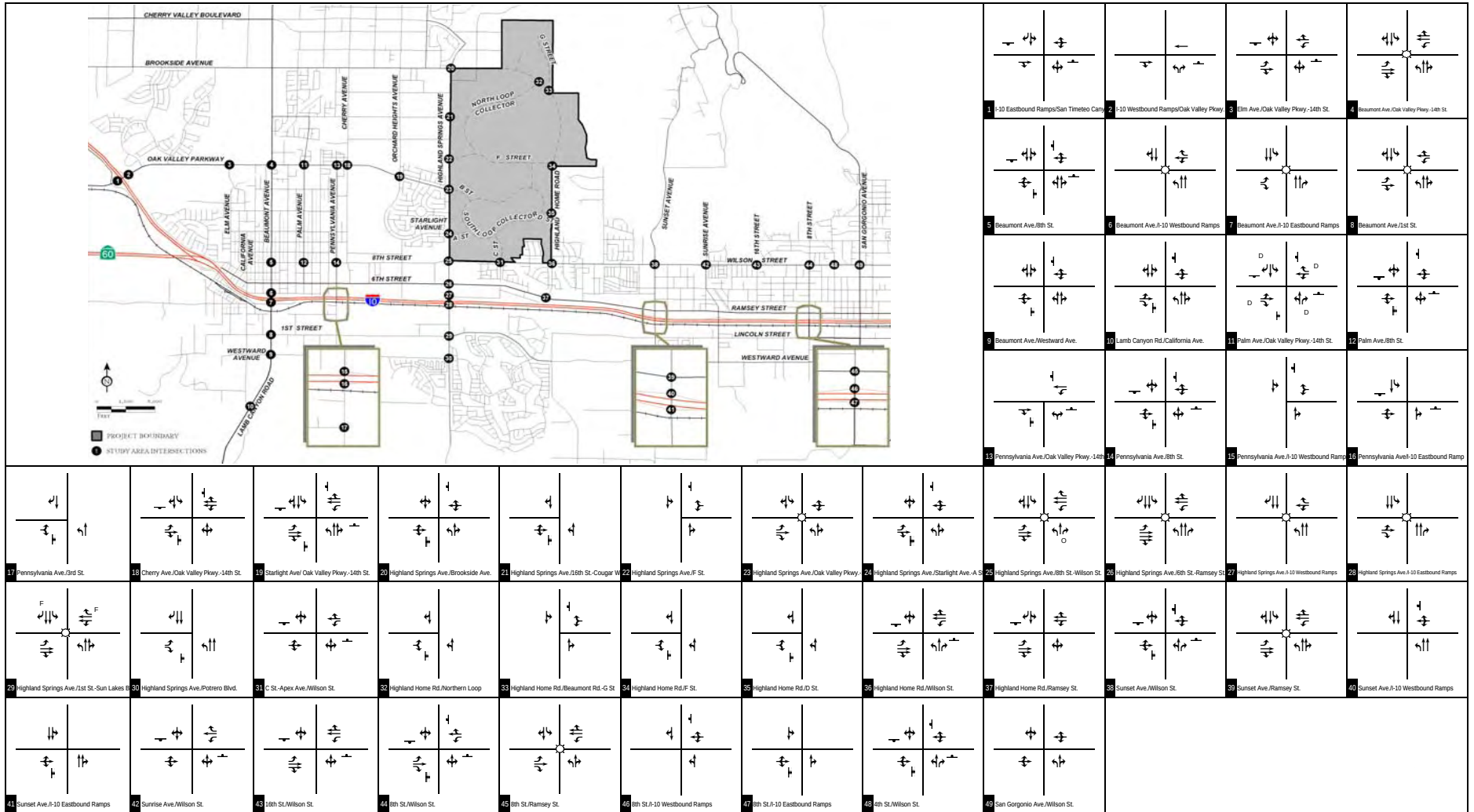
Year 2032 Without Project Traffic Volumes. Figure 18A illustrates the year 2032 without project a.m. peak hour traffic volumes and Figure 18B illustrates the year 2032 without project p.m. peak hour traffic volumes at each of the study area intersections.

Year 2032 Plus Project (Phases I and II) Traffic Volumes. Year 2032 plus project (Phases I and II) traffic volumes were developed by adding the Phases I and II project traffic to the year 2032 without

Table L - Year 2022 Freeway Segment PCE Volumes

Freeway Segment	A.M. Peak Hour											
	Eastbound						Westbound					
	Existing PCE	Year 2045	Growth Existing - 2022	Without Project	Project Trips	With Proj.	Existing PCE	Year 2045	Growth Existing - 2022	Without Project	Project Trips	With Proj.
Interstate 10												
Cherry Valley Boulevard to Oak Valley Parkway	5,135	6,451	451	5,586	53	5,639	4,219	11,045	2,340	6,559	69	6,628
Oak Valley Parkway to SR-60	5,099	6,591	511	5,610	32	5,642	4,088	9,228	1,762	5,850	41	5,891
SR-60 to Beaumont Avenue	7,152	8,078	318	7,470	116	7,586	5,719	11,815	2,090	7,809	151	7,960
Beaumont Avenue to Pennsylvania Avenue	7,247	7,870	214	7,461	137	7,598	5,783	11,499	1,960	7,743	179	7,922
Pennsylvania Avenue to Highland Springs Avenue	7,591	7,718	43	7,634	137	7,771	5,946	9,587	1,248	7,194	179	7,373
Highland Springs Avenue to Sunset Avenue	7,325	7,729	138	7,463	41	7,504	5,693	8,654	1,015	6,708	32	6,740
Sunset Avenue to 22nd Street	7,164	7,851	235	7,399	110	7,509	5,508	7,568	706	6,214	84	6,298
22nd Street to 8th Street	6,992	7,643	223	7,215	83	7,298	5,350	6,885	526	5,876	63	5,939
8th Street to Hargrave Street	6,821	7,456	218	7,039	41	7,080	5,220	6,718	514	5,734	32	5,766
Hargrave Street to Ramsey Street	6,303	6,889	201	6,504	41	6,545	4,822	6,206	474	5,296	32	5,328
SR-60												
Jack Rabbit Trail to I-10	2,181	2,727	187	2,368	84	2,452	2,019	3,957	665	2,684	110	2,794

Freeway Segment	P.M. Peak Hour											
	Eastbound						Westbound					
	Existing PCE	Year 2045	Growth Existing - 2022	Without Project	Project Trips	With Proj.	Existing PCE	Year 2045	Growth Existing - 2022	Without Project	Project Trips	With Proj.
Interstate 10												
Cherry Valley Boulevard to Oak Valley Parkway	5,448	11,664	2131	7,579	85	7,664	4,296	10,187	2,020	6,316	70	6,386
Oak Valley Parkway to SR-60	5,331	10,322	1711	7,042	51	7,093	4,263	10,209	2,039	6,302	42	6,344
SR-60 to Beaumont Avenue	7,501	13,765	2148	9,649	186	9,835	5,918	12,280	2,181	8,099	153	8,252
Beaumont Avenue to Pennsylvania Avenue	7,536	12,419	1674	9,210	220	9,430	5,989	12,054	2,080	8,069	181	8,250
Pennsylvania Avenue to Highland Springs Avenue	7,857	11,775	1343	9,200	220	9,420	6,242	11,632	1,848	8,090	181	8,271
Highland Springs Avenue to Sunset Avenue	7,559	11,251	1266	8,825	42	8,867	6,028	11,539	1,890	7,918	51	7,969
Sunset Avenue to 22nd Street	7,321	9,969	908	8,229	111	8,340	5,842	10,511	1,601	7,443	135	7,578
22nd Street to 8th Street	7,128	9,381	773	7,901	84	7,985	5,695	10,139	1,524	7,219	102	7,321
8th Street to Hargrave Street	6,955	9,153	754	7,709	42	7,751	5,557	9,893	1,487	7,044	51	7,095
Hargrave Street to Ramsey Street	6,425	8,456	696	7,121	42	7,163	5,134	9,140	1,374	6,508	51	6,559
SR-60												
Jack Rabbit Trail to I-10	2,440	5,615	1088	3,528	135	3,663	1,536	4,651	1,068	2,604	111	2,715



LSA

Legend

- Signal
- Stop Sign
- Free Right-Turn
- De-Facto Right
- Right Turn Overlap

FIGURE 17

Butterfield Specific Plan

Traffic Impact Analysis

Future Conditions Intersection Geometries and Stop Control

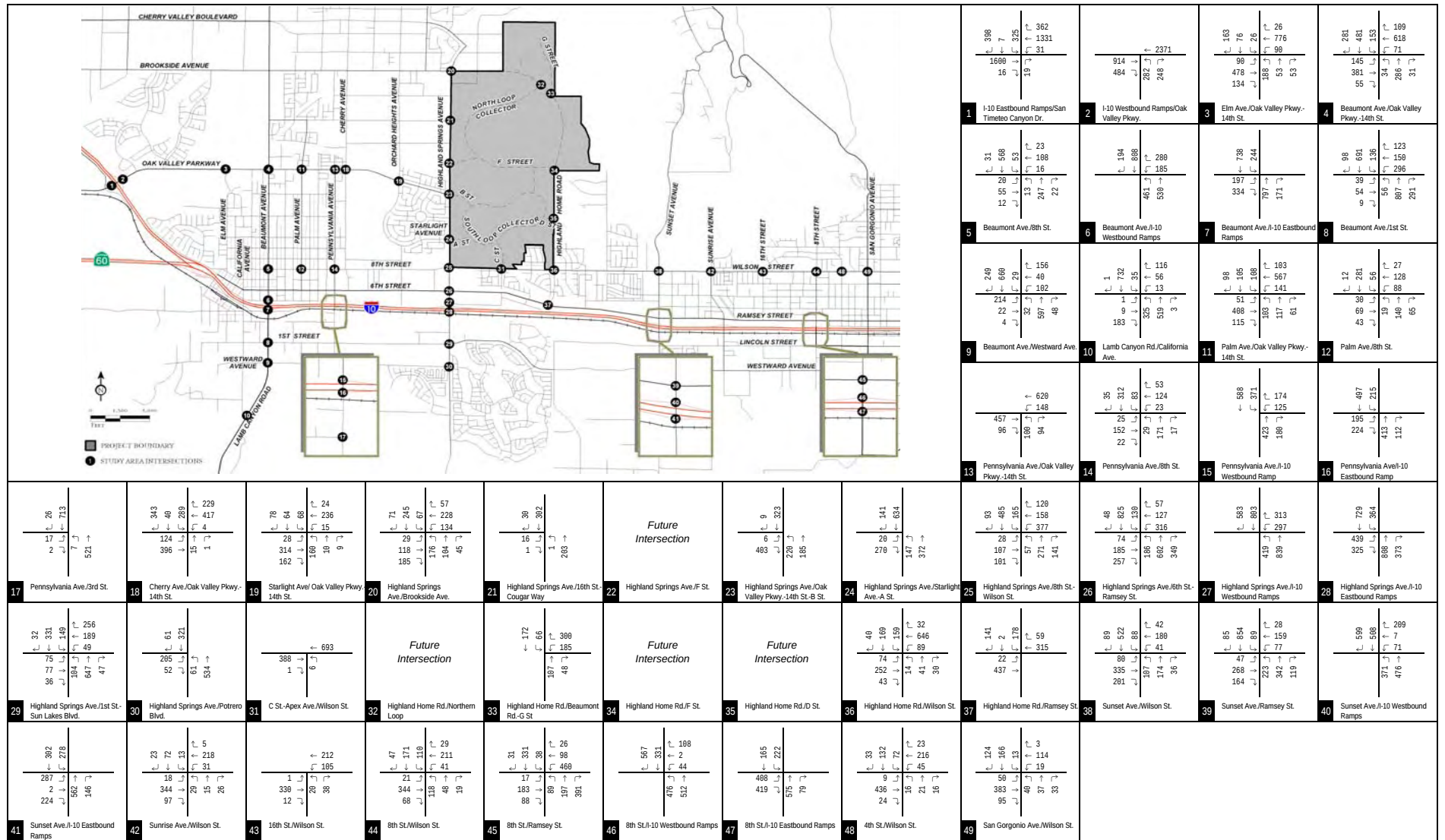


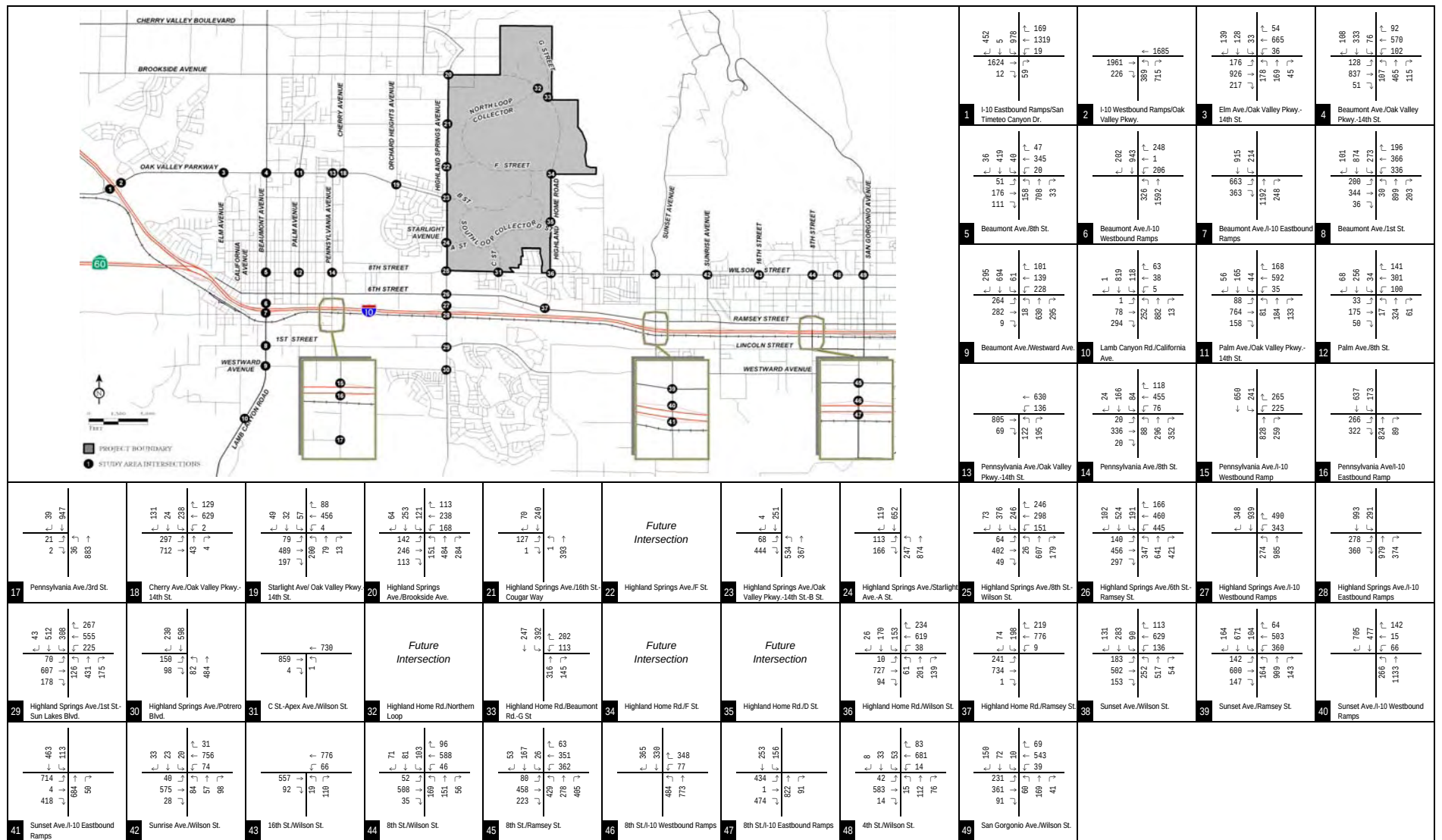
FIGURE 18A

LSA

Butterfield Specific Plan
Traffic Impact Analysis

XXX AM Peak Hour Volume

Year 2032 Without Project A.M. Peak Hour Traffic Volumes



LSA

XXX PM Peak Hour Volume

FIGURE 18B

Butterfield Specific Plan
Traffic Impact Analysis

Year 2032 Without Project P.M. Peak Hour Traffic Volumes

project traffic volumes. Figure 19A illustrates the year 2032 plus project (Phases I and II) a.m. peak hour traffic volumes and Figure 19B illustrates the year 2032 plus project (Phases I and II) p.m. peak hour traffic volumes at each of the study intersections.

Year 2032 Freeway Segment Traffic Volumes. Year 2032 a.m. and p.m. peak hour freeway segment volumes were developed using the same post-processing methodology described above in Year 2022 section in steps 1 through 4. Table M shows the Year 2032 peak hour segment volumes on the study area freeway segments. Detailed volume development worksheets are included in Appendix B.

4.3 Year 2042 Conditions

The traffic volumes for year 2042 (Phase III) were estimated by calculating growth between existing (Baseline) and General Plan Build-out (2045) traffic volumes at the study area intersections. The growth between existing and General Plan Build-out (2045) has been assumed to be evenly distributed. The General Plan Build-out (2045) traffic volumes obtained from the PAM have been adjusted (reduced) proportionately from General Plan Build-out year 2045 to year 2042 (Phase III). These volumes have been used for level of service analysis for the year 2042 conditions. Detailed volume development worksheets are included in Appendix B.

Roadway Network. Year 2042, plus project geometrics and intersection control are illustrated in previously referenced Figure 17.

Year 2042 Without Project Traffic Volumes. Figure 20A illustrates the year 2042 without project a.m. peak hour traffic volumes and Figure 20B illustrates the year 2042 without project p.m. peak hour traffic volumes at each of the study area intersections.

Year 2042 Plus Project (Phase III) Traffic Volumes. Year 2042 plus project (Phase III) traffic volumes were developed by adding the Phase III traffic to the year 2042 without project traffic volumes. Figure 21A illustrates the year 2042 plus project (Phase III) a.m. peak hour traffic volumes and Figure 21B illustrates the year 2042 plus project (Phase III) p.m. peak hour traffic volumes at each of the study intersections.

Year 2042 Freeway Segment Traffic Volumes. Year 2042 a.m. and p.m. peak hour freeway segment volumes were developed using the same post-processing methodology described above in steps 1 through 4. Table N shows the Year 2022 peak hour segment volumes on the study area freeway segments. Detailed volume development worksheets are included in Appendix B.

4.4 General Plan Build-Out Conditions

The future traffic forecast for the Circulation Element of the adopted Banning General Plan (updated June 2005) was developed based on the PAM, which is an intensified intensified/detailed version of the RCIP. The same traffic model was used to develop future traffic conditions for the project. PAM

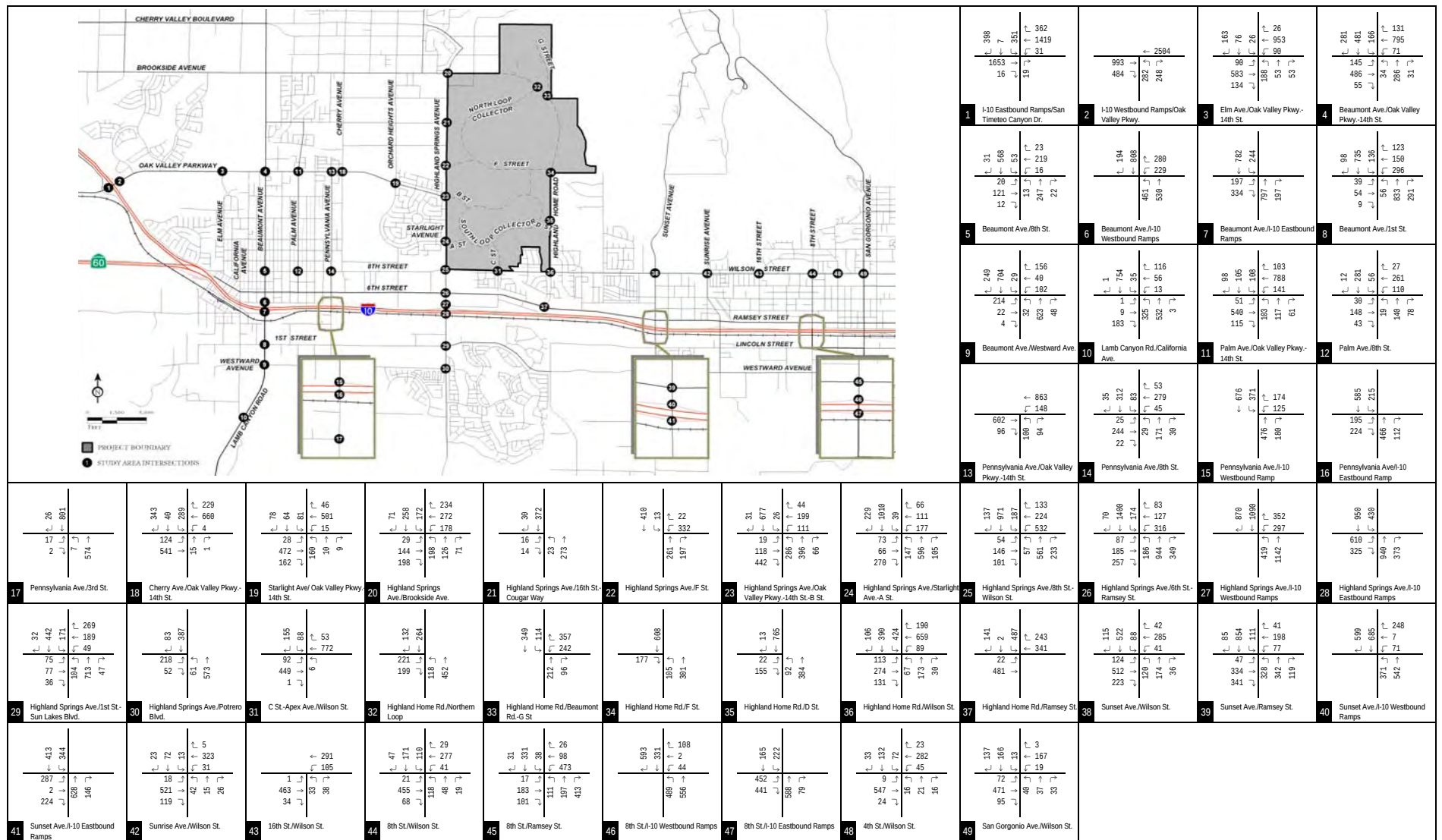


FIGURE 19A

LSA

XXX AM Peak Hour Volume

Butterfield Specific Plan
Traffic Impact Analysis
Year 2032 Plus Project (Phases I & II) A.M. Peak Hour Traffic Volumes

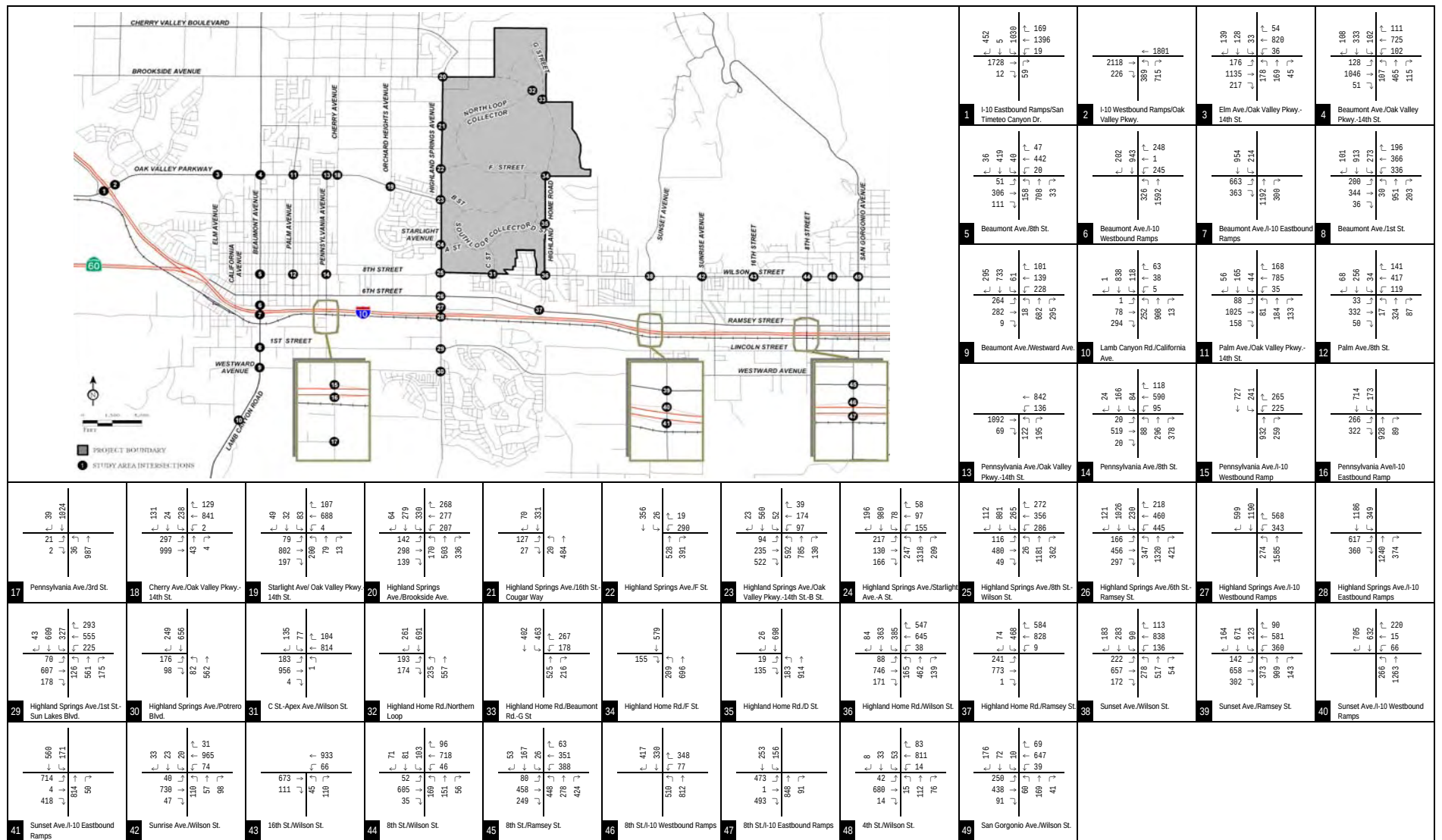


FIGURE 19B

LSA

XXX PM Peak Hour Volume

Butterfield Specific Plan
Traffic Impact Analysis
Year 2032 Plus Project (Phases I & II) P.M. Peak Hour Traffic Volumes

Table M - Year 2032 Freeway Segment PCE Volumes

Freeway Segment	A.M. Peak Hour											
	Eastbound						Westbound					
	Existing PCE	Year 2045	Growth Existing - 2032	Without Project	Project Trips	With Proj.	Existing PCE	Year 2045	Growth Existing - 2032	Without Project	Project Trips	With Proj.
Interstate 10												
Cherry Valley Boulevard to Oak Valley Parkway	5,135	6,451	827	5,962	66	6,028	4,219	11,045	4,291	8,510	111	8,621
Oak Valley Parkway to SR-60	5,099	6,591	938	6,037	39	6,076	4,088	9,228	3,231	7,319	66	7,385
SR-60 to Beaumont Avenue	6,202	6,985	492	6,694	145	6,839	4,496	9,205	2,960	7,456	243	7,699
Beaumont Avenue to Pennsylvania Avenue	6,264	6,826	353	6,617	171	6,788	4,534	9,035	2,829	7,363	287	7,650
Pennsylvania Avenue to Highland Springs Avenue	7,591	7,718	80	7,671	171	7,842	5,946	9,587	2,289	8,235	287	8,522
Highland Springs Avenue to Sunset Avenue	7,325	7,729	254	7,579	66	7,645	5,693	8,654	1,861	7,554	39	7,593
Sunset Avenue to 22nd Street	7,164	7,851	432	7,596	177	7,773	5,508	7,568	1,295	6,803	105	6,908
22nd Street to 8th Street	6,992	7,643	409	7,401	133	7,534	5,350	6,885	965	6,315	79	6,394
8th Street to Hargrave Street	6,821	7,456	399	7,220	66	7,286	5,220	6,718	942	6,162	39	6,201
Hargrave Street to Ramsey Street	6,303	6,889	369	6,672	66	6,738	4,822	6,206	870	5,692	39	5,731
SR-60												
Jack Rabbit Trail to I-10	2,181	2,727	343	2,524	105	2,629	2,019	3,957	1,218	3,237	177	3,414

Freeway Segment	P.M. Peak Hour											
	Eastbound						Westbound					
	Existing PCE	Year 2045	Growth Existing - 2032	Without Project	Project Trips	With Proj.	Existing PCE	Year 2045	Growth Existing - 2032	Without Project	Project Trips	With Proj.
Interstate 10												
Cherry Valley Boulevard to Oak Valley Parkway	5,448	11,664	3,907	9,355	130	9,485	4,296	10,187	3,703	7,999	97	8,096
Oak Valley Parkway to SR-60	5,331	10,322	3,137	8,468	78	8,546	4,263	10,209	3,738	8,001	58	8,059
SR-60 to Beaumont Avenue	6,175	11,271	3,203	9,378	287	9,665	5,299	10,975	3,568	8,867	212	9,079
Beaumont Avenue to Pennsylvania Avenue	6,547	10,864	2,714	9,261	339	9,600	5,396	10,887	3,451	8,847	251	9,098
Pennsylvania Avenue to Highland Springs Avenue	7,857	11,775	2,463	10,320	339	10,659	6,242	11,632	3,388	9,630	251	9,881
Highland Springs Avenue to Sunset Avenue	7,559	11,251	2,321	9,880	58	9,938	6,028	11,539	3,464	9,492	78	9,570
Sunset Avenue to 22nd Street	7,321	9,969	1,664	8,985	155	9,140	5,842	10,511	2,935	8,777	209	8,986
22nd Street to 8th Street	7,128	9,381	1,416	8,544	116	8,660	5,695	10,139	2,793	8,488	157	8,645
8th Street to Hargrave Street	6,955	9,153	1,382	8,337	58	8,395	5,557	9,893	2,726	8,283	78	8,361
Hargrave Street to Ramsey Street	6,425	8,456	1,277	7,702	58	7,760	5,134	9,140	2,518	7,652	78	7,730
SR-60												
Jack Rabbit Trail to I-10	2,440	5,615	1,995	4,435	209	4,644	1,536	4,651	1,958	3,494	155	3,649

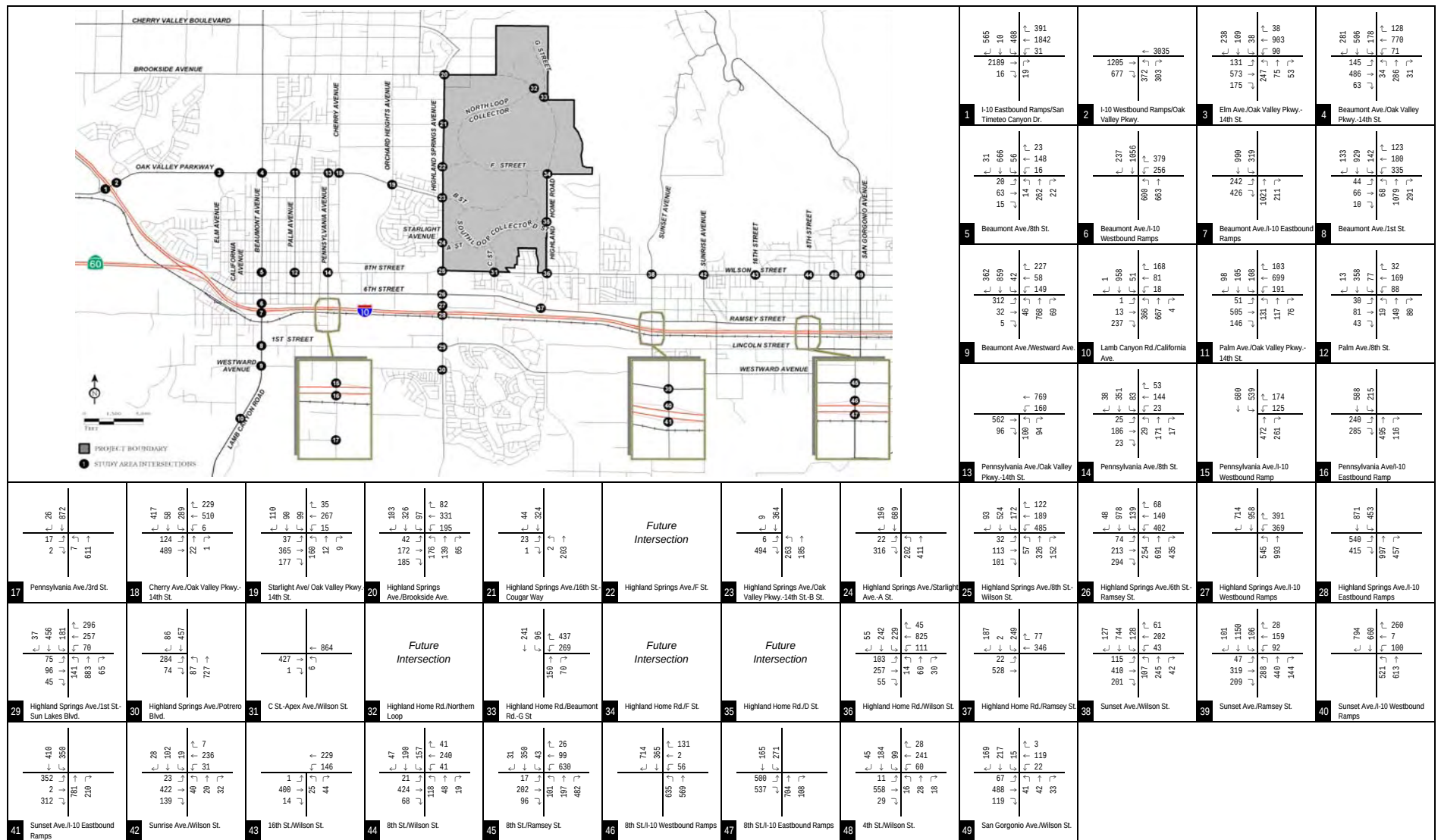
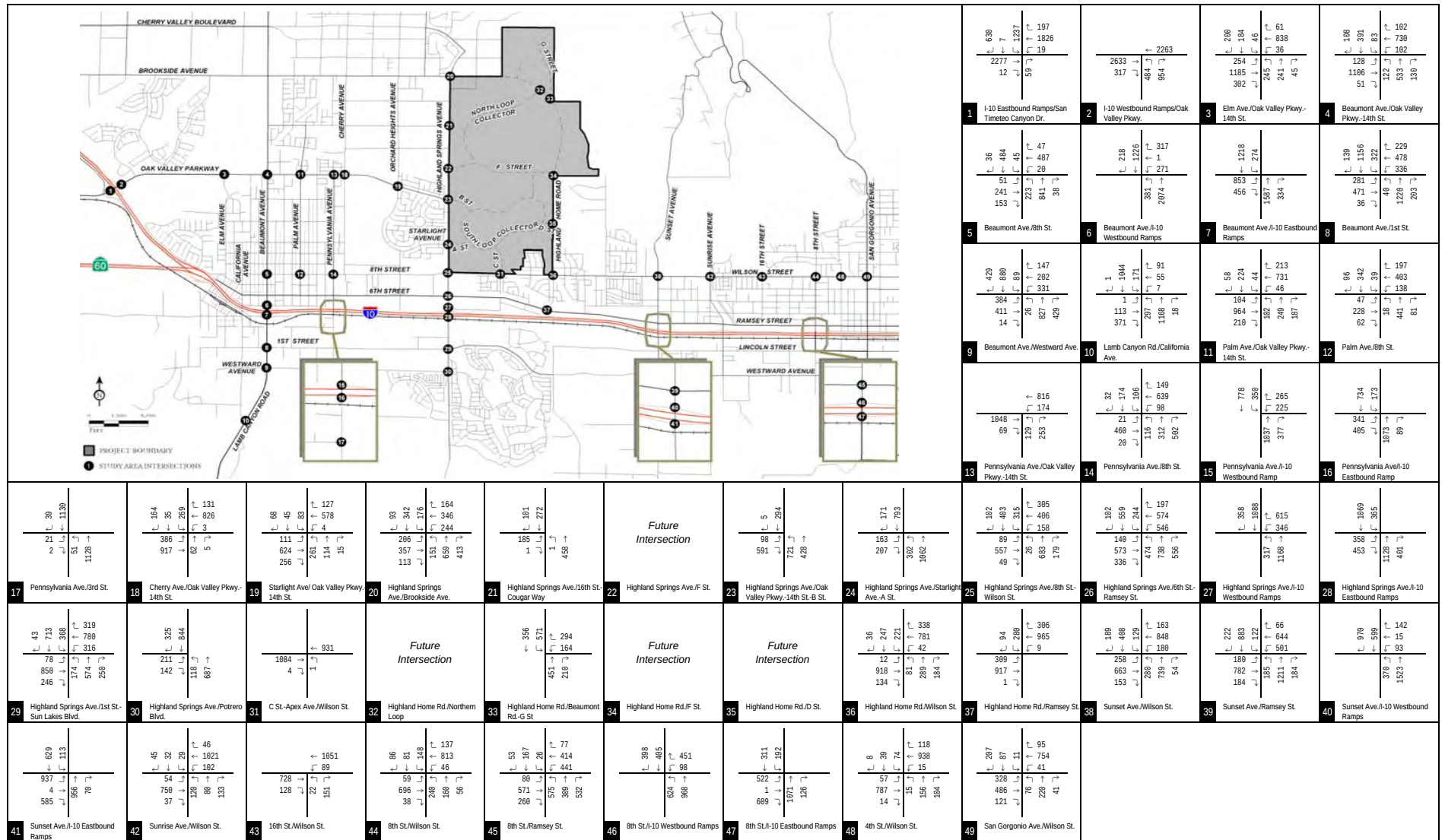


FIGURE 20A

Butterfield Specific Plan
Traffic Impact Analysis

Year 2042 Without Project A.M. Peak Hour Traffic Volumes



LSA

FIGURE 20B

Butterfield Specific Plan
Traffic Impact Analysis

XXX PM Peak Hour Volume

Year 2042 Without Project P.M. Peak Hour Traffic Volumes

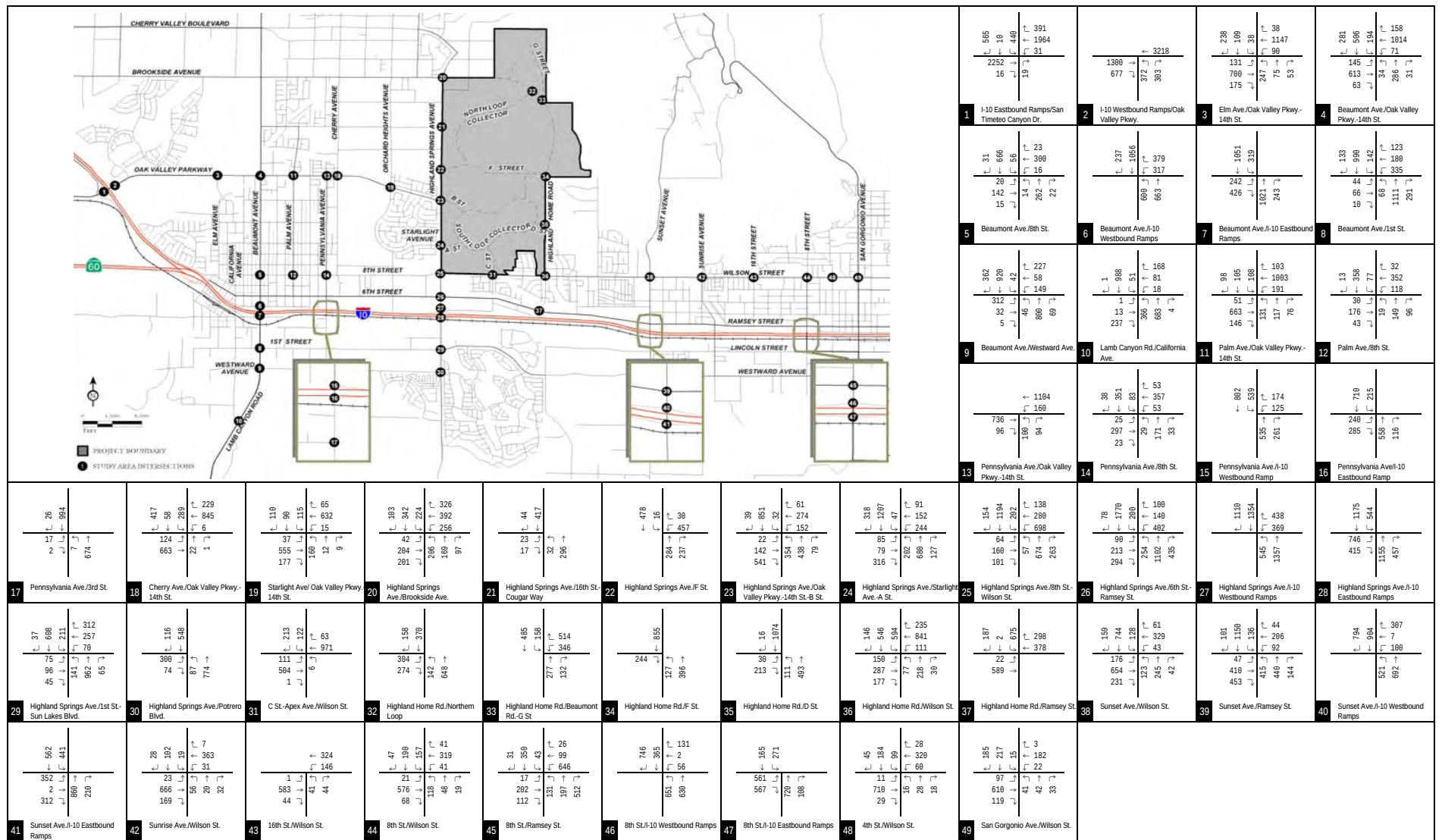


FIGURE 21A

LSA

XXX AM Peak Hour Volume

Butterfield Specific Plan
Traffic Impact Analysis
Year 2042 Plus Project (Phase III) A.M. Peak Hour Traffic Volumes

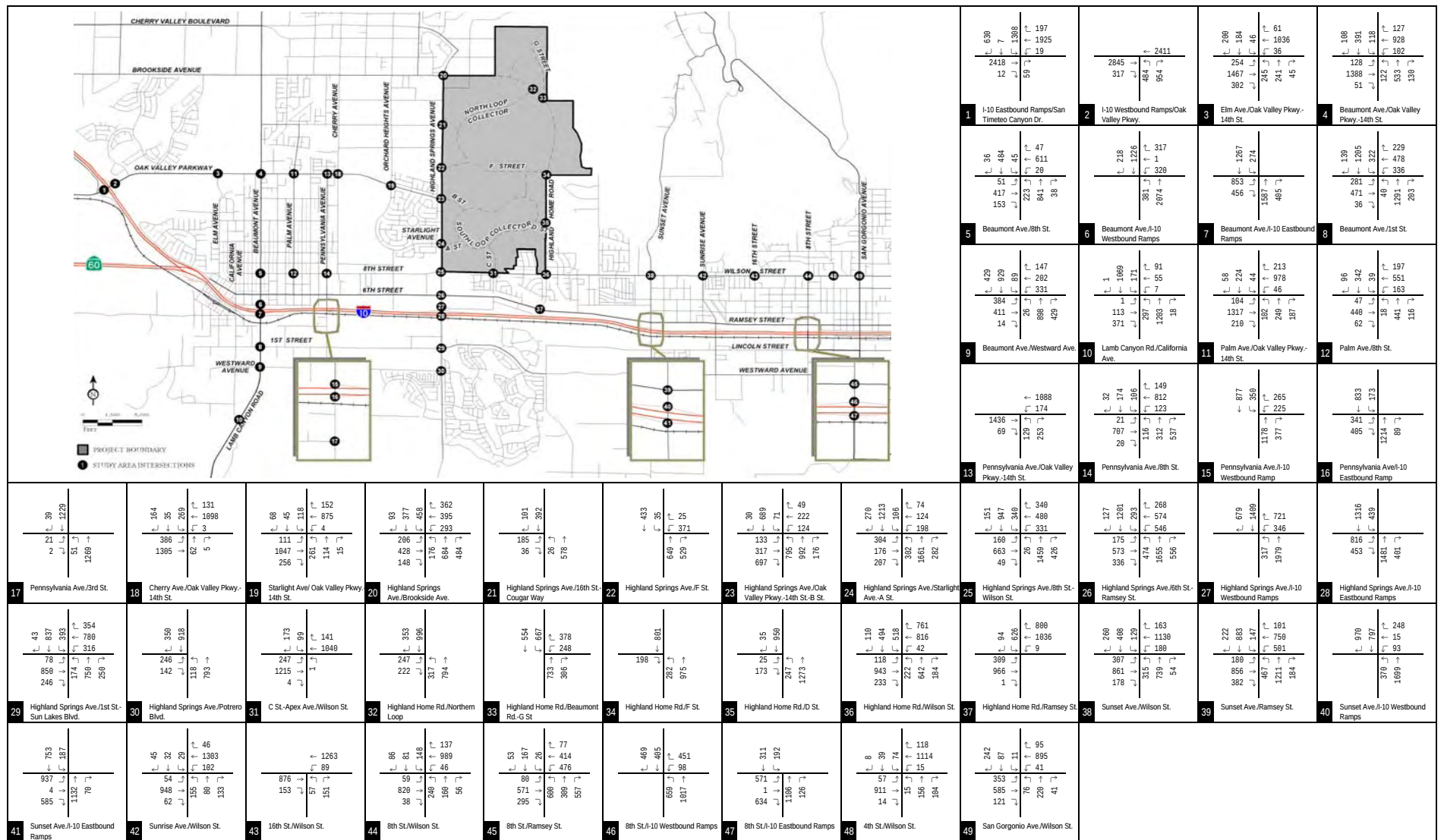


FIGURE 21B

LSA

XXX PM Peak Hour Volume

Butterfield Specific Plan
 Traffic Impact Analysis
 Year 2042 Plus Project (Phase III) P.M. Peak Hour Traffic Volumes

Table N - Year 2042 Freeway Segment PCE Volumes

Freeway Segment	A.M. Peak Hour											
	Eastbound						Westbound					
	Existing	2045	Growth Existing - 2042	Without Project	Project Trips	With Proj.	Existing	2045	Growth Existing - 2042	Without Project	Project Trips	With Proj.
Interstate 10												
Cherry Valley Boulevard to Oak Valley Parkway	5,135	6,451	1203	6,338	79	6,417	4,219	11,045	6,241	10,460	152	10,612
Oak Valley Parkway to SR-60	5,099	6,591	1364	6,463	47	6,510	4,088	9,228	4,700	8,788	91	8,879
SR-60 to Beaumont Avenue	6,202	6,985	716	6,918	174	7,092	4,496	9,205	4,305	8,801	335	9,136
Beaumont Avenue to Pennsylvania Avenue	6,264	6,826	514	6,778	206	6,984	4,534	9,035	4,115	8,649	396	9,045
Pennsylvania Avenue to Highland Springs Avenue	7,591	7,718	116	7,707	206	7,913	5,946	9,587	3,329	9,275	396	9,671
Highland Springs Avenue to Sunset Avenue	7,325	7,729	369	7,694	91	7,785	5,693	8,654	2,707	8,400	47	8,447
Sunset Avenue to 22nd Street	7,164	7,851	628	7,792	244	8,036	5,508	7,568	1,884	7,392	127	7,519
22nd Street to 8th Street	6,992	7,643	595	7,587	183	7,770	5,350	6,885	1,404	6,754	95	6,849
8th Street to Hargrave Street	6,821	7,456	580	7,401	91	7,492	5,220	6,718	1,370	6,590	47	6,637
Hargrave Street to Ramsey Street	6,303	6,889	536	6,839	91	6,930	4,822	6,206	1,265	6,087	47	6,134
SR-60												
Jack Rabbit Trail to I-10	2,181	2,727	499	2,680	127	2,807	2,019	3,957	1,772	3,791	244	4,035

Freeway Segment	P.M. Peak Hour											
	Eastbound						Westbound					
	Existing	2045	Growth Existing - 2042	Without Project	Project Trips	With Proj.	Existing	2045	Growth Existing - 2042	Without Project	Project Trips	With Proj.
Interstate 10												
Cherry Valley Boulevard to Oak Valley Parkway	5,448	11,664	5,683	11,131	176	11,307	4,296	10,187	5,386	9,682	124	9,806
Oak Valley Parkway to SR-60	5,331	10,322	4,563	9,894	106	10,000	4,263	10,209	5,437	9,700	74	9,774
SR-60 to Beaumont Avenue	6,175	11,271	4,659	10,834	388	11,222	5,299	10,975	5,189	10,488	272	10,760
Beaumont Avenue to Pennsylvania Avenue	6,547	10,864	4,319	10,866	458	11,324	5,396	10,887	5,020	10,416	321	10,737
Pennsylvania Avenue to Highland Springs Avenue	7,857	11,775	2,749	10,606	458	11,064	6,242	11,632	4,928	11,170	321	11,491
Highland Springs Avenue to Sunset Avenue	7,559	11,251	3,376	10,935	74	11,009	6,028	11,539	5,039	11,067	106	11,173
Sunset Avenue to 22nd Street	7,321	9,969	2,421	9,742	198	9,940	5,842	10,511	4,269	10,111	282	10,393
22nd Street to 8th Street	7,128	9,381	2,060	9,188	148	9,336	5,695	10,139	4,063	9,758	212	9,970
8th Street to Hargrave Street	6,955	9,153	2,010	8,965	74	9,039	5,557	9,893	3,965	9,522	106	9,628
Hargrave Street to Ramsey Street	6,425	8,456	1,857	8,282	74	8,356	5,134	9,140	3,663	8,797	106	8,903
SR-60												
Jack Rabbit Trail to I-10	2,440	5,615	2,902	5,342	282	5,624	1,536	4,651	2,848	4,384	198	4,582

is a Tranplan model, which includes a divided into street network and Traffic Analysis Zones (TAZs). Each TAZ contains land use information, and the traffic that the land use would generate. It is important to note that some land uses are producers of traffic, while others are attractors for traffic. For example, residential land uses produce traffic, while retail/commercial land uses attract traffic. Furthermore, the traffic generated by various TAZs is assigned to the street network. This traffic assignment depends on various characteristics of the street system, such as capacity, speed, distance, and street classification. The traffic traveling from the producer land use to the attractor land use generally follows the path of least resistance and is a function of travel time. In a dynamic traffic model, the traffic assigned is sensitive to the characteristics of the street system. For example, if a roadway segment is upgraded from four-lane arterial to a six-lane arterial (increase in capacity of the segment), the six-lane arterial will have less resistance to traffic flow (less travel time). Therefore, traffic from adjacent parallel roadways, which have higher resistance to traffic flow (higher travel time), is diverted to this upgraded roadway segment, thus lowering congestion along roadways in the region.

This phenomenon of dynamic traffic assignment diverts traffic from congested roadway segments to roadway segments that have reserve capacities to improve the traffic flow within the region. It should be noted that due to this dynamic assignment of traffic, if the traffic generated by a zone is reduced, the traffic along the roadway system adjacent to the zone will be reassigned such that the reserve capacity generated by the reduction in traffic from the zone will be replaced by traffic from other congested roadways in the region.

In order to maintain the dynamics of this assignment process, the intersection turning-movement volume for the build-out conditions were developed using the PAM a.m. and p.m. peak hour volumes. The trip generation rate of the proposed project used in the PAM is lower than the current trip generation rate of the proposed project. Project select zone trips obtained from the PAM were subtracted from the build-out conditions turning movement volumes to obtain build-out conditions without project model numbers. Also, some of the model turning movement volumes at study intersections had missing or lower turn volumes compared to existing turning movement volumes. The build-out volumes were adjusted by replacing missing or lower turn volumes at some of the study intersections to reflect existing turning movement volumes. These adjusted build-out turning movement volumes were used to calculate turning movement volumes for Year 2022, 2032, and 2042 without project volumes.

The City of Banning General Plan Circulation Element (updated January, 2006), the City of Beaumont General Plan Circulation Element (Revised December 2004), and the Pass Area Circulation Plan, propose a General Plan circulation system that includes the following improvements:

- The conversion of the I-10/Pennsylvania Avenue interchange to a complete interchange;
- Redesigning the I-10/Oak Valley Parkway interchange; and
- Redesigning of the I-10/Beaumont Avenue interchange.

The future traffic volumes were developed based on traffic circulation patterns for roadway network that included the above improvements for analyzing General Plan Build-out year conditions as well as Year 2032 and Year 2042 conditions. The reason these improvements are assumed to be in place by

2032 is because all these improvements are currently at same stage in the development process and are being funded under the Western Riverside Council of Governments (WRCOG) program. The I-10/Highland Home Road interchange is neither included in this program nor included in the 2008 SCAG RTP and hence is not assumed in the future network.

The City of Banning General Plan Circulation Element (Updated June 2005) included analyses of build-out conditions based on projected traffic volumes forecast using the PAM. This model was also used to forecast build-out traffic volumes for the City of Beaumont General Plan Circulation Element. The future traffic projections in the PAM for City of Banning General Plan Build-out conditions are based on a street network that proposes the northerly extension of Highland Home Road from Wilson Street to approximately 12th Street and then bends 90 degrees to the west and connect to Brookside Avenue rather than to Cherry Valley Boulevard. Also, it should be noted that connection of Highland Home Road to Brookside Avenue or to Cherry Valley Boulevard has very little effect on the circulation patterns in this region due to low traffic along Highland Home Road in the area around the confluence of Highland Springs Avenue, Highland Home Road, Brookside Avenue, and Cherry Valley Boulevard. Based on discussion in the traffic study for the City's General Plan, which states that "from a traffic perspective, there appears to be little advantage of one over the other" (page 47), it is clear that the connection of Highland Home Road to Brookside Avenue or Cherry Valley Boulevard does not have notable effect on traffic in the area. Hence, this study analyzes the future traffic/circulation impacts using the street network that has the northerly extension of Highland Home Road connected to Brookside Avenue instead of Cherry Valley Boulevard.

Figure 22 shows the City of Banning General Plan Circulation Element and Figure 23 shows the City of Banning arterial street cross-sections. Figure 24 shows the City of Beaumont General Plan Circulation Element and Figure 25 shows the City of Beaumont arterial street cross-sections. The RCIP Pass Area Plan Circulation Element is depicted in Figure 26.

Roadway Network. General Plan Build-out conditions plus project geometrics and stop control are illustrated in previously referenced Figure 17.

General Plan Build-out Without Project Condition Traffic Volumes. Figure 27A illustrates the General Plan Build-out a.m. peak hour without project traffic volumes and Figure 27B illustrates the General Plan Build-out p.m. peak hour without project traffic volumes at each of the study area intersections.

General Plan Build-out Plus Project Condition Traffic Volumes. General Plan Build-out year plus project traffic volumes were developed by adding the Phase III traffic to the General Plan Build-out year without project traffic volumes. Figure 28A illustrates the General Plan Build-out year plus project a.m. peak hour traffic volumes and Figure 28B illustrates the General Plan Build-out year plus project p.m. peak hour traffic volumes at each of the study intersections.

General Plan Build-out Condition Freeway Segment Traffic Volumes. General Plan Build-out without project a.m. and p.m. peak hour freeway segment volumes were developed by using the RCIP

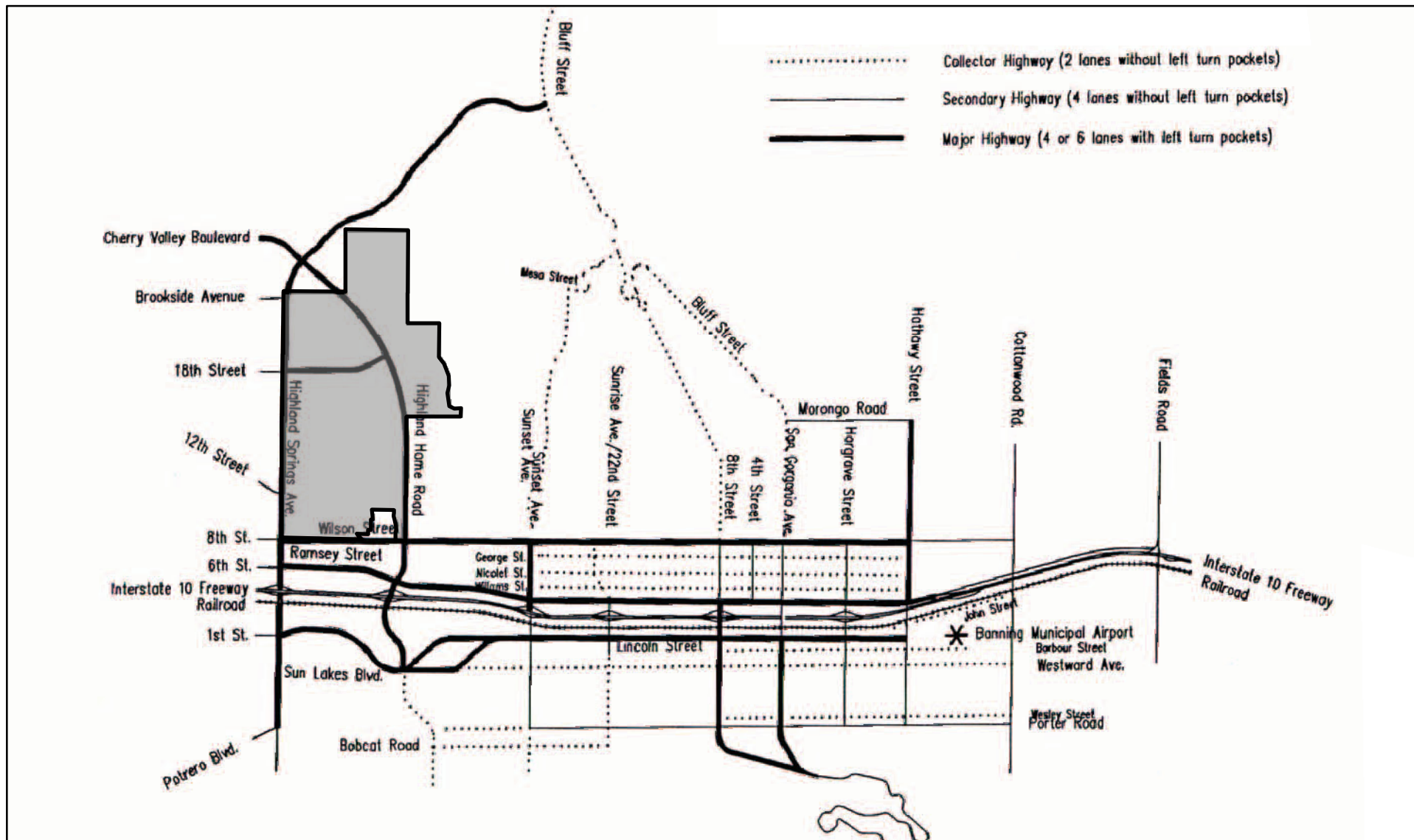
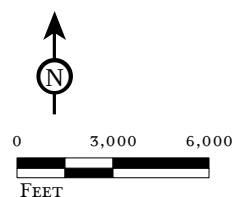


FIGURE 22

LSA

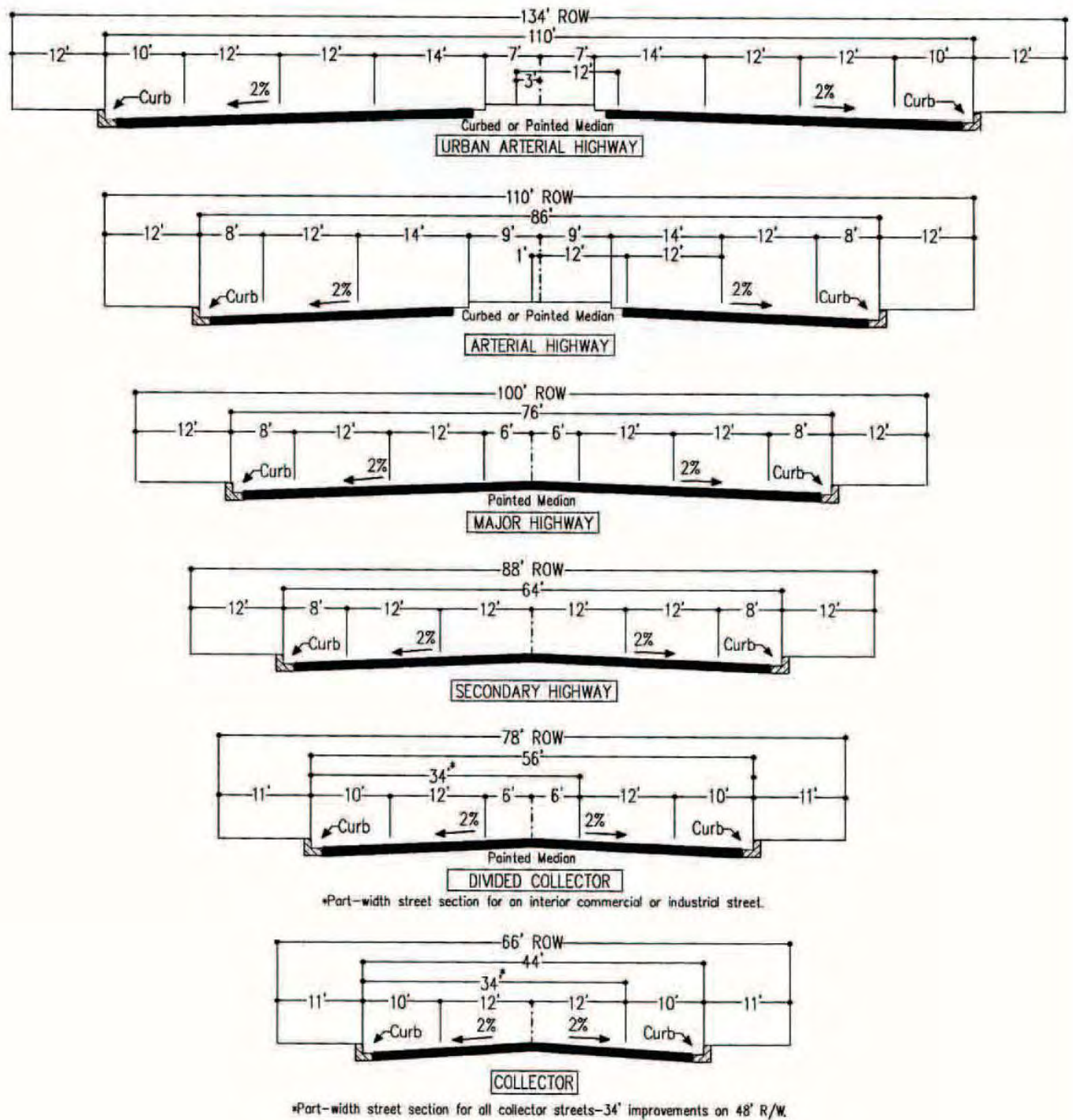


SOURCE: City of Banning General Plan (2005)

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Butterfield Specific Plan
Traffic Impact Analysis

City of Banning General Plan Circulation Element



LSA

FIGURE 23

Butterfield Specific Plan
Traffic Impact Analysis

City of Banning General Plan Roadway Cross-Sections

SOURCE: City of Banning.

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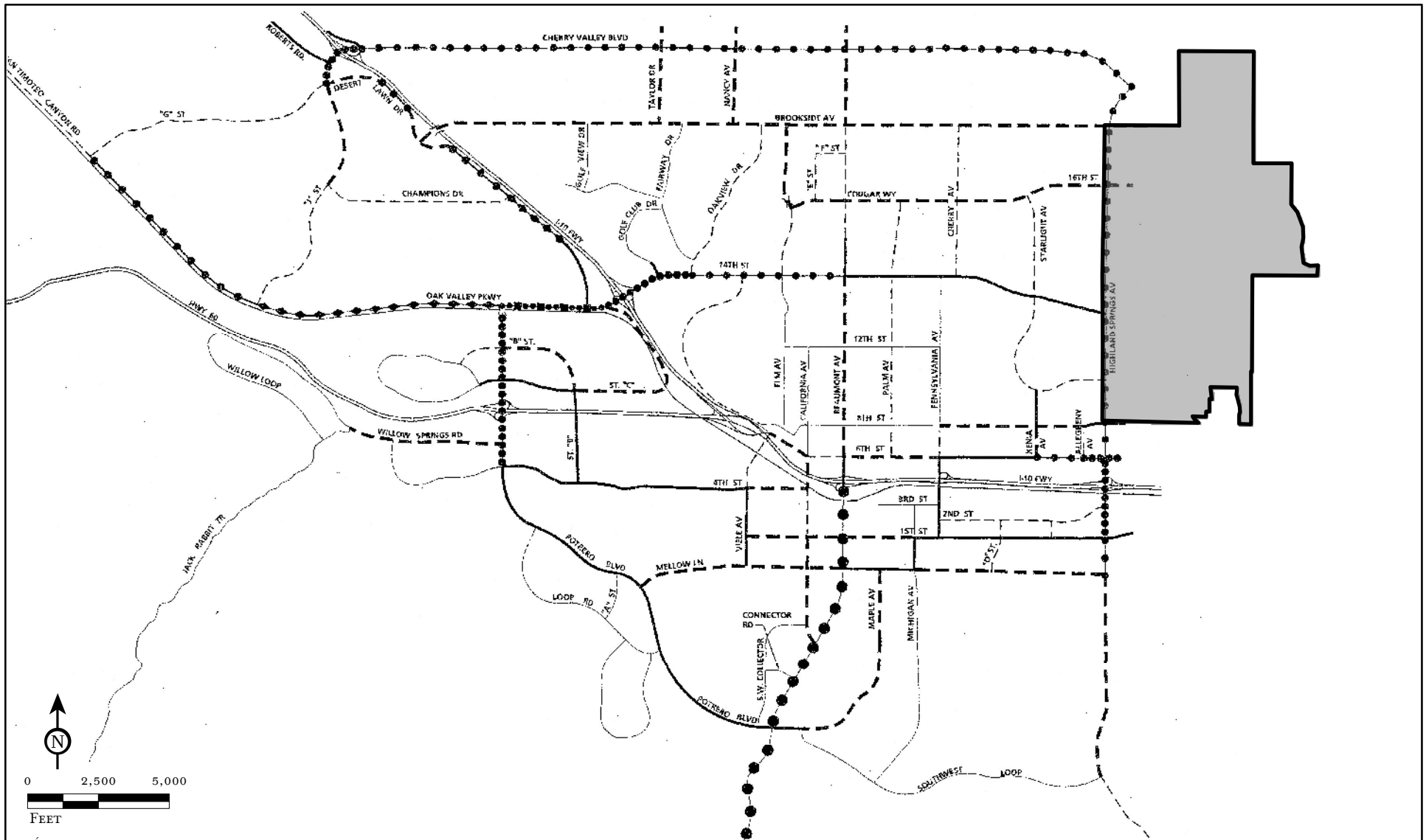


FIGURE 24

LSA

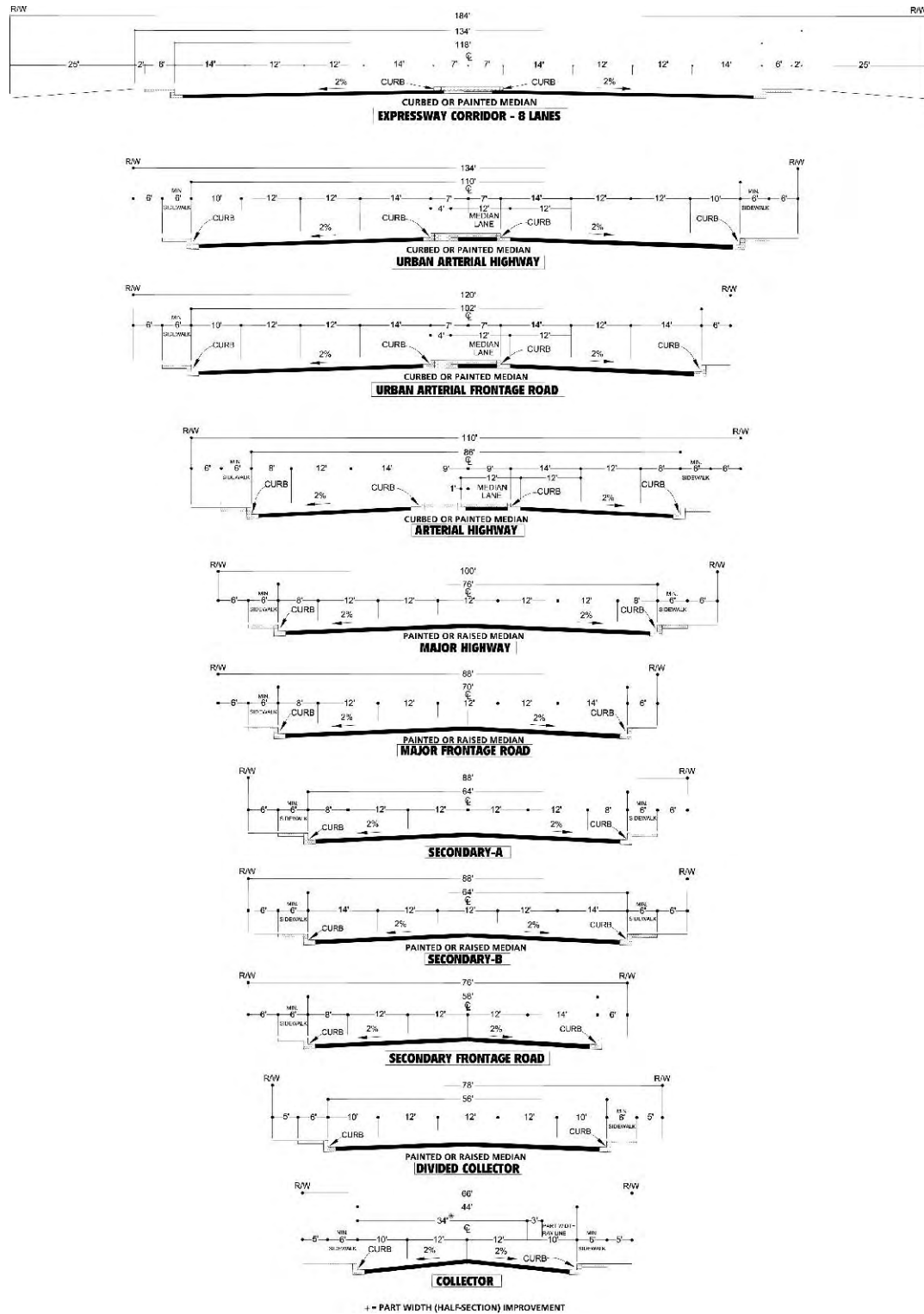
- | | |
|---------------------------------|-----------------------------|
| ●● EXPRESSWAY | --- SECONDARY |
| ●●● URBAN ARTERIAL | ●●● SECONDARY FRONTAGE ROAD |
| ■● URBAN ARTERIAL FRONTAGE ROAD | --- DIVIDED COLLECTOR |
| ●● ARTERIAL | — COLLECTOR |
| — MAJOR | +++ RAILROAD |
| ◆ MAJOR FRONTAGE ROAD | |

*Butterfield Specific Plan
Traffic Impact Analysis*

SOURCE: City of Beaumont (2004)

City of Beaumont General Plan Circulation Element

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LSA

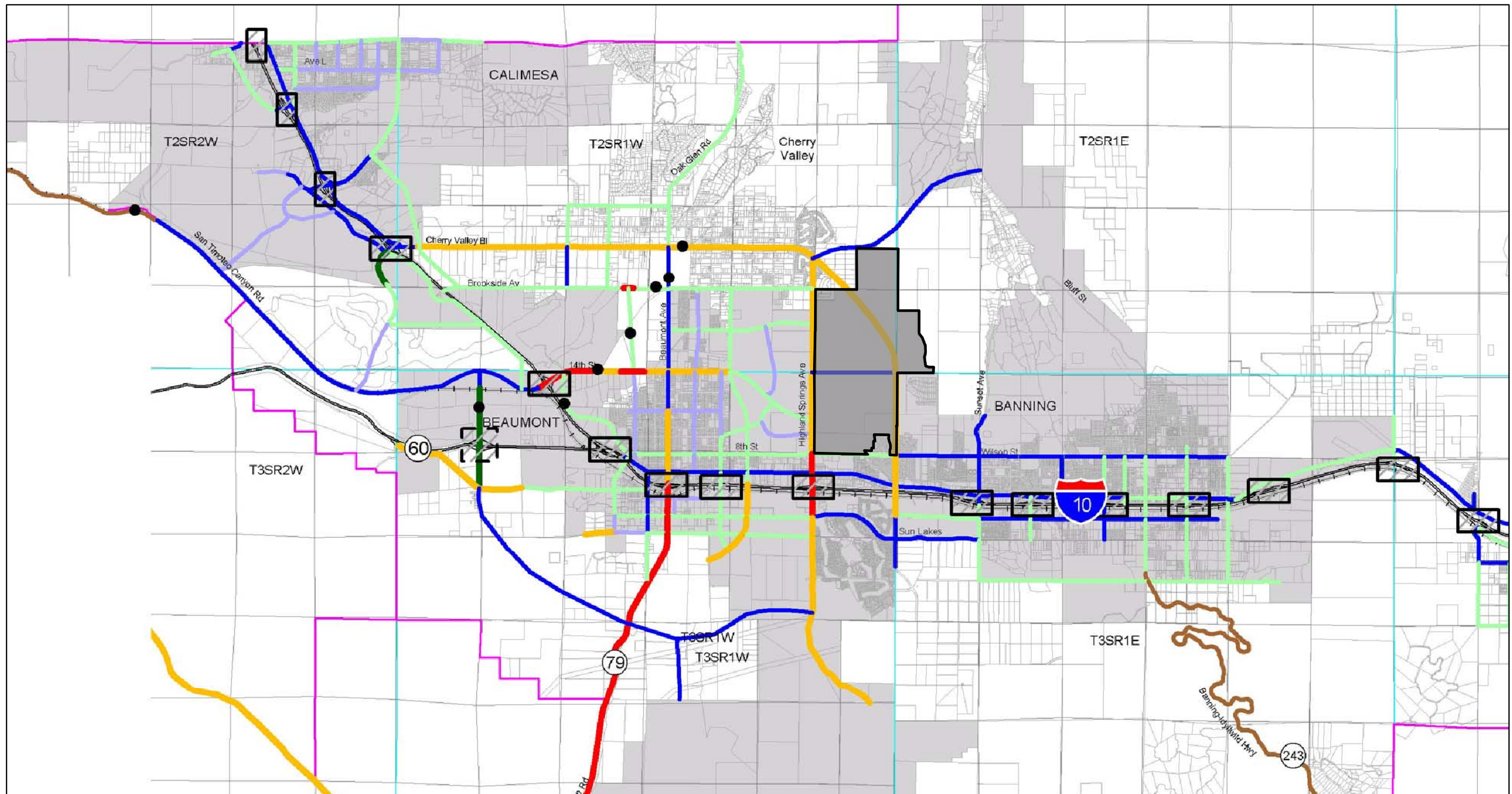
FIGURE 25

Butterfield Specific Plan
Traffic Impact Analysis

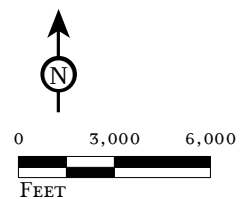
SOURCE: City of Beaumont.

City of Beaumont General Plan Roadway Cross-Sections

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LSA



SOURCE: Riverside County Integrated Project (2002)

- EXPRESSWAY (184' ROW)
- URBAN ARTERIAL (152' ROW)
- ARTERIAL (128' ROW)
- MAJOR (118' ROW)
- SECONDARY (100' ROW)
- COLLECTOR (74' ROW)
- MOUNTAIN ARTERIAL (110' ROW)
- FREEWAY
- RAILROAD

- EXISTING INTERCHANGES
- PROPOSED INTERCHANGES
- BRIDGES
- CITY
- AREA PLAN BOUNDARY

FIGURE 26

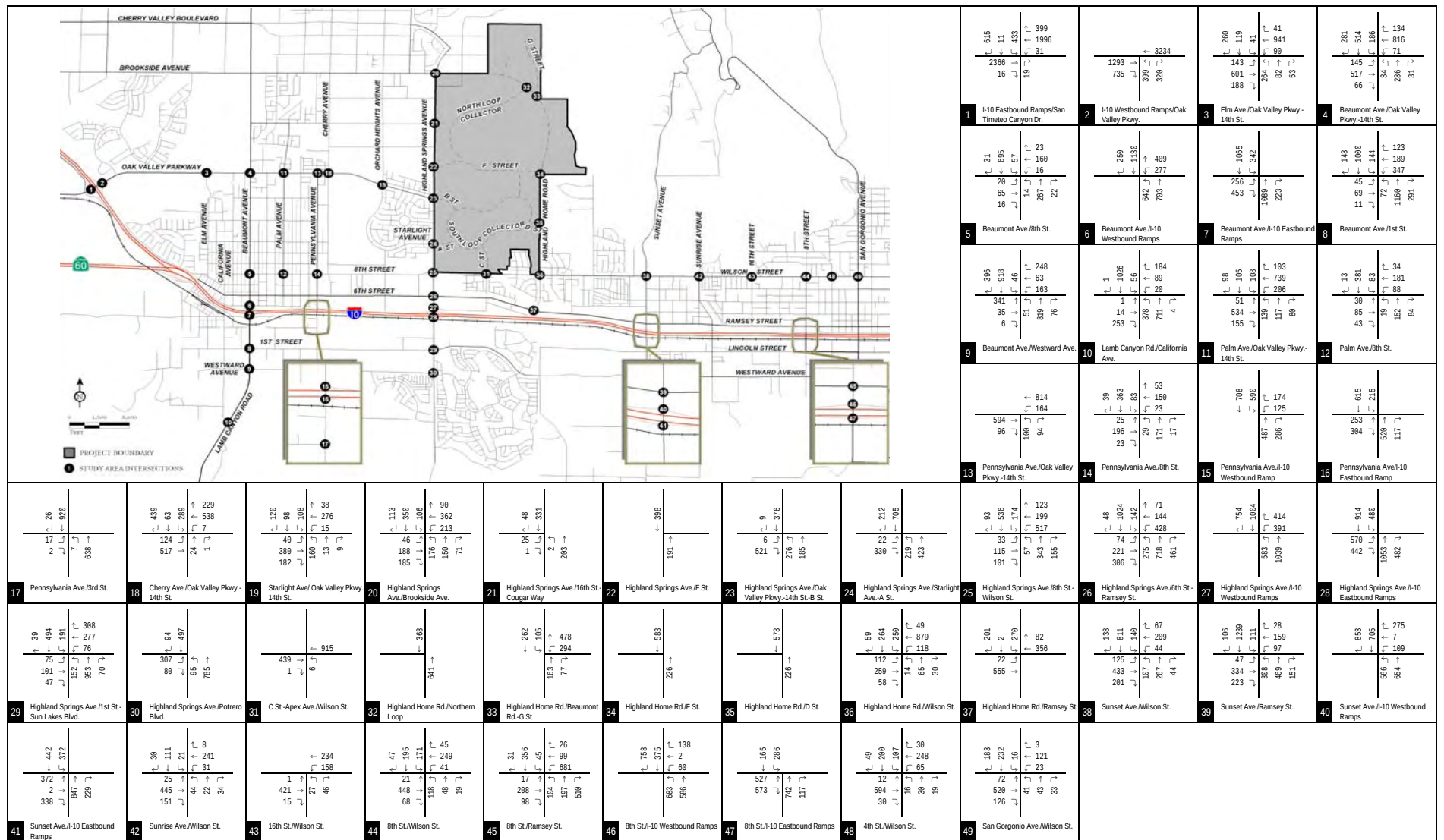
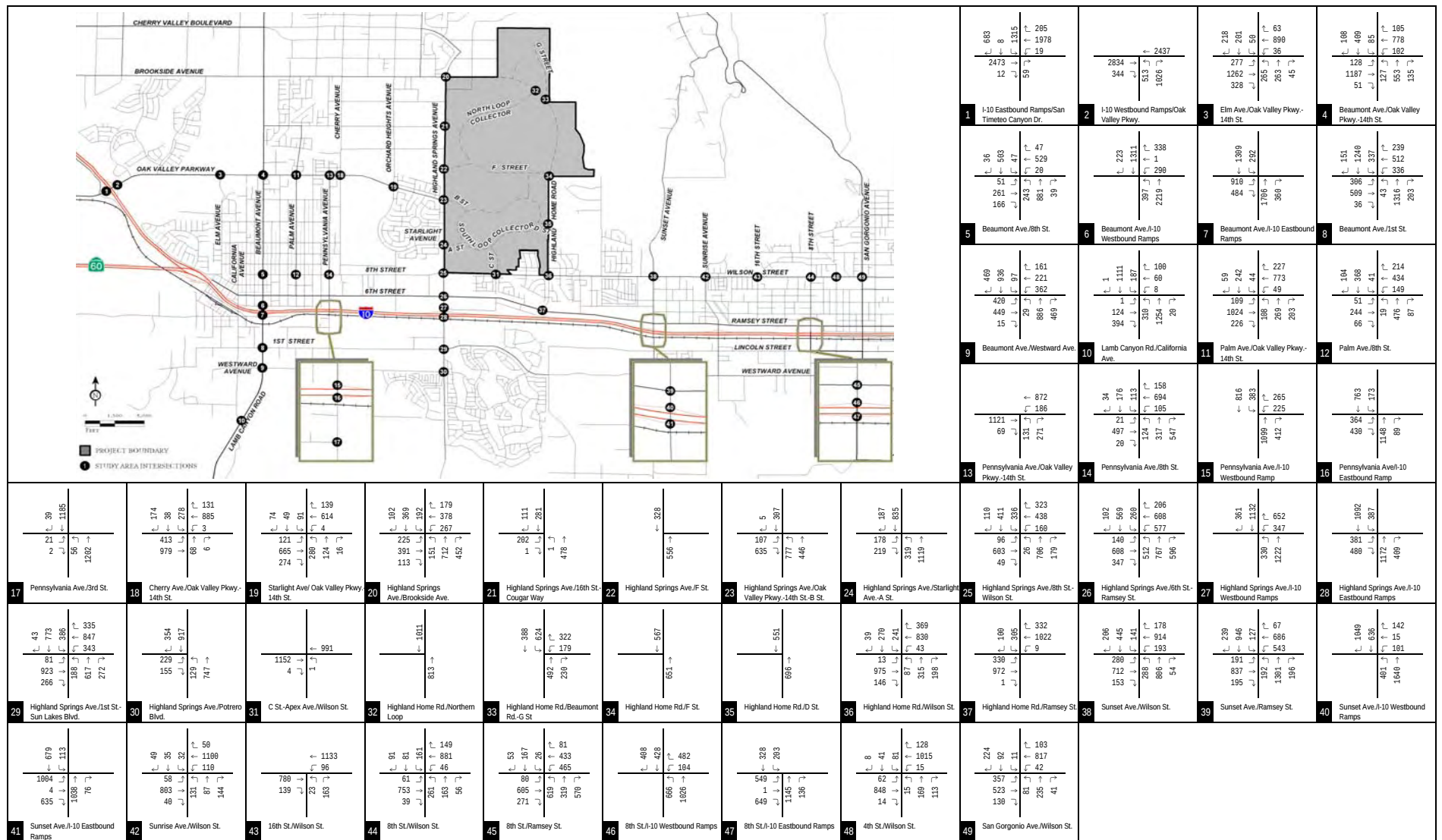


FIGURE 27A

LSA

XXXX AM Peak Hour Volume

Butterfield Specific Plan
 Traffic Impact Analysis
 General Plan Build-out Without Project A.M. Peak Hour Traffic Volumes



LSA

FIGURE 27B

XXXX PM Peak Hour Volume

Butterfield Specific Plan
Traffic Impact Analysis
General Plan Build-out Without Project P.M. Peak Hour Traffic Volumes

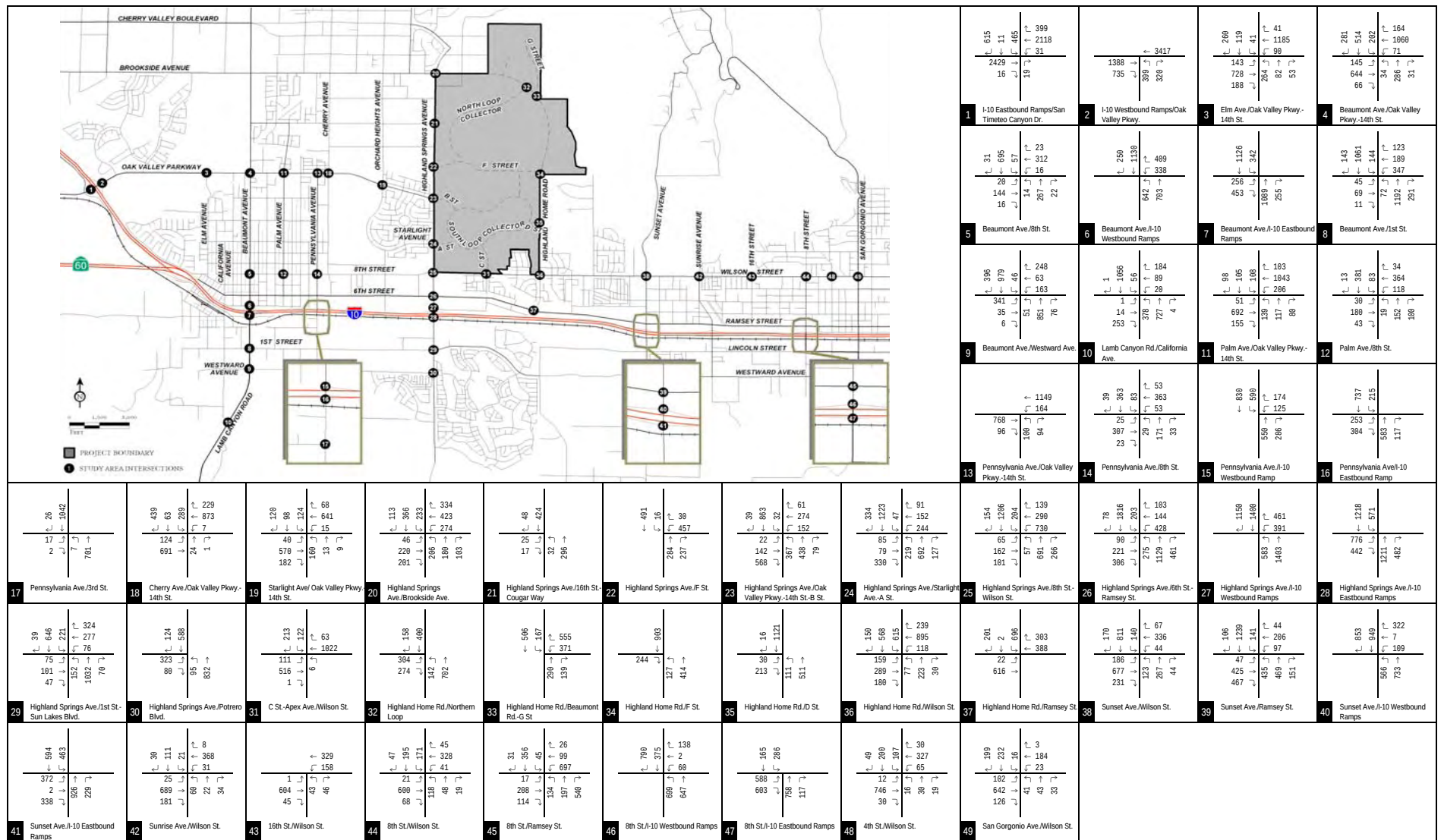


FIGURE 28A

LSA

XXXX AM Peak Hour Volume

Butterfield Specific Plan
 Traffic Impact Analysis
 General Plan Build-out Plus Project A.M. Peak Hour Traffic Volumes

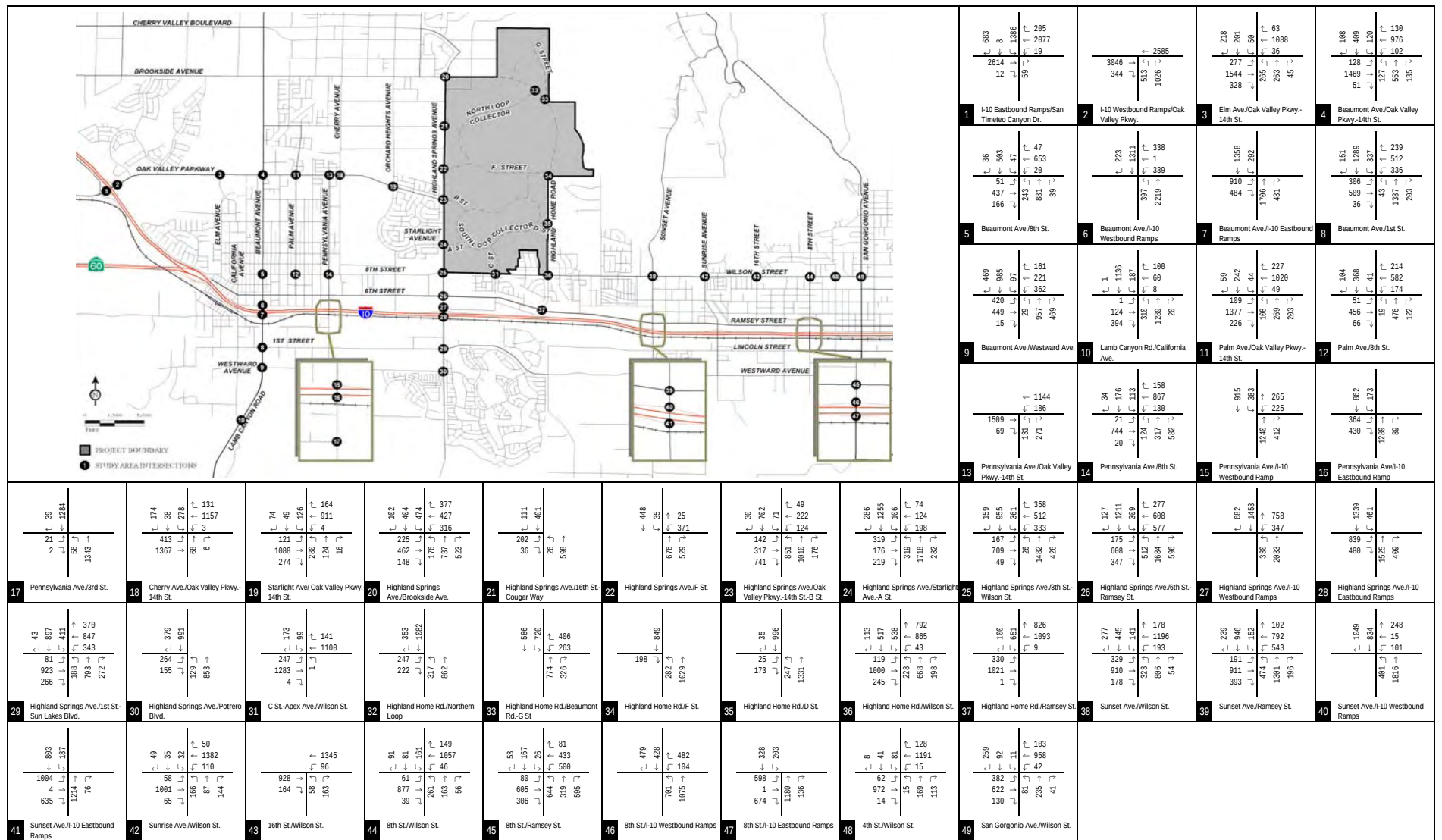


FIGURE 28B

LSA

XXXX PM Peak Hour Volume

Butterfield Specific Plan
Traffic Impact Analysis
General Plan Build-out Plus Project P.M. Peak Hour Traffic Volumes

PAM (City of Banning General Plan Update, June 2005). The model's select zone volumes were subtracted from the total freeway segment volumes to derive the General Plan Build-out without project a.m. and p.m. peak hour freeway segment volumes. Truck percentages contained in the Caltrans "2008 Annual Daily Truck Traffic on the California State Highway System Report" were used to determine the percentage of trucks at study area freeway segments. PCE volumes were computed by using a PCE factor by 1.5. General Plan Build-out plus project a.m. and p.m. peak hour freeway segment volumes were developed by adding project traffic to General Plan Build-out without project a.m. and p.m. peak hour freeway segment volumes. Table O shows the General Plan Build-out year without and plus project peak hour segment volumes on the study area freeway segments. Detailed volume development worksheets are included in Appendix B.

Determination of General Plan Build-Out Year. The current General Plan for the City of Banning does not identify a build-out year for the General Plan land uses and in order to develop the proportional growth between existing condition and General Plan Build-out condition, a General Plan Build-out year was estimated for the traffic impact analysis. The 2008 SCAG RTP was used to estimate a projected compounded average annual growth rate between the RTP base year (2003) and the RTP future year (2035) data for the Banning region for the purposes of estimating a potential Banning General Plan build-out horizon year. As shown in Table E1 in Appendix E, the SCAG compounded average annual households growth rate of 2.57 percent between 2003 and 2035 was calculated using projected growth within SCAG zones that cover the City limits, the sphere of influence, and planning areas. The SCAG Traffic Analysis Zones in the Banning region are attached in Appendix E.

The rate of household growth as calculated using the adjusted 2035 SCAG RTP TAZ projections was then compared to Banning General Plan Build-out projections. The SCAG growth rate (2.57%) was applied to residential build-out statistics shown in Table E2 (included in Appendix E) in the City's General Plan. The table shows that there are 10,404 existing (2003) dwelling units (du) within City boundaries, 352 existing du within the sphere of influence, and 204 existing du within the planning areas. Thus, the total existing residential units are 10,960 (10,404 + 352 + 204). Similarly, the total projected build-out units are 26,595 within the City boundaries, 2,982 within the sphere of influence, and 1,926 within the planning areas. Therefore, the total projected build-out residential units are 31,503. Applying the SCAG compounded average annual growth rate (2.57%) to these data [existing (10,960) and build-out (31,503)], the projected residential build-out year would be 2045 (2003 + 42).

5.0 TRAFFIC ANALYSIS

Level of service analysis was conducted for the study area intersections and freeway segments for all the analysis scenarios. The following sections report the results of those analyses.

5.1 Year 2022 Without Project Intersection Levels of Service

A level of service analysis was conducted to evaluate year 2022 without project a.m. and p.m. peak hour traffic operations at the study area intersections. Table P summarizes the results of this analysis. Level of service worksheets are included in Appendix C. As shown in Table P, 25 intersections exceed LOS thresholds.

Table O - General Plan Build-Out Conditions Freeway Segment PCE Volumes

Freeway Segment	A.M. Peak Hour																					
	Eastbound											Westbound										
	Model Volume	Select Zone	Total Volume	Truck %	Auto	Truck	PCE	Without Project	Project PCE	With Trips	Project PCE	Model Volume	Select Zone	Total Volume	Truck %	Auto	Truck	PCE	Without Project	Project PCE	With Trips	Project PCE
Interstate 10																						
Cherry Valley Boulevard to Oak Valley Parkway	6,120	66	6,054	13.10%	5,261	793	1190	6,451	74	6,525	10,675	309	10,366	13.10%	9,008	1358	2037	11,045	150	11,195		
Oak Valley Parkway to SR-60	6,220	46	6,174	13.50%	5,341	833	1250	6,591	44	6,635	8,733	89	8,644	13.50%	7,477	1167	1751	9,228	90	9,318		
SR-60 to Beaumont Avenue	6,684	141	6,543	13.50%	5,660	883	1325	6,985	162	7,147	8,987	364	8,623	13.50%	7,459	1164	1746	9,205	330	9,535		
Beaumont Avenue to Pennsylvania Avenue*	6,534	170	6,364	14.50%	5,441	923	1385	6,826	192	7,018	8,886	462	8,424	14.50%	7,203	1221	1832	9,035	390	9,425		
Pennsylvania Avenue to Highland Springs Avenue*	7,416	220	7,196	14.50%	6,153	1043	1565	7,718	192	7,910	9,533	594	8,939	14.50%	7,643	1296	1944	9,587	390	9,977		
Highland Springs Avenue to Sunset Avenue	7,288	82	7,206	14.50%	6,161	1045	1568	7,729	90	7,819	8,151	82	8,069	14.50%	6,899	1170	1755	8,654	44	8,698		
Sunset Avenue to 22nd Street	7,637	310	7,327	14.30%	6,279	1048	1572	7,851	240	8,091	7,182	119	7,063	14.30%	6,053	1010	1515	7,568	118	7,686		
22nd Street to 8th Street	7,441	308	7,133	14.30%	6,113	1020	1530	7,643	180	7,823	6,531	106	6,425	14.30%	5,506	919	1379	6,885	88	6,973		
8th Street to Hargrave Street ^								7,288	90	7,378								6,564	44	6,608		
Hargrave Street to Ramsey Stre ^								6,986	90	7,076								6,294	44	6,338		
SR-60																						
Jack Rabbit Trail to I-10	2,616	95	2,521	16.30%	2,110	411	617	2,727	118	2,845	3,934	275	3,659	16.30%	3,063	596	894	3,957	240	4,197		

Freeway Segment	P.M. Peak Hour																							
	Eastbound											Westbound												
	Model Volume	Select Zone	Total Volume	Truck %	Auto	Truck	PCE	Without Project	PCE	Project Trips	With Project	PCE	Model Volume	Select Zone	Total Volume	Truck %	Auto	Truck	PCE	Without Project	PCE	Project Trips	With Project	PCE
Interstate 10																								
Cherry Valley Boulevard to Oak Valley Parkway	11,151	204	10,947	13.10%	9,513	1434	2151	11,664	174	11,838		9,682	121	9,561	13.10%	8,309	1252	1878	10,187	122	10,309			
Oak Valley Parkway to SR-60	9,766	97	9,669	13.50%	8,364	1305	1958	10,322	104	10,426		9,622	59	9,563	13.50%	8,272	1291	1937	10,209	73	10,282			
SR-60 to Beaumont Avenue	10,879	321	10,558	13.50%	9,133	1425	2138	11,271	383	11,654		10,473	192	10,281	13.50%	8,893	1388	2082	10,975	268	11,243			
Beaumont Avenue to Pennsylvania Avenue*	10,508	379	10,129	14.50%	8,660	1469	2204	10,864	452	11,316		10,410	259	10,151	14.50%	8,679	1472	2208	10,887	317	11,204			
Pennsylvania Avenue to Highland Springs Avenue*	11,496	517	10,979	14.50%	9,387	1592	2388	11,775	452	12,227		11,159	314	10,845	14.50%	9,272	1573	2360	11,632	317	11,949			
Highland Springs Avenue to Sunset Avenue	10,591	101	10,490	14.50%	8,969	1521	2282	11,251	73	11,324		10,887	128	10,759	14.50%	9,199	1560	2340	11,539	104	11,643			
Sunset Avenue to 22nd Street	9,477	173	9,304	14.30%	7,974	1330	1995	9,969	195	10,164		10,154	345	9,809	14.30%	8,406	1403	2105	10,511	278	10,789			
22nd Street to 8th Street	8,912	157	8,755	14.30%	7,503	1252	1878	9,381	146	9,527		9,788	326	9,462	14.30%	8,109	1353	2030	10,139	209	10,348			
8th Street to Hargrave Street [^]								8,944	73	9,017									11,023	104	11,127			
Hargrave Street to Ramsey Street [^]								8,576	73	8,649									10,568	104	10,672			
SR-60																								
Jack Rabbit Trail to I-10	6,796	290	6,506	16.30%	5,446	1060	1590	7,036	278	7,314		4,458	158	4,300	16.30%	3,599	701	1052	4,651	195	4,846			

* The interchange on Pennsylvania Avenue is expected to be upgraded to a full diamond interchange before General Plan build-out year.

[^] Model volumes are greater than in existing conditions. Therefore, a growth factor derived for the segment of 22nd Street to 8th Street was used to develop without project PCE volumes.

Table P - Year 2022 Without and Plus Project (Phase I) Intersection Levels of Service

Intersection	Control	LOS STD.	A.M. Peak Hour						P.M. Peak Hour					
			Without Project			With Project			Without Project			With Project		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1 . I-10 Eastbound Ramps/San Timeteo Canyon Dr.	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
2 . I-10 Westbound Ramps/Oak Valley Pkwy.	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
3 . Elm Ave./Oak Valley Pkwy.-14th St.	TWSC	D	-	>100	F	-	>100	F	-	>100	F	-	>100	F
4 . Beaumont Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.51	23.9	C	0.56	24.2	C	0.40	23.6	C	0.46	23.5	C
5 . Beaumont Ave./8th St.	AWSC	D	0.42	10.8	B	0.46	11.8	B	0.70	19.3	C	0.77	26.5	D
6 . Beaumont Ave./I-10 Westbound Ramps	Signal	45s	1.46	>100	F	1.49	>100	F	1.28	>100	F	1.32	>100	F
7 . Beaumont Ave./I-10 Eastbound Ramps	Signal	45s	1.22	>100	F	1.25	>100	F	1.71	>100	F	1.76	>100	F
8 . Beaumont Ave./1st St.	Signal	D	1.11	63.0	E	1.13	65.8	E	1.35	>100	F	1.27	>100	F
9 . Beaumont Ave./Westward Ave.	TWSC	D	-	>100	F	-	>100	F	-	>100	F	-	>100	F
10 . Lamb Canyon Rd./California Ave.	TWSC	C	-	>100	F	-	>100	F	-	>100	F	-	>100	F
11 . Palm Ave./Oak Valley Pkwy.-14th St.	AWSC	D	1.08	43.2	E	1.42	>100	F	1.30	81.2	F	1.65	>100	F
12 . Palm Ave./8th St.	AWSC	D	0.37	10.1	B	0.47	11.7	B	0.56	12.8	B	0.77	18.5	C
13 . Pennsylvania Ave./Oak Valley Pkwy.-14th St.	AWSC	D	0.73	17.1	C	0.99	37.7	E	0.96	32.1	D	1.30	>100	F
14 . Pennsylvania Ave./8th St.	AWSC	D	0.58	12.3	B	0.67	15.4	C	1.00	40.1	E	1.19	88.6	F
15 . Pennsylvania Ave./I-10 Westbound Ramp	TWSC	45s	-	18.1	C	-	21.3	C	-	>100	F	-	>100	F
16 . Pennsylvania Ave./I-10 Eastbound Ramp	TWSC	45s	-	12.8	B	-	13.7	B	-	15.9	C	-	18.1	C
17 . Pennsylvania Ave./3rd St.	TWSC	D	-	14.4	B	-	15.7	C	-	19.4	C	-	22.3	C
18 . Cherry Ave./Oak Valley Pkwy.-14th St.	AWSC	D	0.61	17.3	C	0.87	26.1	D	0.92	24.9	C	1.31	73.4	F
19 . Starlight Ave/ Oak Valley Pkwy.-14th St.	AWSC	D	0.36	11.4	B	0.51	14.4	B	0.45	13.0	B	0.70	20.4	C
20 . Highland Springs Ave./Brookside Ave.	TWSC	C	-	63.8	F	-	>100	F	-	>100	F	-	>100	F
21 . Highland Springs Ave./16th St.-Cougar Way	TWSC	C	0.02	11.8	B	0.02	11.6	B	0.14	13.4	B	0.17	15.1	C
22 . Highland Springs Ave./F St.			Future Intersection			0.50	22.2	C	Future Intersection			0.63	33.9	D
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	C	0.51	22.0	C	0.56	26.6	C	0.59	20.0	B	0.72	26.8	C
24 . Highland Springs Ave./Starlight Ave.-A St.	TWSC	C	-	18.8	C	-	>100	F	-	46.8	E	-	>100	F
25 . Highland Springs Ave./8th St.-Wilson St.	Signal	C	0.51	32.2	C	0.74	34.8	C	0.66	33.3	C	1.02	55.4	E
26 . Highland Springs Ave./6th St.-Ramsey St.	Signal	D	0.62	27.4	C	0.70	30.2	C	0.94	>100	F	1.12	>100	F
27 . Highland Springs Ave./I-10 Westbound Ramps	Signal	45s	0.70	>100	F	0.79	94.8	F	0.84	94.1	F	0.92	79.5	E
28 . Highland Springs Ave./I-10 Eastbound Ramps	Signal	45s	0.82	58.3	E	1.00	76.9	F	0.89	32.8	C	1.08	52.3	F
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	Signal	C	0.37	30.2	C	0.39	29.5	C	0.63	36.6	D	0.67	37.0	D
30 . Highland Springs Ave./Potrero Blvd.	TWSC	C	-	13.4	B	-	14.7	B	-	15.2	C	-	17.7	C
31 . C St.-Apex Ave./Wilson St.	TWSC	C	-	16.3	C	-	34.7	D	-	21.7	C	-	92.7	F
32 . Highland Home Rd./Northern Loop			Future Intersection			0.34	17.9	C	Future Intersection			0.67	62.8	F
33 . Highland Home Rd./Beaumont Rd.-G St	TWSC	C	0.17	10.9	B	0.29	16.2	C	0.20	15.3	C	0.61	56.0	F
34 . Highland Home Rd./F St.			Future Intersection			0.16	11.2	B	Future Intersection			0.16	11.2	B
35 . Highland Home Rd./D St.			Future Intersection			0.16	13.5	B	Future Intersection			0.16	15.1	C
36 . Highland Home Rd./Wilson St.	TWSC	C	-	68.7	F	-	>100	F	-	>100	F	-	>100	F
37 . Highland Home Rd./Ramsey St.	TWSC	D	-	12.4	B	-	28.8	D	-	76.8	F	-	>100	F
38 . Sunset Ave./Wilson St.	AWSC	C	0.91	29.9	D	1.31	89.4	F	1.40	>100	F	1.80	>100	F
39 . Sunset Ave./Ramsey St.	Signal	D	0.41	20.0	B	0.60	21.8	C	0.55	27.2	C	0.80	29.4	C
40 . Sunset Ave./I-10 Westbound Ramps	TWSC	45s	-	20.1	C	-	25.1	D	-	50.7	F	-	>100	F
41 . Sunset Ave./I-10 Eastbound Ramps	TWSC	45s	-	63.4	F	-	>100	F	-	>100	F	-	>100	F
42 . Sunrise Ave./Wilson St.	TWSC	C	-	13.1	B	-	18.1	C	-	30.3	D	-	>100	F
43 . 16th St./Wilson St.	TWSC	C	-	10.4	B	-	12.0	B	-	11.5	B	-	14.4	B
44 . 8th St./Wilson St.	AWSC	C	0.47	12.4	B	0.61	14.5	B	0.80	21.1	C	1.00	38.2	E
45 . 8th St./Ramsey St.	Signal	D	0.66	34.1	C	0.68	34.8	C	0.78	41.2	D	0.80	42.9	D
46 . 8th St./I-10 Westbound Ramps	TWSC	45s	-	44.6	E	-	54.3	F	-	>100	F	-	>100	F
47 . 8th St./I-10 Eastbound Ramps	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
48 . 4th St./Wilson St.	AWSC	C	0.46	10.5	B	0.56	11.9	B	0.69	15.5	C	0.83	22.1	C
49 . San Gorgonio Ave./Wilson St.	AWSC	C	0.53	11.1	B	0.64	13.0	B	0.71	17.3	C	0.86	26.6	D

■ Exceeds LOS standard.

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

TWSC = Two-Way Stop Control

AWSC=All-Way Stop Control

For TWSC intersections, reported delay is for worst-case approach.

5.2 Year 2022 Without Project Freeway Segment Levels of Service

Table Q summarizes year 2022 without project a.m. and p.m. peak hour freeway mainline traffic volumes and levels of service for the freeway segments on I-10 and SR-60. As shown in Table Q, 5 freeway segments are projected to operate at unsatisfactory levels of service.

5.3 Year 2022 Plus Project (Phase I) Intersection Levels of Service

A level of service analysis was conducted to evaluate year 2022 plus project (Phase I) a.m. and p.m. peak hour traffic operations at the study area intersections. The results of this analysis are summarized in previously referenced Table P. Level of service worksheets are included in Appendix C. As shown in Table P, 34 intersections are affected by the project.

5.4 Year 2022 Plus Project (Phase I) Freeway Segment Levels of Service

Previously referenced Table Q summarizes year 2022 plus project a.m. and p.m. peak hour freeway mainline traffic volumes and levels of service for the freeway segments on I-10 and SR-60. As shown on Table Q, 5 freeway segments are projected to operate at unsatisfactory levels of service.

5.5 Year 2032 Without Project Intersection Levels of Service

A level of service analysis was conducted to evaluate year 2032 without project a.m. and p.m. peak hour traffic operations at the study area intersections. The results of this analysis are summarized in Table R. Level of service worksheets are included in Appendix C. As shown in Table R, 37 intersections exceed LOS thresholds.

5.6 Year 2032 Without Project Freeway Segments Levels of Service

Table S summarizes year 2032 without project a.m. and p.m. peak hour freeway mainline traffic volumes and levels of service for the freeway segments on I-10 and SR-60. As shown on Table S, 10 freeway segments are projected to operate at unsatisfactory levels of service.

5.7 Year 2032 Plus Project (Phases I and II) Intersection Levels of Service

A level of service analysis was conducted to evaluate year 2032 plus project (Phases I and II) a.m. and p.m. peak hour traffic operations at the study area intersections. The results of this analysis are summarized in Table R. Level of service worksheets are included in Appendix C. As shown in Table R, 44 intersections exceed LOS thresholds.

5.8 Year 2032 Plus Project (Phases I and II) Freeway Segments Levels of Service

Table S summarizes year 2032 plus project a.m. and p.m. peak hour freeway mainline traffic volumes and levels of service for the freeway segments on I-10 and SR-60. As shown on Table S, 14 freeway segments are projected to operate at unsatisfactory levels of service.

Table Q - Year 2022 Without and Plus Project (Phase I) Freeway Mainline Levels of Service

Freeway Segment	Lanes			A.M. Peak Hour								P.M. Peak Hour							
	Mixed Flow	HOV	Cap.	Without Project				With Project				Without Project				With Project			
				Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS
EASTBOUND																			
Interstate 10																			
Cherry Valley Boulevard to Oak Valley Parkway	3	0	6,900	5,586	5,700	0.83	D	5,639	5,750	0.83	D	7,579	7,730	1.12	F *	7,664	7,820	1.13	F *
Oak Valley Parkway to SR-60	3	0	6,900	5,610	5,720	0.83	D	5,642	5,760	0.84	D	7,042	7,190	1.04	F *	7,093	7,240	1.05	F *
SR-60 to Beaumont Avenue	4	0	9,200	7,470	7,620	0.83	D	7,586	7,740	0.84	D	9,649	9,850	1.07	F *	9,835	10,040	1.09	F *
Beaumont Avenue to Pennsylvania Avenue	4	0	9,200	7,461	7,610	0.83	D	7,598	7,750	0.84	D	9,210	9,400	1.02	F *	9,430	9,620	1.05	F *
Pennsylvania Avenue to Highland Springs Avenue	4	0	9,200	7,634	7,790	0.85	D	7,771	7,930	0.86	D	9,200	9,390	1.02	F *	9,420	9,610	1.05	F *
Highland Springs Avenue to Sunset Avenue	4	0	9,200	7,463	7,620	0.83	D	7,504	7,660	0.83	D	8,825	9,010	0.98	E	8,867	9,050	0.98	E
Sunset Avenue to 22nd Street	4	0	9,200	7,399	7,550	0.82	D	7,509	7,660	0.83	D	8,229	8,400	0.91	E	8,340	8,510	0.93	E
22nd Street to 8th Street	4	0	9,200	7,215	7,360	0.80	D	7,298	7,450	0.81	D	7,901	8,060	0.88	D	7,985	8,150	0.89	E
8th Street to Hargrave Street	4	0	9,200	7,039	7,180	0.78	D	7,080	7,220	0.79	D	7,709	7,870	0.86	D	7,751	7,910	0.86	D
Hargrave Street to Ramsey Street	4	0	9,200	6,504	6,640	0.72	D	6,545	6,680	0.73	D	7,121	7,270	0.79	D	7,163	7,310	0.80	D
SR-60																			
Jack Rabbit Trail to I-10	2	0	4,600	2,368	2,420	0.53	C	2,452	2,500	0.54	C	3,528	3,600	0.78	D	3,663	3,740	0.81	D
WESTBOUND																			
Interstate 10																			
Cherry Valley Boulevard to Oak Valley Parkway	3	0	6,900	6,559	6,690	0.97	E	6,628	6,760	0.98	E	6,316	6,440	0.93	E	6,386	6,520	0.95	E
Oak Valley Parkway to SR-60	3	0	6,900	5,850	5,970	0.87	D	5,891	6,010	0.87	D	6,302	6,430	0.93	E	6,344	6,470	0.94	E
SR-60 to Beaumont Avenue	4	0	9,200	7,809	7,970	0.87	D	7,960	8,120	0.88	E	8,099	8,260	0.90	E	8,252	8,420	0.92	E
Beaumont Avenue to Pennsylvania Avenue	4	0	9,200	7,743	7,900	0.86	D	7,922	8,080	0.88	D	8,069	8,230	0.90	E	8,250	8,420	0.92	E
Pennsylvania Avenue to Highland Springs Avenue	4	0	9,200	7,194	7,340	0.80	D	7,373	7,520	0.82	D	8,090	8,260	0.90	E	8,271	8,440	0.92	E
Highland Springs Avenue to Sunset Avenue	4	0	9,200	6,708	6,850	0.75	D	6,740	6,880	0.75	D	7,918	8,080	0.88	D	7,969	8,130	0.88	E
Sunset Avenue to 22nd Street	4	0	9,200	6,214	6,340	0.69	D	6,298	6,430	0.70	D	7,443	7,590	0.83	D	7,578	7,730	0.84	D
22nd Street to 8th Street	4	0	9,200	5,876	6,000	0.65	C	5,939	6,060	0.66	C	7,219	7,370	0.80	D	7,321	7,470	0.81	D
8th Street to Hargrave Street	4	0	9,200	5,734	5,850	0.64	C	5,766	5,880	0.64	C	7,044	7,190	0.78	D	7,095	7,240	0.79	D
Hargrave Street to Ramsey Street	4	0	9,200	5,296	5,400	0.59	C	5,328	5,440	0.59	C	6,508	6,640	0.72	D	6,559	6,690	0.73	D
SR-60																			
Jack Rabbit Trail to I-10	2	0	4,600	2,684	2,740	0.60	C	2,794	2,850	0.62	C	2,604	2,660	0.58	C	2,715	2,770	0.60	C

* Exceeds level of service standard

■ Exceeds level of service standard

¹ Peak Hour Factor. PHF volume assumes a PHF of 0.98.

Note:

According to the CMP, the capacity of a mixed-flow lane is 2,300 vehicles per hour, and the capacity of an HOV lane is 1,600 vehicles per hour.

Table R - Year 2032 Without and Plus Project (Phases I and II) Intersection Levels of Service

Intersection	Control	LOS STD.	A.M. Peak Hour						P.M. Peak Hour					
			Without Project			With Project			Without Project			With Project		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1 . I-10 Eastbound Ramps/San Timeteo Canyon Dr.	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
2 . I-10 Westbound Ramps/Oak Valley Pkwy.	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
3 . Elm Ave./Oak Valley Pkwy.-14th St.	TWSC	D	-	>100	F	-	>100	F	-	>100	F	-	>100	F
4 . Beaumont Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.59	24.5	C	0.68	24.9	C	0.52	23.5	C	0.62	23.7	C
5 . Beaumont Ave./8th St.	AWSC	D	0.52	12.3	B	0.58	14.8	B	1.09	63.5	F	1.24	>100	F
6 . Beaumont Ave./I-10 Westbound Ramps	Signal	45s	0.81	31.1	C	0.81	31.4	C	0.75	22.4	C	0.75	22.9	C
7 . Beaumont Ave./I-10 Eastbound Ramps	Signal	45s	0.64	24.8	C	0.64	24.7	C	0.93	36.6	D	0.93	36.4	D
8 . Beaumont Ave./1st St.	Signal	D	0.69	26.1	C	0.70	26.1	C	1.04	56.0	E	1.06	57.9	E
9 . Beaumont Ave./Westward Ave.	TWSC	D	-	>100	F	-	>100	F	-	>100	F	-	>100	F
10 . Lamb Canyon Rd./California Ave.	TWSC	C	-	>100	F	-	>100	F	-	>100	F	-	>100	F
11 . Palm Ave./Oak Valley Pkwy.-14th St.	AWSC	D	1.57	>100	F	2.05	>100	F	1.95	>100	F	2.54	>100	F
12 . Palm Ave./8th St.	AWSC	D	0.54	12.2	B	0.71	17.5	C	1.12	58.1	F	1.66	>100	F
13 . Pennsylvania Ave./Oak Valley Pkwy.-14th St.	AWSC	D	0.99	36.2	E	1.41	>100	F	1.45	>100	F	1.93	>100	F
14 . Pennsylvania Ave./8th St.	AWSC	D	0.67	14.1	B	0.82	23.3	C	1.61	>100	F	1.87	>100	F
15 . Pennsylvania Ave./I-10 Westbound Ramp	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
16 . Pennsylvania Ave./I-10 Eastbound Ramp	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
17 . Pennsylvania Ave./3rd St.	TWSC	D	-	24.5	C	-	29.1	D	-	68.2	F	-	96.2	F
18 . Cherry Ave./Oak Valley Pkwy.-14th St.	AWSC	D	0.84	26.1	D	1.22	65.5	F	1.45	92.2	F	2.13	>100	F
19 . Starlight Ave/ Oak Valley Pkwy.-14th St.	AWSC	D	0.45	12.9	B	0.69	21.0	C	0.76	23.8	C	1.24	96.4	F
20 . Highland Springs Ave./Brookside Ave.	TWSC	C	-	>100	F	-	>100	F	-	>100	F	-	>100	F
21 . Highland Springs Ave./16th St.-Cougar Way	TWSC	C	0.03	12.1	B	0.04	12.8	B	0.30	17.0	C	0.41	23.6	C
22 . Highland Springs Ave./F St.			Future Intersection			0.93	72.6	F	Future Intersection			1.31	>100	F
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	C	0.62	23.9	C	0.74	59.3	E	0.80	24.9	C	1.02	51.5	D
24 . Highland Springs Ave./Starlight Ave.-A St.	TWSC	C	-	26.0	D	-	>100	F	-	>100	F	-	>100	F
25 . Highland Springs Ave./8th St.-Wilson St.	Signal	C	0.60	33.0	C	0.91	44.9	D	0.77	38.1	D	1.28	>100	F
26 . Highland Springs Ave./6th St.-Ramsey St.	Signal	D	0.71	30.6	C	0.86	44.5	D	1.11	>100	F	1.39	>100	F
27 . Highland Springs Ave./I-10 Westbound Ramps	Signal	45s	0.84	>100	F	0.99	>100	F	0.93	49.9	D	1.02	52.3	F
28 . Highland Springs Ave./I-10 Eastbound Ramps	Signal	45s	0.91	96.2	F	1.14	>100	F	0.85	56.1	E	1.19	87.2	F
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	Signal	C	0.46	28.6	C	0.49	27.9	C	0.94	54.4	D	1.00	63.8	E
30 . Highland Springs Ave./Potrero Blvd.	TWSC	C	-	24.0	C	-	33.0	D	-	34.0	D	-	64.9	F
31 . C St.-Apex Ave./Wilson St.	TWSC	C	-	20.2	C	-	>100	F	-	35.4	E	-	>100	F
32 . Highland Home Rd./Northern Loop			Future Intersection			0.91	>100	F	Future Intersection			3.27	>100	F
33 . Highland Home Rd./Beaumont Rd.-G St	TWSC	C	0.33	18.6	C	0.77	>100	F	1.15	>100	F	5.99	>100	F
34 . Highland Home Rd./F St.			Future Intersection			0.35	16.1	C	Future Intersection			0.30	14.9	B
35 . Highland Home Rd./D St.			Future Intersection			0.39	27.0	D	Future Intersection			0.34	44.8	E
36 . Highland Home Rd./Wilson St.	TWSC	C	-	>100	F	-	>100	F	-	>100	F	-	>100	F
37 . Highland Home Rd./Ramsey St.	TWSC	D	-	15.5	C	-	>100	F	-	>100	F	-	>100	F
38 . Sunset Ave./Wilson St.	AWSC	C	1.51	>100	F	1.97	>100	F	2.22	>100	F	2.74	>100	F
39 . Sunset Ave./Ramsey St.	Signal	D	0.71	20.3	C	0.78	36.5	D	0.91	37.3	D	1.05	65.8	E
40 . Sunset Ave./I-10 Westbound Ramps	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
41 . Sunset Ave./I-10 Eastbound Ramps	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
42 . Sunrise Ave./Wilson St.	TWSC	C	-	18.9	C	-	34.5	D	-	>100	F	-	>100	F
43 . 16th St./Wilson St.	TWSC	C	-	11.7	B	-	15.1	C	-	14.9	B	-	27.7	D
44 . 8th St./Wilson St.	AWSC	C	0.65	16.2	C	0.89	26.0	D	1.56	>100	F	1.86	>100	F
45 . 8th St./Ramsey St.	Signal	D	0.85	46.6	D	0.88	49.9	D	1.01	73.5	E	1.04	80.7	F
46 . 8th St./I-10 Westbound Ramps	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
47 . 8th St./I-10 Eastbound Ramps	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
48 . 4th St./Wilson St.	AWSC	C	0.69	14.9	B	0.87	23.2	C	1.28	>100	F	1.50	>100	F
49 . San Gorgonio Ave./Wilson St.	AWSC	C	0.78	17.7	C	0.98	34.3	D	1.33	>100	F	1.55	>100	F

 Exceeds LOS standard.

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

TWSC = Two-Way Stop Control

AWSC=All-Way Stop Control

For TWSC intersections, reported delay is for worst-case approach.

Table S - Year 2032 Without and Plus Project (Phases I & II) Freeway Mainline Levels of Service

Freeway Segment	Lanes			A.M. Peak Hour								P.M. Peak Hour							
	Mixed Flow	HOV	Cap.	Without Project				With Project				Without Project				With Project			
				Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS
EASTBOUND																			
Interstate 10																			
Cherry Valley Boulevard to Oak Valley Parkway	3	0	6,900	5,962	6,080	0.88	E	6,028	6,150	0.89	E	9,355	9,550	1.38	F *	9,485	9,680	1.40	F *
Oak Valley Parkway to SR-60	3	0	6,900	6,037	6,160	0.89	E	6,076	6,200	0.90	E	8,468	8,640	1.25	F *	8,546	8,720	1.26	F *
SR-60 to Beaumont Avenue	4	0	9,200	6,694	6,830	0.74	D	6,839	6,980	0.76	D	9,378	9,570	1.04	F *	9,665	9,860	1.07	F *
Beaumont Avenue to Pennsylvania Avenue	4	0	9,200	6,617	6,750	0.73	D	6,788	6,930	0.75	D	9,261	9,450	1.03	F *	9,600	9,800	1.07	F *
Pennsylvania Avenue to Highland Springs Avenue	4	0	9,200	7,671	7,830	0.85	D	7,842	8,000	0.87	D	10,320	10,530	1.15	F *	10,659	10,880	1.18	F *
Highland Springs Avenue to Sunset Avenue	4	0	9,200	7,579	7,730	0.84	D	7,645	7,800	0.85	D	9,880	10,080	1.10	F *	9,938	10,140	1.10	F *
Sunset Avenue to 22nd Street	4	0	9,200	7,596	7,750	0.84	D	7,773	7,930	0.86	D	8,985	9,170	1.00	E	9,140	9,330	1.01	F *
22nd Street to 8th Street	4	0	9,200	7,401	7,550	0.82	D	7,534	7,690	0.84	D	8,544	8,720	0.95	E	8,660	8,840	0.96	E
8th Street to Hargrave Street	4	0	9,200	7,220	7,370	0.80	D	7,286	7,430	0.81	D	8,337	8,510	0.93	E	8,395	8,570	0.93	E
Hargrave Street to Ramsey Street	4	0	9,200	6,672	6,810	0.74	D	6,738	6,880	0.75	D	7,702	7,860	0.85	D	7,760	7,920	0.86	D
SR-60																			
Jack Rabbit Trail to I-10	2	0	4,600	2,524	2,580	0.56	C	2,629	2,680	0.58	C	4,435	4,530	0.99	E	4,644	4,740	1.03	F *
WESTBOUND																			
Interstate 10																			
Cherry Valley Boulevard to Oak Valley Parkway	3	0	6,900	8,510	8,680	1.26	F *	8,621	8,800	1.28	F *	7,999	8,160	1.18	F *	8,096	8,260	1.20	F *
Oak Valley Parkway to SR-60	3	0	6,900	7,319	7,470	1.08	F *	7,385	7,540	1.09	F *	8,001	8,160	1.18	F *	8,059	8,220	1.19	F *
SR-60 to Beaumont Avenue	4	0	9,200	7,456	7,610	0.83	D	7,699	7,860	0.85	D	8,867	9,050	0.98	E	9,079	9,260	1.01	F *
Beaumont Avenue to Pennsylvania Avenue	4	0	9,200	7,363	7,510	0.82	D	7,650	7,810	0.85	D	8,847	9,030	0.98	E	9,098	9,280	1.01	F *
Pennsylvania Avenue to Highland Springs Avenue	4	0	9,200	8,235	8,400	0.91	E	8,522	8,700	0.95	E	9,630	9,830	1.07	F *	9,881	10,080	1.10	F *
Highland Springs Avenue to Sunset Avenue	4	0	9,200	7,554	7,710	0.84	D	7,593	7,750	0.84	D	9,492	9,690	1.05	F *	9,570	9,770	1.06	F *
Sunset Avenue to 22nd Street	4	0	9,200	6,803	6,940	0.75	D	6,908	7,050	0.77	D	8,777	8,960	0.97	E	8,986	9,170	1.00	E
22nd Street to 8th Street	4	0	9,200	6,315	6,440	0.70	D	6,394	6,520	0.71	D	8,488	8,660	0.94	E	8,645	8,820	0.96	E
8th Street to Hargrave Street	4	0	9,200	6,162	6,290	0.68	D	6,201	6,330	0.69	D	8,283	8,450	0.92	E	8,361	8,530	0.93	E
Hargrave Street to Ramsey Street	4	0	9,200	5,692	5,810	0.63	C	5,731	5,850	0.64	C	7,652	7,810	0.85	D	7,730	7,890	0.86	D
SR-60																			
Jack Rabbit Trail to I-10	2	0	4,600	3,237	3,300	0.72	D	3,414	3,480	0.76	D	3,494	3,570	0.78	D	3,649	3,720	0.81	D

* Exceeds level of service standard

■ Exceeds level of service standard

¹ Peak Hour Factor. PHF volume assumes a PHF of 0.98.

Note:

According to the CMP, the capacity of a mixed-flow lane is 2,300 vehicles per hour, and the capacity of an HOV lane is 1,600 vehicles per hour.

5.9 Year 2042 Without Project Intersection Level of Service

A level of service analysis was conducted to evaluate year 2042 without project a.m. and p.m. peak hour traffic operations at the study area intersections. Table T summarizes the results of this analysis. Level of service worksheets are included in Appendix C. As shown in Table T, 42 intersections exceed LOS thresholds.

5.10 Year 2042 Without Project Freeway Segments Level of Service

Table U summarizes year 2042 without project a.m. and p.m. peak hour freeway mainline traffic volumes and levels of service for the freeway segments on I-10 and SR-60. As shown in Table U, 18 freeway segments are projected to operate at unsatisfactory levels of service.

5.11 Year 2042 Plus Project (Phase III) Intersection Level of Service

A level of service analysis was conducted to evaluate year 2042 plus project (Phase III) a.m. and p.m. peak hour traffic operations at the study area intersections. The results of this analysis are summarized in previously referenced Table T. Level of service worksheets are included in Appendix C. As shown in Table T, 48 intersections operate at unsatisfactory levels of service.

5.12 Year 2042 Plus Project (Phase III) Freeway Segments Level of Service

Table U summarizes year 2042 plus project a.m. and p.m. peak hour freeway mainline traffic volumes and levels of service for the freeway segments on I-10 and SR-60. As shown in Table U, 20 freeway segments are projected to operate at unsatisfactory levels of service.

5.13 General Plan Build-out Year Without Project Conditions Intersection Levels of Service

A level of service analysis was conducted to evaluate traffic operations at the study area intersections during the a.m. and p.m. peak hours under General Plan Build-out year without project conditions. Table V summarizes the results of the analysis. Level of service worksheets are included in Appendix C. As shown in Table V, 44 intersections exceed LOS thresholds.

5.14 General Plan Build-out Year Without Project Freeway Segments Level of Service

Table W summarizes General Plan Build-out year without project a.m. and p.m. peak hour freeway mainline traffic volumes and levels of service for the freeway segments on I-10 and SR-60. As shown in Table W, 21 freeway segments are projected to operate at unsatisfactory levels of service.

5.15 General Plan Build-out Year Plus Project Conditions Intersection Levels of Service

A level of service analysis was conducted to evaluate traffic operations at the study area intersections during the a.m. and p.m. peak hours under General Plan Build-out year plus project conditions. The

Table T - Year 2042 Without and Plus Project (Project Completion) Intersection Levels of Service

Intersection	Control	LOS STD.	A.M. Peak Hour						P.M. Peak Hour					
			Without Project			With Project			Without Project			With Project		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1 . I-10 Eastbound Ramps/San Timeteo Canyon Dr.	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
2 . I-10 Westbound Ramps/Oak Valley Pkwy.	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
3 . Elm Ave./Oak Valley Pkwy.-14th St.	TWSC	D	-	>100	F	-	>100	F	-	>100	F	-	>100	F
4 . Beaumont Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.67	25.2	C	0.84	28.1	C	0.67	24.3	C	0.88	27.6	C
5 . Beaumont Ave./8th St.	AWSC	D	0.62	14.6	B	0.72	20.3	C	1.43	>100	F	1.68	>100	F
6 . Beaumont Ave./I-10 Westbound Ramps	Signal	45s	1.06	65.1	F	1.06	65.4	E	0.93	32.4	C	0.93	33.4	C
7 . Beaumont Ave./I-10 Eastbound Ramps	Signal	45s	0.82	29.4	C	0.82	29.2	C	1.21	89.7	F	1.21	88.6	F
8 . Beaumont Ave./1st St.	Signal	D	0.82	28.7	C	0.83	28.9	C	2.26	>100	F	2.31	>100	F
9 . Beaumont Ave./Westward Ave.	TWSC	D	-	>100	F	-	>100	F	-	>100	F	-	>100	F
10 . Lamb Canyon Rd./California Ave.	TWSC	C	-	>100	F	-	>100	F	-	>100	F	-	>100	F
11 . Palm Ave./Oak Valley Pkwy.-14th St.	AWSC	D	2.02	>100	F	2.70	>100	F	2.67	>100	F	3.54	>100	F
12 . Palm Ave./8th St.	AWSC	D	0.73	16.4	C	1.00	45.3	E	1.77	>100	F	2.29	>100	F
13 . Pennsylvania Ave./Oak Valley Pkwy.-14th St.	AWSC	D	1.25	86.9	F	1.80	>100	F	1.93	>100	F	2.61	>100	F
14 . Pennsylvania Ave./8th St.	AWSC	D	0.76	17.1	C	1.00	52.9	F	2.16	>100	F	2.59	>100	F
15 . Pennsylvania Ave./I-10 Westbound Ramp	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
16 . Pennsylvania Ave./I-10 Eastbound Ramp	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
17 . Pennsylvania Ave./3rd St.	TWSC	D	-	33.6	D	-	43.6	E	-	>100	F	-	>100	F
18 . Cherry Ave./Oak Valley Pkwy.-14th St.	AWSC	D	1.10	52.1	F	1.57	>100	F	2.04	>100	F	2.91	>100	F
19 . Starlight Ave/ Oak Valley Pkwy.-14th St.	AWSC	D	0.55	15.1	C	0.90	40.0	E	1.16	78.5	F	1.77	>100	F
20 . Highland Springs Ave./Brookside Ave.	TWSC	C	-	>100	F	-	>100	F	-	>100	F	-	>100	F
21 . Highland Springs Ave./16th St.-Cougar Way	TWSC	C	0.05	12.5	B	0.07	14.2	B	0.51	24.5	C	0.77	59.8	F
22 . Highland Springs Ave./F St.			Future Intersection			1.51	>100	F	Future Intersection			2.55	>100	F
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	C	0.74	26.6	C	0.92	>100	F	1.05	47.5	F	1.41	>100	F
24 . Highland Springs Ave./Starlight Ave.-A St.	TWSC	C	-	42.8	E	-	>100	F	-	>100	F	-	>100	F
25 . Highland Springs Ave./8th St.-Wilson St.	Signal	C	0.71	35.1	D	1.11	84.6	F	0.94	51.9	D	1.59	>100	F
26 . Highland Springs Ave./6th St.-Ramsey St.	Signal	D	0.88	46.0	D	1.14	99.3	F	1.44	>100	F	1.77	>100	F
27 . Highland Springs Ave./I-10 Westbound Ramps	Signal	45s	1.06	>100	F	1.27	>100	F	1.14	72.3	F	1.28	>100	F
28 . Highland Springs Ave./I-10 Eastbound Ramps	Signal	45s	1.12	>100	F	1.41	>100	F	1.05	85.0	F	1.50	>100	F
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	Signal	C	0.59	29.4	C	0.64	29.2	C	1.27	>100	F	1.34	>100	F
30 . Highland Springs Ave./Potrero Blvd.	TWSC	C	-	>100	F	-	>100	F	-	>100	F	-	>100	F
31 . C St.-Apex Ave./Wilson St.	TWSC	C	-	25.5	D	-	>100	F	-	61.2	F	-	>100	F
32 . Highland Home Rd./Northern Loop			Future Intersection			-	>100	F	Future Intersection			-	>100	F
33 . Highland Home Rd./Beaumont Rd.-G St	TWSC	C	-	>100	F	-	>100	F	-	>100	F	-	>100	F
34 . Highland Home Rd./F St.			Future Intersection			-	33.4	D	Future Intersection			-	23.6	C
35 . Highland Home Rd./D St.			Future Intersection			-	>100	F	Future Intersection			-	>100	F
36 . Highland Home Rd./Wilson St.	TWSC	C	-	>100	F	-	>100	F	-	>100	F	-	>100	F
37 . Highland Home Rd./Ramsey St.	TWSC	D	-	23.0	C	-	>100	F	-	>100	F	-	>100	F
38 . Sunset Ave./Wilson St.	AWSC	C	2.32	>100	F	2.64	>100	F	3.00	>100	F	3.72	>100	F
39 . Sunset Ave./Ramsey St.	Signal	D	1.21	54.5	F	1.03	63.6	E	1.51	>100	F	1.38	>100	F
40 . Sunset Ave./I-10 Westbound Ramps	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
41 . Sunset Ave./I-10 Eastbound Ramps	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
42 . Sunrise Ave./Wilson St.	TWSC	C	-	42.1	E	-	>100	F	-	>100	F	-	>100	F
43 . 16th St./Wilson St.	TWSC	C	-	13.6	B	-	20.8	C	-	23.0	C	-	>100	F
44 . 8th St./Wilson St.	AWSC	C	0.86	26.1	D	1.22	67.9	F	2.33	>100	F	2.76	>100	F
45 . 8th St./Ramsey St.	Signal	D	1.05	85.1	F	1.08	94.2	F	1.25	>100	F	1.29	>100	F
46 . 8th St./I-10 Westbound Ramps	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
47 . 8th St./I-10 Eastbound Ramps	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
48 . 4th St./Wilson St.	AWSC	C	0.97	32.7	D	1.25	82.5	F	1.89	>100	F	2.20	>100	F
49 . San Geronio Ave./Wilson St.	AWSC	C	1.07	49.3	F	1.38	>100	F	2.01	>100	F	2.33	>100	F

 Exceeds LOS standard.

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

TWSC = Two-Way Stop Control

AWSC=All-Way Stop Control

For TWSC intersections, reported delay is for worst-case approach.

Table U - Year 2042 Without and Plus Project (Project Completion) Freeway Mainline Levels of Service

Freeway Segment	Lanes			A.M. Peak Hour								P.M. Peak Hour							
	Mixed Flow	HOV	Cap.	Without Project				With Project				Without Project				With Project			
				Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS
EASTBOUND																			
Interstate 10																			
Cherry Valley Boulevard to Oak Valley Parkway	3	0	6,900	6,338	6,470	0.94	E	6,417	6,550	0.95	E	11,131	11,360	1.65	F *	11,307	11,540	1.67	F *
Oak Valley Parkway to SR-60	3	0	6,900	6,463	6,600	0.96	E	6,510	6,640	0.96	E	9,894	10,100	1.46	F *	10,000	10,200	1.48	F *
SR-60 to Beaumont Avenue	4	0	9,200	6,918	7,060	0.77	D	7,092	7,240	0.79	D	10,834	11,060	1.20	F *	11,222	11,450	1.25	F *
Beaumont Avenue to Pennsylvania Avenue	4	0	9,200	6,778	6,920	0.75	D	6,984	7,130	0.78	D	10,866	11,090	1.21	F *	11,324	11,560	1.26	F *
Pennsylvania Avenue to Highland Springs Avenue	4	0	9,200	7,707	7,860	0.85	D	7,913	8,070	0.88	D	10,606	10,820	1.18	F *	11,064	11,290	1.23	F *
Highland Springs Avenue to Sunset Avenue	4	0	9,200	7,694	7,850	0.85	D	7,785	7,940	0.86	D	10,935	11,160	1.21	F *	11,009	11,230	1.22	F *
Sunset Avenue to 22nd Street	4	0	9,200	7,792	7,950	0.86	D	8,036	8,200	0.89	E	9,742	9,940	1.08	F *	9,940	10,140	1.10	F *
22nd Street to 8th Street	4	0	9,200	7,587	7,740	0.84	D	7,770	7,930	0.86	D	9,188	9,380	1.02	F *	9,336	9,530	1.04	F *
8th Street to Hargrave Street	4	0	9,200	7,401	7,550	0.82	D	7,492	7,650	0.83	D	8,965	9,150	1.00	E	9,039	9,220	1.00	F *
Hargrave Street to Ramsey Street	4	0	9,200	6,839	6,980	0.76	D	6,930	7,070	0.77	D	8,282	8,450	0.92	E	8,356	8,530	0.93	E
SR-60																			
Jack Rabbit Trail to I-10	2	0	4,600	2,680	2,730	0.59	C	2,807	2,860	0.62	C	5,342	5,450	1.19	F *	5,624	5,740	1.25	F *
WESTBOUND																			
Interstate 10																			
Cherry Valley Boulevard to Oak Valley Parkway	3	0	6,900	10,460	10,670	1.55	F *	10,612	10,830	1.57	F *	9,682	9,880	1.43	F *	9,806	10,010	1.45	F *
Oak Valley Parkway to SR-60	3	0	6,900	8,788	8,970	1.30	F *	8,879	9,060	1.31	F *	9,700	9,900	1.44	F *	9,774	9,970	1.45	F *
SR-60 to Beaumont Avenue	4	0	9,200	8,801	8,980	0.98	E	9,136	9,320	1.01	F *	10,488	10,700	1.16	F *	10,760	10,980	1.19	F *
Beaumont Avenue to Pennsylvania Avenue	4	0	9,200	8,649	8,830	0.96	E	9,045	9,230	1.00	F *	10,416	10,630	1.16	F *	10,737	10,960	1.19	F *
Pennsylvania Avenue to Highland Springs Avenue	4	0	9,200	9,275	9,460	1.03	F *	9,671	9,870	1.07	F *	11,170	11,400	1.24	F *	11,491	11,730	1.28	F *
Highland Springs Avenue to Sunset Avenue	4	0	9,200	8,400	8,570	0.93	E	8,447	8,620	0.94	E	11,067	11,290	1.23	F *	11,173	11,400	1.24	F *
Sunset Avenue to 22nd Street	4	0	9,200	7,392	7,540	0.82	D	7,519	7,670	0.83	D	10,111	10,320	1.12	F *	10,393	10,600	1.15	F *
22nd Street to 8th Street	4	0	9,200	6,754	6,890	0.75	D	6,849	6,990	0.76	D	9,758	9,960	1.08	F *	9,970	10,170	1.11	F *
8th Street to Hargrave Street	4	0	9,200	6,590	6,720	0.73	D	6,637	6,770	0.74	D	9,522	9,720	1.06	F *	9,628	9,820	1.07	F *
Hargrave Street to Ramsey Street	4	0	9,200	6,087	6,210	0.68	C	6,134	6,260	0.68	D	8,797	8,980	0.98	E	8,903	9,080	0.99	E
SR-60																			
Jack Rabbit Trail to I-10	2	0	4,600	3,791	3,870	0.84	D	4,035	4,120	0.90	E	4,384	4,470	0.97	E	4,582	4,680	1.02	F *

* Exceeds level of service standard

█ Exceeds level of service standard

¹ Peak Hour Factor. PHF volume assumes a PHF of 0.98.

Note:

According to the CMP, the capacity of a mixed-flow lane is 2,300 vehicles per hour, and the capacity of an HOV lane is 1,600 vehicles per hour.

Table V - General Plan Buildout Without and Plus Project (Project Completion) Intersection Levels of Service

Intersection	Control	LOS STD.	A.M. Peak Hour						P.M. Peak Hour					
			Without Project			With Project			Without Project			With Project		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1 . I-10 Eastbound Ramps/San Timeteo Canyon Dr.	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
2 . I-10 Westbound Ramps/Oak Valley Pkwy.	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
3 . Elm Ave./Oak Valley Pkwy.-14th St.	TWSC	D	-	>100	F	-	>100	F	-	>100	F	-	>100	F
4 . Beaumont Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.70	25.5	C	0.88	30.00	C	0.73	25.0	C	0.96	31.6	C
5 . Beaumont Ave./8th St.	AWSC	D	0.65	15.5	C	0.76	22.20	C	1.51	>100	F	1.79	>100	F
6 . Beaumont Ave./I-10 Westbound Ramps	Signal	45s	1.14	85.0	F	1.14	85.30	F	0.98	39.6	D	0.98	40.9	D
7 . Beaumont Ave./I-10 Eastbound Ramps	Signal	45s	0.88	32.2	C	0.88	32.00	C	1.29	>100	F	1.29	>100	F
8 . Beaumont Ave./1st St.	Signal	D	0.86	30.2	C	0.87	30.50	C	2.50	>100	F	2.54	>100	F
9 . Beaumont Ave./Westward Ave.	TWSC	D	-	>100	F	-	>100	F	-	>100	F	-	>100	F
10 . Lamb Canyon Rd./California Ave.	TWSC	C	-	>100	F	-	>100	F	-	>100	F	-	>100	F
11 . Palm Ave./Oak Valley Pkwy.-14th St.	AWSC	D	2.16	>100	F	2.85	>100	F	2.90	>100	F	3.80	>100	F
12 . Palm Ave./8th St.	AWSC	D	0.79	18.7	C	1.06	56.90	F	1.95	>100	F	2.43	>100	F
13 . Pennsylvania Ave./Oak Valley Pkwy.-14th St.	AWSC	D	1.33	>100	F	1.87	>100	F	2.08	>100	F	2.77	>100	F
14 . Pennsylvania Ave./8th St.	AWSC	D	0.79	18.3	C	1.04	58.90	F	2.31	>100	F	2.78	>100	F
15 . Pennsylvania Ave./I-10 Westbound Ramp	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
16 . Pennsylvania Ave./I-10 Eastbound Ramp	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
17 . Pennsylvania Ave./3rd St.	TWSC	D	-	37.2	E	-	48.90	E	-	>100	F	-	>100	F
18 . Cherry Ave./Oak Valley Pkwy.-14th St.	AWSC	D	1.59	>100	F	1.64	>100	F	2.09	>100	F	3.09	>100	F
19 . Starlight Ave/ Oak Valley Pkwy.-14th St.	AWSC	D	0.58	16.0	C	0.94	46.20	E	1.28	>100	F	1.90	>100	F
20 . Highland Springs Ave./Brookside Ave.	TWSC	C	-	>100	F	-	>100	F	-	>100	F	-	>100	F
21 . Highland Springs Ave./16th St.-Cougar Way	TWSC	C	0.05	12.7	B	0.07	14.50	B	0.58	28.6	D	0.88	83.3	F
22 . Highland Springs Ave./F St.			Future Intersection			1.54	>100	F	Future Intersection			2.70	>100	F
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	C	0.77	35.0	C	0.94	>100	F	1.12	88.2	F	1.46	>100	F
24 . Highland Springs Ave./Starlight Ave.-A St.	TWSC	C	-	52.2	F	-	>100	F	-	>100	F	-	>100	F
25 . Highland Springs Ave./8th St.-Wilson St.	Signal	C	0.75	36.0	D	1.14	93.20	F	0.99	58.9	E	1.64	>100	F
26 . Highland Springs Ave./6th St.-Ramsey St.	Signal	D	0.93	54.3	D	1.27	>100	F	1.56	>100	F	1.86	>100	F
27 . Highland Springs Ave./I-10 Westbound Ramps	Signal	45s	1.13	>100	F	1.34	>100	F	1.20	82.0	F	1.33	>100	F
28 . Highland Springs Ave./I-10 Eastbound Ramps	Signal	45s	1.19	>100	F	1.47	>100	F	1.10	96.7	F	1.55	>100	F
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	Signal	C	0.64	30.0	C	0.68	30.10	C	1.37	>100	F	1.44	>100	F
30 . Highland Springs Ave./Potrero Blvd.	TWSC	C	-	>100	F	-	>100	F	-	>100	F	-	>100	F
31 . C St.-Apex Ave./Wilson St.	TWSC	C	-	27.4	D	-	>100	F	-	72.8	F	-	>100	F
32 . Highland Home Rd./Northern Loop			Future Intersection			-	>100	F	Future Intersection			-	>100	F
33 . Highland Home Rd./Beaumont Rd.-G St	TWSC	C	0.74	>100	F	-	>100	F	0.70	>100	F	-	>100	F
34 . Highland Home Rd./F St.			Future Intersection			-	38.80	E	Future Intersection			-	26.1	D
35 . Highland Home Rd./D St.			Future Intersection			-	>100	F	Future Intersection			-	>100	F
36 . Highland Home Rd./Wilson St.	TWSC	C	-	>100	F	-	>100	F	-	>100	F	-	>100	F
37 . Highland Home Rd./Ramsey St.	TWSC	D	-	27.6	D	-	>100	F	-	>100	F	-	>100	F
38 . Sunset Ave./Wilson St.	AWSC	C	2.60	>100	F	2.85	>100	F	3.24	>100	F	3.96	>100	F
39 . Sunset Ave./Ramsey St.	Signal	D	1.41	79.2	E	2.08	>100	F	1.68	>100	F	2.44	>100	F
40 . Sunset Ave./I-10 Westbound Ramps	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
41 . Sunset Ave./I-10 Eastbound Ramps	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
42 . Sunrise Ave./Wilson St.	TWSC	C	-	34.0	D	-	>100	F	-	>100	F	-	>100	F
43 . 16th St./Wilson St.	TWSC	C	-	14.4	B	-	22.80	C	-	28.4	D	-	>100	F
44 . 8th St./Wilson St.	AWSC	C	0.93	32.3	D	1.30	82.10	F	2.55	>100	F	2.99	>100	F
45 . 8th St./Ramsey St.	Signal	D	1.11	>100	F	1.14	>100	F	1.32	>100	F	1.36	>100	F
46 . 8th St./I-10 Westbound Ramps	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
47 . 8th St./I-10 Eastbound Ramps	TWSC	45s	-	>100	F	-	>100	F	-	>100	F	-	>100	F
48 . 4th St./Wilson St.	AWSC	C	1.06	45.8	E	1.36	>100	F	2.08	>100	F	2.40	>100	F
49 . San Geronio Ave./Wilson St.	AWSC	C	1.17	67.4	F	1.48	>100	F	2.23	>100	F	2.57	>100	F

Exceeds LOS standard.

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

TWSC = Two-Way Stop Control

AWSC=All-Way Stop Control

For TWSC intersections, reported delay is for worst-case approach.

Table W - General Plan Build-Out Year Without and Plus Project (Project Completion) Freeway Mainline Levels of Service

Freeway Segment	Lanes			A.M. Peak Hour															
				Without Project				With Project								P.M. Peak Hour			
	Mixed Flow	HOV	Cap.	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS
EASTBOUND																			
Interstate 10																			
Cherry Valley Boulevard to Oak Valley Parkway	3	0	6,900	6,451	6,580	0.95	E	6,530	6,660	0.97	E	11,664	11,900	1.73	F *	11,840	12,080	1.75	F *
Oak Valley Parkway to SR-60	3	0	6,900	6,591	6,730	0.98	E	6,638	6,770	0.98	E	10,322	10,530	1.53	F *	10,428	10,640	1.54	F *
SR-60 to Beaumont Avenue	4	0	9,200	6,985	7,130	0.78	D	7,159	7,310	0.80	D	11,271	11,500	1.25	F *	11,659	11,900	1.29	F *
Beaumont Avenue to Pennsylvania Avenue	4	0	9,200	6,826	6,970	0.76	D	7,032	7,180	0.78	D	10,864	11,090	1.21	F *	11,322	11,550	1.26	F *
Pennsylvania Avenue to Highland Springs Avenue	4	0	9,200	7,718	7,880	0.86	D	7,924	8,090	0.88	D	11,775	12,020	1.31	F *	12,233	12,480	1.36	F *
Highland Springs Avenue to Sunset Avenue	4	0	9,200	7,729	7,890	0.86	D	7,820	7,980	0.87	D	11,251	11,480	1.25	F *	11,325	11,560	1.26	F *
Sunset Avenue to 22nd Street	4	0	9,200	7,851	8,010	0.87	D	8,095	8,260	0.90	E	9,969	10,170	1.11	F *	10,167	10,370	1.13	F *
22nd Street to 8th Street	4	0	9,200	7,643	7,800	0.85	D	7,826	7,990	0.87	D	9,381	9,570	1.04	F *	9,529	9,720	1.06	F *
8th Street to Hargrave Street	4	0	9,200	7,456	7,610	0.83	D	7,547	7,700	0.84	D	9,153	9,340	1.02	F *	9,227	9,420	1.02	F *
Hargrave Street to Ramsey Street	4	0	9,200	6,889	7,030	0.76	D	6,980	7,120	0.77	D	8,456	8,630	0.94	E	8,530	8,700	0.95	E
SR-60																			
Jack Rabbit Trail to I-10	2	0	4,600	2,727	2,780	0.60	C	2,854	2,910	0.63	C	5,615	5,730	1.25	F *	5,897	6,020	1.31	F *
WESTBOUND																			
Interstate 10																			
Cherry Valley Boulevard to Oak Valley Parkway	3	0	6,900	11,045	11,270	1.63	F *	11,197	11,430	1.66	F *	10,187	10,390	1.51	F *	10,311	10,520	1.53	F *
Oak Valley Parkway to SR-60	3	0	6,900	9,228	9,420	1.37	F *	9,319	9,510	1.38	F *	10,209	10,420	1.51	F *	10,283	10,490	1.52	F *
SR-60 to Beaumont Avenue	4	0	9,200	9,205	9,390	1.02	F *	9,540	9,730	1.06	F *	10,975	11,200	1.22	F *	11,247	11,480	1.25	F *
Beaumont Avenue to Pennsylvania Avenue	4	0	9,200	9,035	9,220	1.00	F *	9,431	9,620	1.05	F *	10,887	11,110	1.21	F *	11,208	11,440	1.24	F *
Pennsylvania Avenue to Highland Springs Avenue	4	0	9,200	9,587	9,780	1.06	F *	9,983	10,190	1.11	F *	11,632	11,870	1.29	F *	11,953	12,200	1.33	F *
Highland Springs Avenue to Sunset Avenue	4	0	9,200	8,654	8,830	0.96	E	8,701	8,880	0.97	E	11,539	11,770	1.28	F *	11,645	11,880	1.29	F *
Sunset Avenue to 22nd Street	4	0	9,200	7,568	7,720	0.84	D	7,695	7,850	0.85	D	10,511	10,730	1.17	F *	10,793	11,010	1.20	F *
22nd Street to 8th Street	4	0	9,200	6,885	7,030	0.76	D	6,980	7,120	0.77	D	10,139	10,350	1.13	F *	10,351	10,560	1.15	F *
8th Street to Hargrave Street	4	0	9,200	6,718	6,850	0.75	D	6,765	6,900	0.75	D	9,893	10,090	1.10	F *	9,999	10,200	1.11	F *
Hargrave Street to Ramsey Street	4	0	9,200	6,206	6,330	0.69	D	6,253	6,380	0.69	D	9,140	9,330	1.01	F *	9,246	9,430	1.03	F *
SR-60																			
Jack Rabbit Trail to I-10	2	0	4,600	3,957	4,040	0.88	D	4,201	4,290	0.93	E	4,651	4,750	1.03	F *	4,849	4,950	1.08	F *

* Exceeds level of service standard

■ Exceeds level of service standard

¹ Peak Hour Factor. PHF volume assumes a PHF of 0.98.

Note:

According to the CMP, the capacity of a mixed-flow lane is 2,300 vehicles per hour,
and the capacity of an HOV lane is 1,600 vehicles per hour.

results of the analysis are summarized in Table V. Level of service worksheets are included in Appendix C. As shown in Table V, 48 intersections operate at unsatisfactory levels of service.

5.16 General Plan Build-out Year Plus Project Conditions Freeway Segments Levels of Service

Previously referenced Table W summarizes the General Plan Build-out year plus project a.m. and p.m. peak hour freeway mainline traffic volumes and levels of service for the freeway segments on I-10 and SR-60. As shown in Table W, 21 freeway segments are projected to operate at unsatisfactory levels of service.

6.0 MITIGATION MEASURES: INTERSECTIONS

At any intersection that is projected to operate at an unsatisfactory level of service, the City of Banning, City of Beaumont, and County of Riverside require that improvements be identified to maintain conformance with LOS standards. The City of Banning does not have an adopted criterion that defines significant impact at an existing deficient intersection; therefore, a conservative criterion (based on CEQA) was developed to address this potential condition. If an intersection is already operating at an unsatisfactory LOS, any increase in delay due to the addition of one or more cars would constitute a significant project impact. This criterion was applied to study intersections in all the jurisdictions.

For interchanges included in the Transportation Uniform Mitigation Fee (TUMF), the project will participate in the TUMF to mitigate the effects of the project's traffic. Figure F1, included in Appendix F, shows the 2008 Pass Cities TUMF Zone Transportation Improvement Program. As shown in Figure F1, the following interchanges are scheduled for future improvements in the TUMF program:

- I-10 and San Timoteo Canyon-Oak Valley Parkway Interchange;
- I-10 and Beaumont Avenue Interchange;
- I-10 and Pennsylvania Avenue Interchange;
- I-10 and Highland Springs Avenue Interchange;
- I-10 and Sunset Avenue Interchange; and
- I-10 and 8th Street Interchange.

Discussions on necessary improvements required at each deficient intersection follow.

6.1 Existing Plus Project Mitigation Requirements

Under existing plus project conditions, the following circulation improvements would be needed to mitigate intersections to pre-project conditions or better:

- **I-10 Eastbound Ramps/San Timoteo Canyon Drive:** Install a traffic signal.
- **I-10 Westbound Ramps/Oak Valley Parkway:** Install a traffic signal.

- **Elm Avenue/Oak Valley Parkway-14th Street:** Install a traffic signal.
- **Palm Avenue/Oak Valley Parkway-14th Street:** Install a traffic signal.
- **Pennsylvania Avenue/Oak Valley Parkway-14th Street:** Re-stripe the eastbound and westbound approach lanes to accommodate one eastbound and westbound through lane.
- **Pennsylvania Avenue/8th Street:** Add one westbound left-turn lane and one westbound right-turn lane.
- **Pennsylvania Avenue/I-10 Westbound Ramp:** Install a traffic signal.
- **Cherry Avenue/Oak Valley Parkway-14th Street:** Install a traffic signal.
- **Highland Springs Avenue/Brookside Avenue:** Convert two-way stop control to all-way stop control. Add a westbound right-turn lane.
- **Highland Springs Avenue/F Street:** Install a traffic signal.
- **Highland Springs Avenue/Oak Valley Parkway-14th Street-B Street:** Add one westbound left-turn lane and one dedicated northbound right-turn lane and one northbound left-turn lane.
- **Highland Springs Avenue/Starlight Avenue-A Street:** Install a traffic signal. Add one northbound through lane, one southbound left-turn lane, one southbound through lane, and one westbound left-turn lane.
- **Highland Springs Avenue/8th Street-Wilson Street:** Add one northbound through lane and one westbound left-turn lane.
- **Highland Springs Avenue/6th Street-Ramsey Street:** Optimize and coordinate traffic signal cycle with the intersections of Highland Springs Avenue/I-10 Westbound Ramps and Highland Springs Avenue/I-10 Eastbound Ramps.
- **Highland Springs Avenue/I-10 Westbound Ramps:** Optimize and coordinate traffic signal cycle with the intersections of Highland Springs Avenue/I-10 Eastbound Ramps and Highland Springs Avenue/6th Street-Ramsey Street.
- **Highland Springs Avenue/I-10 Eastbound Ramps:** Add an eastbound left-turn lane. Optimize and coordinate traffic signal cycle with the intersections of Highland Springs Avenue/I-10 Westbound Ramps and Highland Springs Avenue/6th Street-Ramsey Street.
- **C Street-Apex Avenue/Wilson Street:** Install a traffic signal and add an eastbound left-turn lane.
- **Highland Home Road/Northern Loop:** Install a traffic signal.
- **Highland Home Road/D Street:** Install a traffic signal.
- **Highland Home Road/Wilson Street:** Install a traffic signal. Add one southbound left-turn lane.
- **Highland Home Road/Ramsey Street:** Install a traffic signal.
- **Sunset Avenue/Wilson Street:** Install a traffic signal.
- **Sunset Avenue/I-10 Eastbound Ramps:** Convert southbound shared through-left turn lane to a left-turn only lane. Add an eastbound left-turn lane.

- **Sunrise Avenue/Wilson Street:** Convert two-way stop control to all-way stop control.
- **8th Street/I-10 Eastbound Ramps:** Install a traffic signal.

A level of service analysis was conducted to evaluate existing plus project conditions with mitigations traffic operations at the study area intersections during the a.m. and p.m. peak hours. Table X summarizes the results of the analysis. Level of service worksheets are included in Appendix C. As shown in Table X, all study area intersections are projected to operate at or better than pre-project (Existing without project) conditions. Figure 29 illustrates the resulting intersection geometric with the identified mitigations.

A signal warrant analysis was conducted for this scenario to determine if a signal is warranted at any of the study area intersections where a signal has been recommended as mitigation. As shown in Appendix G, all intersections where a signal has been recommended as mitigation warrant signals. Thus, the proposed mitigation measures at these intersections are consistent with the signal warrant analysis using the *Manual on Uniform Traffic Control Devices* (MUTCD) Section 4C.04 Warrant 3-B (2003 Edition) Peak Hour Signal Warrant criteria.

6.2 Year 2022 Plus Project (Phase I) With Mitigations

Under year 2022 plus project (Phase I) conditions, the following circulation mitigations would be needed to mitigate levels of service for study intersections to pre-project conditions or better:

- **I-10 Eastbound Ramps/San Timoteo Canyon Drive:** Install a traffic signal. Add one southbound left-turn lane.
- **I-10 Westbound Ramps/Oak Valley Parkway:** Install a traffic signal. Add one eastbound through lane.
- **Elm Avenue/Oak Valley Parkway-14th Street:** Install a traffic signal.
- **Beaumont Avenue/I-10 Westbound Ramps:** Add one northbound left-turn lane.
- **Beaumont Avenue/I-10 Eastbound Ramps:** Add one eastbound right-turn lane.
- **Beaumont Avenue/1st Street:** Add one southbound left-turn lane.
- **Beaumont Avenue/Westward Avenue:** Install a traffic signal.
- **Lamb Canyon Road/California Avenue:** Install a traffic signal. Add one southbound left-turn lane.
- **Palm Avenue/Oak Valley Parkway-14th Street:** Install a traffic signal.
- **Pennsylvania Avenue/Oak Valley Parkway-14th Street:** Add one eastbound through lane and one westbound through lane.
- **Pennsylvania Avenue/8th Street:** Install a traffic signal.
- **Pennsylvania Avenue/I-10 Westbound Ramps:** Install a traffic signal.
- **Cherry Avenue/Oak Valley Parkway-14th Street:** Install a traffic signal.

Table X - Existing Plus Project Mitigations Intersection Levels of Service

Intersection	Control	LOS STD.	A.M. Peak Hour			P.M. Peak Hour		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1 . I-10 Eastbound Ramps/San Timeteo Canyon Dr.	Signal	45s	0.79	15.8	B	0.71	21.6	C
2 . I-10 Westbound Ramps/Oak Valley Pkwy.	Signal	45s	0.47	8.8	A	0.56	13.2	B
3 . Elm Ave./Oak Valley Pkwy.-14th St.	TWSC	D	-	15.6	C	-	12.7	B
4 . Beaumont Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.68	26.3	C	0.47	23.1	C
5 . Beaumont Ave./8th St.	AWSC	D	0.41	12.0	B	0.57	15.0	B
6 . Beaumont Ave./I-10 Westbound Ramps	Signal	45s	0.63	27.6	C	0.67	28.7	C
7 . Beaumont Ave./I-10 Eastbound Ramps	Signal	45s	0.76	23.5	C	0.83	29.3	C
8 . Beaumont Ave./1st St.	Signal	D	0.73	24.2	C	0.76	29.8	C
9 . Beaumont Ave./Westward Ave.			Future Intersection			Future Intersection		
10 . Lamb Canyon Rd./California Ave.	TWSC	C	-	13.2	B	-	24.7	C
11 . Palm Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.49	14.7	B	0.52	8.4	A
12 . Palm Ave./8th St.	AWSC	D	0.89	24.3	C	0.44	10.9	B
13 . Pennsylvania Ave./Oak Valley Pkwy.-14th St.	AWSC	D	0.60	14.9	B	0.65	15.7	C
14 . Pennsylvania Ave./8th St.	AWSC	D	0.92	34.2	D	0.71	18.6	C
15 . Pennsylvania Ave./I-10 Westbound Ramp	Signal	45s	0.55	14.8	B	0.61	19.5	B
16 . Pennsylvania Ave./I-10 Eastbound Ramp	TWSC	45s	-	16.9	C	-	17.4	C
17 . Pennsylvania Ave./3rd St.	TWSC	D	-	18.6	C	-	20.5	C
18 . Cherry Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.65	22.2	C	0.52	24.0	C
19 . Starlight Ave/ Oak Valley Pkwy.-14th St.	AWSC	D	0.64	19.2	C	0.63	16.8	C
20 . Highland Springs Ave./Brookside Ave.	AWSC	C	0.68	19.9	C	0.88	24.5	C
21 . Highland Springs Ave./16th St.-Cougar Way			Future Intersection			Future Intersection		
22 . Highland Springs Ave./F St.	Signal	C	0.61	20.5	C	0.79	21.3	C
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	C	0.88	34.8	C	0.85	31.2	C
24 . Highland Springs Ave./Starlight Ave.-A St.	Signal	C	0.85	31.8	C	0.87	30.9	C
25 . Highland Springs Ave./8th St.-Wilson St.	Signal	C	0.75	30.9	C	0.77	27.7	C
26 . Highland Springs Ave./6th St.-Ramsey St.	Signal	D	0.70	28.4	C	0.82	36.1	D
27 . Highland Springs Ave./I-10 Westbound Ramps	Signal	45s	0.53	10.2	B	0.75	20.3	C
28 . Highland Springs Ave./I-10 Eastbound Ramps	Signal	45s	0.59	20.2	C	0.78	24.7	C
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	Signal	C	0.22	28.1	C	0.37	29.0	C
30 . Highland Springs Ave./Potrero Blvd.	TWSC	C	-	10.8	B	-	12.7	B
31 . C St.-Apex Ave./Wilson St.	Signal	C	0.72	27.6	C	0.78	28.9	C
32 . Highland Home Rd./Northern Loop	Signal	C	0.52	18.9	B	0.65	21.2	C
33 . Highland Home Rd./Beaumont Rd.-G St	TWSC	C	-	12.7	B	-	16.7	C
34 . Highland Home Rd./F St.	TWSC	C	-	12.7	B	-	11.5	B
35 . Highland Home Rd./D St.	Signal	C	0.49	14.2	B	0.81	15.2	B
36 . Highland Home Rd./Wilson St.	Signal	C	0.56	28.3	C	0.83	34.4	C
37 . Highland Home Rd./Ramsey St.	Signal	D	0.53	22.5	C	0.60	17.5	B
38 . Sunset Ave./Wilson St.	Signal	C	0.66	13.1	B	0.68	18.4	B
39 . Sunset Ave./Ramsey St.	Signal	D	0.56	24.0	C	0.63	25.2	C
40 . Sunset Ave./I-10 Westbound Ramps	TWSC	45s	-	11.2	B	-	15.5	C
41 . Sunset Ave./I-10 Eastbound Ramps	TWSC	45s	-	19.6	C	-	21.5	C
42 . Sunrise Ave./Wilson St.	TWSC	C	0.82	19.7	C	0.70	16.0	C
43 . 16th St./Wilson St.	TWSC	C	-	13.8	B	-	14.4	B
44 . 8th St./Wilson St.	AWSC	C	0.82	21.1	C	0.51	12.1	B
45 . 8th St./Ramsey St.	Signal	D	0.48	28.6	C	0.70	38.4	D
46 . 8th St./I-10 Westbound Ramps	TWSC	45s	-	29.3	D	-	19.3	C
47 . 8th St./I-10 Eastbound Ramps	Signal	45s	0.61	22.3	C	0.57	20.9	C
48 . 4th St./Wilson St.	AWSC	C	0.61	12.9	B	0.45	10.5	B
49 . San Gorgonio Ave./Wilson St.	AWSC	C	0.62	12.6	B	0.43	10.8	B

Notes:

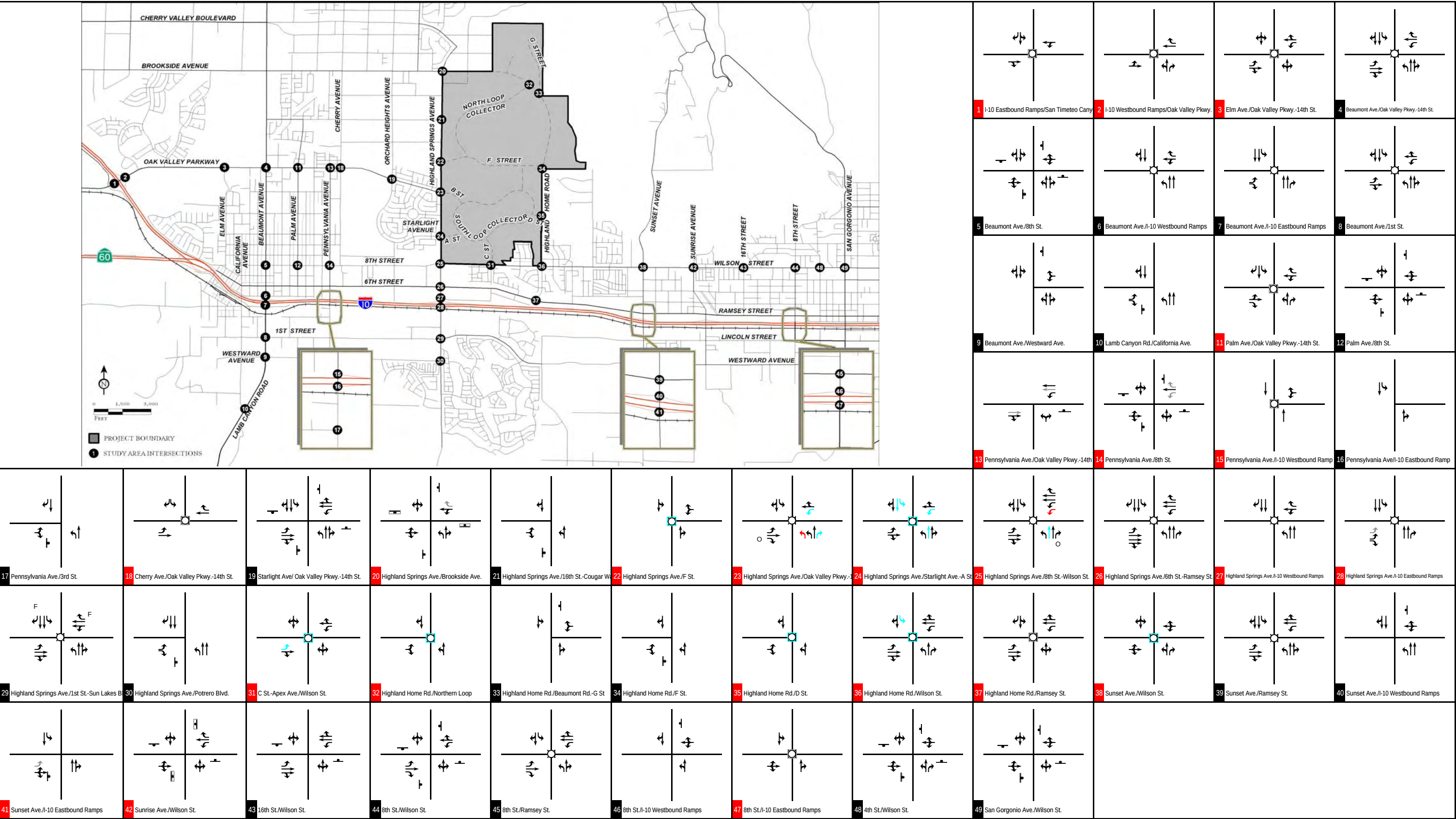
V/C = Volume/Capacity Ratio

LOS = Level of Service

TWSC = Two-Way Stop Control

AWSC=All-Way Stop Control

For TWSC intersections, reported delay is for worst-case approach.



LSA

Legend

1

Improvements recommended at this intersection

□

Signal

—

Stop Sign

○

Right Turn Overlap

F

Free Right Turn

↶

Improvements

↷

Improvements Within City of Banning for both LOS C & LOS D standards

↸

Improvements Within City of Banning for LOS C standards

FIGURE 29

Butterfield Specific Plan

Traffic Impact Analysis

Existing Plus Project With Mitigations Intersection Geometrics and Stop Control

- **Highland Springs Avenue/Brookside Avenue:** Install a traffic signal. Add one southbound left-turn lane.
- **Highland Springs Avenue/F Street:** Add one northbound right-turn lane.
- **Highland Springs Avenue/Starlight Avenue-A Street:** Install a traffic signal. Add one northbound through lane, one southbound through lane, and one southbound left-turn lane.
- **Highland Springs Avenue/8th Street-Wilson Street:** Add one northbound through lane.
- **Highland Springs Avenue/6th Street-Ramsey Street:** Optimize and coordinate traffic signal cycle with the intersections of Highland Springs Avenue/I-10 Westbound Ramps and Highland Springs Avenue/I-10 Eastbound Ramps.
- **Highland Springs Avenue/I-10 Westbound Ramps:** Optimize and coordinate traffic signal cycle with the intersections of Highland Springs Avenue/I-10 Eastbound Ramps and Highland Springs Avenue/6th Street-Ramsey Street.
- **Highland Springs Avenue/I-10 Eastbound Ramps:** Optimize and coordinate traffic signal cycle with the intersections of Highland Springs Avenue/I-10 Westbound Ramps and Highland Springs Avenue/6th Street-Ramsey Street.
- **Highland Springs Avenue/1st Street-Sun Lakes Boulevard:** Add one northbound right-turn lane.
- **C Street-Apex Avenue/Wilson Street:** Install a traffic signal.
- **Highland Home Road/Northern Loop:** Install a traffic signal.
- **Highland Home Road/Beaumont Road-G Street:** Install a traffic signal.
- **Highland Home Road/Wilson Street:** Install a traffic signal.
- **Highland Home Road/Ramsey Street:** Install a traffic signal.
- **Sunset Avenue/Wilson Street:** Install a traffic signal.
- **Sunset Avenue/I-10 Westbound Ramps:** Install a traffic signal.
- **Sunset Avenue/I-10 Eastbound Ramps:** Install a traffic signal.
- **Sunrise Avenue/Wilson Street:** Install a traffic signal.
- **8th Street/Wilson Street:** Install a traffic signal.
- **8th Street/I-10 Westbound Ramps:** Install a traffic signal.
- **8th Street/I-10 Eastbound Ramps:** Install a traffic signal.
- **San Gorgonio Avenue/Wilson Street:** Add one eastbound left-turn lane.

A level of service analysis was conducted to evaluate year 2022 plus project (Phase I) conditions with mitigations traffic operations at the study area intersections during the a.m. and p.m. peak hours. Table Y summarizes the results of the analysis. Level of service worksheets are included in Appendix C. As shown in Table Y, all study area intersections are projected to operate at or better than pre-project (Year 2022 without project) conditions. Figure 30 illustrates the resulting intersection geometric with the identified mitigations.

Table Y - Year 2022 Plus Project (Phase I) With Mitigations Intersection Levels of Service

Intersection	Control	LOS STD.	A.M. Peak Hour			P.M. Peak Hour		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1 . I-10 Eastbound Ramps/San Timeteo Canyon Dr.	Signal	45s	1.33	98.6	F *	1.09	57.5	E *
2 . I-10 Westbound Ramps/Oak Valley Pkwy.	Signal	45s	0.70	12.5	B	1.04	40.9	D
3 . Elm Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.63	14.9	B	0.76	17.0	B
4 . Beaumont Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.56	24.2	C	0.46	23.5	C
5 . Beaumont Ave./8th St.	AWSC	D	0.46	11.8	B	0.77	26.5	D
6 . Beaumont Ave./I-10 Westbound Ramps	Signal	45s	1.07	73.7	E *	1.06	62.8	E *
7 . Beaumont Ave./I-10 Eastbound Ramps	Signal	45s	1.00	40.5	D	1.33	99.5	F *
8 . Beaumont Ave./1st St.	Signal	D	1.07	55.0	D	1.27	>100	F *
9 . Beaumont Ave./Westward Ave.	Signal	D	0.91	14.2	B	1.04	47.0	D
10 . Lamb Canyon Rd./California Ave.	Signal	C	0.81	20.1	C	1.05	42.8	D *
11 . Palm Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.57	15.3	B	0.63	13.2	B
12 . Palm Ave./8th St.	AWSC	D	0.47	11.7	B	0.77	18.5	C
13 . Pennsylvania Ave./Oak Valley Pkwy.-14th St.	AWSC	D	0.51	13.3	B	0.71	18.2	C
14 . Pennsylvania Ave./8th St.	Signal	D	0.44	17.9	B	0.70	22.1	C
15 . Pennsylvania Ave./I-10 Westbound Ramp	Signal	45s	0.46	13.5	B	0.59	17.9	B
16 . Pennsylvania Ave./I-10 Eastbound Ramp	TWSC	45s	-	13.7	B	-	18.1	C
17 . Pennsylvania Ave./3rd St.	TWSC	D	-	15.7	C	0.10	22.3	C
18 . Cherry Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.55	24.0	C	0.58	28.2	C
19 . Starlight Ave/ Oak Valley Pkwy.-14th St.	AWSC	D	0.51	14.4	B	0.70	20.4	C
20 . Highland Springs Ave./Brookside Ave.	Signal	C	0.58	28.6	C	0.88	42.4	D *
21 . Highland Springs Ave./16th St.-Cougar Way	TWSC	C	-	11.6	B	-	15.1	C
22 . Highland Springs Ave./F St.	Signal	C	0.45	19.1	B	0.53	24.5	C
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	C	0.56	26.6	C	0.72	26.8	C
24 . Highland Springs Ave./Starlight Ave.-A St.	Signal	C	0.67	29.6	C	0.74	33.3	C
25 . Highland Springs Ave./8th St.-Wilson St.	Signal	C	0.69	32.9	C	0.73	32.6	C
26 . Highland Springs Ave./6th St.-Ramsey St.	Signal	D	0.77	33.7	C	0.84	41.6	D
27 . Highland Springs Ave./I-10 Westbound Ramps	Signal	45s	0.73	17.8	B	0.83	19.4	B
28 . Highland Springs Ave./I-10 Eastbound Ramps	Signal	45s	0.86	27.2	C	0.94	31.8	C
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	Signal	C	0.38	29.7	C	0.63	35.9	D *
30 . Highland Springs Ave./Potrero Blvd.	Signal	C	0.30	14.7	B	0.35	17.7	B
31 . C St.-Apex Ave./Wilson St.	Signal	C	0.46	10.1	B	0.68	9.8	A
32 . Highland Home Rd./Northern Loop	Signal	C	0.40	16.1	B	0.53	14.6	B
33 . Highland Home Rd./Beaumont Rd.-G St	Signal	C	0.42	19.7	B	0.64	16.6	B
34 . Highland Home Rd./F St.	TWSC	C	-	11.2	B	-	11.2	B
35 . Highland Home Rd./D St.	TWSC	C	-	13.5	B	-	15.1	C
36 . Highland Home Rd./Wilson St.	Signal	C	0.75	35.5	D *	0.94	52.2	D *
37 . Highland Home Rd./Ramsey St.	Signal	D	0.38	20.9	C	0.72	25.2	C
38 . Sunset Ave./Wilson St.	Signal	C	0.69	22.1	C	1.11	67.1	E *
39 . Sunset Ave./Ramsey St.	Signal	D	0.60	21.8	C	0.80	29.4	C
40 . Sunset Ave./I-10 Westbound Ramps	Signal	45s	0.60	22.9	C	0.58	19.2	B
41 . Sunset Ave./I-10 Eastbound Ramps	Signal	45s	0.49	18.0	B	0.75	25.6	C
42 . Sunrise Ave./Wilson St.	Signal	C	0.31	8.0	A	0.47	10.8	B
43 . 16th St./Wilson St.	TWSC	C	-	12.0	B	-	14.4	B
44 . 8th St./Wilson St.	Signal	C	0.41	23.7	C	0.55	24.5	C
45 . 8th St./Ramsey St.	Signal	D	0.68	34.8	C	0.80	42.9	D
46 . 8th St./I-10 Westbound Ramps	Signal	45s	0.88	14.5	B	1.03	43.8	D
47 . 8th St./I-10 Eastbound Ramps	Signal	45s	0.71	24.5	C	0.85	30.8	C
48 . 4th St./Wilson St.	Signal	C	0.56	11.9	B	0.83	22.1	C
49 . San Geronio Ave./Wilson St.	Signal	C	0.64	13.9	B	0.89	24.8	C

* Exceeds LOS as per respective jurisdiction standards. All mitigated intersections have been mitigated to pre-project conditions.

Notes:

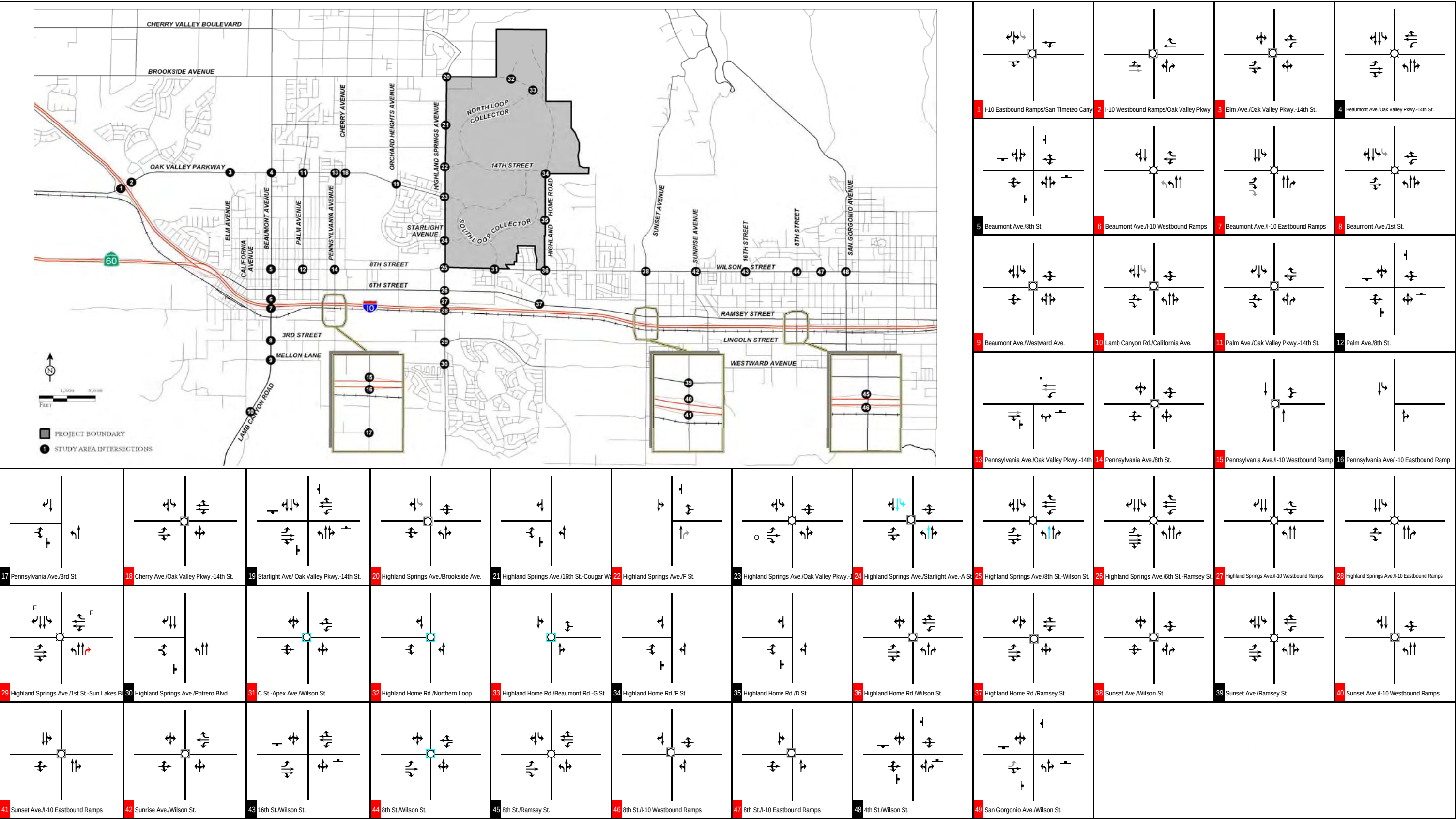
V/C = Volume/Capacity Ratio

LOS = Level of Service

TWSC = Two-Way Stop Control

AWSC=All-Way Stop Control

For TWSC intersections, reported delay is for worst-case approach.



LSA
Legend
 [Signal Symbol] Signal
 [Stop Sign Symbol] Stop Sign
 [Right Turn Overlap Symbol] Right Turn Overlap
 [Free Right Turn Symbol] Free Right Turn
 [Improvements Symbol] Improvements
 [Improvements Within City of Banning for both LOS C & LOS D standards Symbol] Improvements Within City of Banning for both LOS C & LOS D standards
 [Improvements Within City of Banning for LOS C standards Symbol] Improvements Within City of Banning for LOS C standards
 [Red Box Symbol] Improvements recommended at this intersection

FIGURE 30
 Butterfield Specific Plan
 Traffic Impact Analysis
 Year 2022 Plus Project With Mitigations Intersection Geometrics and Stop Control

A signal warrant analysis was conducted for this scenario to determine if a signal is warranted at any of the study area intersections where a signal has been recommended as mitigation. As shown in Appendix G, all intersections where a signal has been recommended as mitigation warrant signals. Thus, the proposed mitigation measures at these intersections are consistent with the signal warrant analysis using the MUTCD Section 4C.04 Warrant 3-B (2003 Edition) Peak Hour Signal Warrant criteria.

6.3 Year 2032 Plus Project (Phases I and II) With Mitigations

Under Year 2032 plus project (Phases I and II) conditions, the following mitigations are recommended in addition to those proposed for Year 2022 plus project (Phase I) conditions. The recommended mitigations improve levels of service for study intersections to pre-project conditions or better:

- **I-10 Eastbound Ramps/San Timoteo Canyon Drive:** Add one westbound left-turn lane, one westbound through lane, and one eastbound through lane.
- **I-10 Westbound Ramps/Oak Valley Parkway:** Convert one northbound right-turn lane to a northbound free right-turn lane. Add one westbound through lane.
- **Beaumont Avenue/8th Street:** Install a traffic signal.
- **Palm Avenue/8th Street:** Install a traffic signal.
- **Pennsylvania Avenue/I-10 Eastbound Ramp:** Install a traffic signal.
- **Pennsylvania Avenue/3rd Street:** Add a two-way left-turn lane.
- **Starlight Avenue/Oak Valley Parkway-14th Street:** Install a traffic signal.
- **Highland Springs Avenue/Brookside Avenue:** Add one northbound through lane.
- **Highland Springs Avenue/F Street:** Install a traffic signal.
- **Highland Springs Avenue/Oak Valley Parkway-14th Street:** Add one northbound left-turn lane.
- **Highland Springs Avenue/Starlight Avenue-A Street:** Install a traffic signal. Add one eastbound right-turn lane with overlap phasing and one westbound left-turn lane.
- **Highland Springs Avenue/Potrero Boulevard:** Install a traffic signal.
- **C Street-Apex Avenue/Wilson Street:** Add one eastbound left-turn lane.
- **Highland Home Road/Northern Loop:** Add one northbound left-turn lane and one southbound through lane.
- **Highland Home Road/Beaumont Road-G Street:** Add a southbound left-turn lane, a northbound through lane, and a westbound left-turn lane.
- **Highland Home Road/D Street:** Install a traffic signal.
- **Highland Home Road/Wilson Street:** Add one southbound left-turn lane.
- **Sunset Avenue/Ramsey Street:** Change the northbound and southbound signal phasing from permitted to protected.
- **Sunset Avenue/I-10 Eastbound Ramps:** Add one eastbound left-turn lane.

- **16th Street/Wilson Street:** Install a traffic signal.
- **8th Street/Ramsey Street:** Add one northbound right-turn lane.
- **8th Street/I-10 Westbound Ramps:** Add one northbound left-turn lane.
- **4th Street/Wilson Street:** Install a traffic signal.
- **San Gorgonio Avenue/Wilson Street:** Install a traffic signal.

A level of service analysis was conducted to evaluate year 2032 plus project (Phases I and II) conditions with mitigations traffic operations at the study area intersections during the a.m. and p.m. peak hours. The results of the analysis are summarized in Table Z. Level of service worksheets are included in Appendix C. As shown in Table Z, all study area intersections are projected to operate at or better than pre-project (Year 2032 without project) conditions. Figure 31 illustrates the resulting intersection geometric with the identified mitigations.

A signal warrant analysis was conducted for this scenario to determine if a signal is warranted at any of the study area intersections where a signal has been recommended as mitigation. As shown in Appendix G, all intersections where a signal has been recommended as mitigation warrant signals. Thus, the proposed mitigation measures at these intersections are consistent with the signal warrant analysis using the MUTCD Section 4C.04 Warrant 3-B (2003 Edition) Peak Hour Signal Warrant criteria.

6.4 Year 2042 Plus Project (Phase III) With Mitigations

Under Year 2042 plus project (Phase III) conditions, the following mitigations are recommended in addition to those proposed for Year 2032 plus project (Phases I and II) conditions. The recommended mitigations improve levels of service for study intersections to pre-project conditions or better.

- **I-10 Eastbound Ramps/San Timoteo Canyon Drive:** Add one eastbound through lane and one westbound right-turn lane.
- **Beaumont Avenue/I-10 Eastbound Ramps:** Add one eastbound left-turn lane.
- **Beaumont Avenue/Westward Avenue:** Add one northbound left-turn lane, one northbound right-turn lane, one southbound left-turn lane, and one southbound right-turn lane.
- **Pennsylvania Avenue/I-10 Westbound Ramps:** Add one northbound through lane and one southbound left-turn lane.
- **Highland Springs Avenue/Brookside Avenue:** Add one northbound right-turn lane, one southbound through lane, one eastbound left-turn lane, one westbound left-turn lane, and one westbound right-turn lane.
- **Highland Springs Avenue/16th Street-Cougar Way:** Install a traffic signal.
- **Highland Springs Avenue/Oak Valley Parkway-14th Street-B Street:** Add one northbound through lane, one northbound right-turn lane, and one southbound through lane.
- **Highland Springs Avenue/Starlight Avenue-A Street:** Add one northbound left-turn lane, one northbound right-turn lane, one southbound right-turn lane, and one eastbound left-turn lane.

Table Z - Year 2032 Plus Project (Phases I and II) With Mitigations Intersection Levels of Service

Intersection	Control	LOS STD.	A.M. Peak Hour			P.M. Peak Hour		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1 . I-10 Eastbound Ramps/San Timeteo Canyon Dr.	Signal	45s	0.83	26.1	C	0.99	52.4	D
2 . I-10 Westbound Ramps/Oak Valley Pkwy.	Signal	45s	0.92	16.3	B	0.95	22.0	C
3 . Elm Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.99	49.1	D	1.29	>100	F *
4 . Beaumont Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.68	24.9	C	0.62	23.7	C
5 . Beaumont Ave./8th St.	Signal	D	0.37	15.6	B	0.69	21.7	C
6 . Beaumont Ave./I-10 Westbound Ramps	Signal	45s	0.81	31.4	C	0.75	22.9	C
7 . Beaumont Ave./I-10 Eastbound Ramps	Signal	45s	0.64	24.7	C	0.93	36.4	D
8 . Beaumont Ave./1st St.	Signal	D	0.66	24.8	C	0.95	43.5	D
9 . Beaumont Ave./Westward Ave.	Signal	D	0.60	18.5	B	0.96	38.7	D
10 . Lamb Canyon Rd./California Ave.	Signal	C	0.58	23.4	C	0.82	26.1	C
11 . Palm Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.87	22.6	C	1.07	43.3	D
12 . Palm Ave./8th St.	Signal	D	0.49	18.5	B	0.72	22.5	C
13 . Pennsylvania Ave./Oak Valley Pkwy.-14th St.	AWSC	D	0.73	19.3	C	1.12	62.3	F *
14 . Pennsylvania Ave./8th St.	Signal	D	0.52	18.9	B	1.06	58.1	E *
15 . Pennsylvania Ave./I-10 Westbound Ramp	Signal	45s	1.10	58.5	E *	1.15	73.8	E *
16 . Pennsylvania Ave./I-10 Eastbound Ramp	Signal	45s	0.77	29.4	C	1.11	78.0	E *
17 . Pennsylvania Ave./3rd St.	TWSC	D	-	15.5	C	-	22.2	C
18 . Cherry Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.60	27.6	C	0.81	35.4	D
19 . Starlight Ave/ Oak Valley Pkwy.-14th St.	Signal	D	0.39	26.3	C	0.51	23.9	C
20 . Highland Springs Ave./Brookside Ave.	Signal	C	0.88	38.4	D *	1.19	>100	F *
21 . Highland Springs Ave./16th St.-Cougar Way	TWSC	C	-	12.8	B	-	23.6	C
22 . Highland Springs Ave./F St.	Signal	C	0.56	20.2	C	0.80	20.7	C
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	C	0.74	31.3	C	0.77	34.8	C
24 . Highland Springs Ave./Starlight Ave.-A St.	Signal	C	0.74	30.2	C	0.81	33.5	C
25 . Highland Springs Ave./8th St.-Wilson St.	Signal	C	0.85	39.0	D *	0.93	43.0	D *
26 . Highland Springs Ave./6th St.-Ramsey St.	Signal	D	0.90	44.1	D	0.99	65.3	F *
27 . Highland Springs Ave./I-10 Westbound Ramps	Signal	45s	0.85	24.4	C	0.93	26.6	C
28 . Highland Springs Ave./I-10 Eastbound Ramps	Signal	45s	0.96	38.6	D	1.00	44.4	D
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	Signal	C	0.48	28.0	C	0.93	52.3	D *
30 . Highland Springs Ave./Potrero Blvd.	Signal	C	0.30	20.5	C	0.37	16.9	B
31 . C St.-Apex Ave./Wilson St.	Signal	C	0.74	21.5	C	0.83	24.1	C
32 . Highland Home Rd./Northern Loop	Signal	C	0.55	28.1	C	0.70	26.7	C
33 . Highland Home Rd./Beaumont Rd.-G St	Signal	C	0.46	25.5	C	0.72	29.6	C
34 . Highland Home Rd./F St.	TWSC	C	-	16.1	C	-	14.9	B
35 . Highland Home Rd./D St.	Signal	C	0.56	10.4	B	0.91	17.5	B
36 . Highland Home Rd./Wilson St.	Signal	C	0.84	37.8	D *	1.29	>100	F *
37 . Highland Home Rd./Ramsey St.	Signal	D	0.54	23.5	C	1.05	58.7	E *
38 . Sunset Ave./Wilson St.	Signal	C	1.07	64.4	E *	2.03	>100	F *
39 . Sunset Ave./Ramsey St.	Signal	D	0.81	39.2	D	0.88	44.4	D
40 . Sunset Ave./I-10 Westbound Ramps	Signal	45s	0.89	35.1	D	0.86	24.4	C
41 . Sunset Ave./I-10 Eastbound Ramps	Signal	45s	0.61	15.8	B	0.89	29.0	C
42 . Sunrise Ave./Wilson St.	Signal	C	0.46	9.5	A	0.77	17.1	B
43 . 16th St./Wilson St.	Signal	C	0.20	7.3	A	0.39	9.3	A
44 . 8th St./Wilson St.	Signal	C	0.54	24.6	C	0.86	34.7	C
45 . 8th St./Ramsey St.	Signal	D	0.76	39.1	D	0.98	58.5	E *
46 . 8th St./I-10 Westbound Ramps	Signal	45s	1.02	54.4	D	1.09	72.5	E *
47 . 8th St./I-10 Eastbound Ramps	Signal	45s	0.95	42.0	D	1.18	>100	F *
48 . 4th St./Wilson St.	Signal	C	0.49	14.4	B	0.62	10.8	B
49 . San Geronio Ave./Wilson St.	Signal	C	0.59	17.7	B	0.91	25.6	C

* Exceeds LOS as per respective jurisdiction standards. All mitigated intersections have been mitigated to pre-project conditions.

Notes:

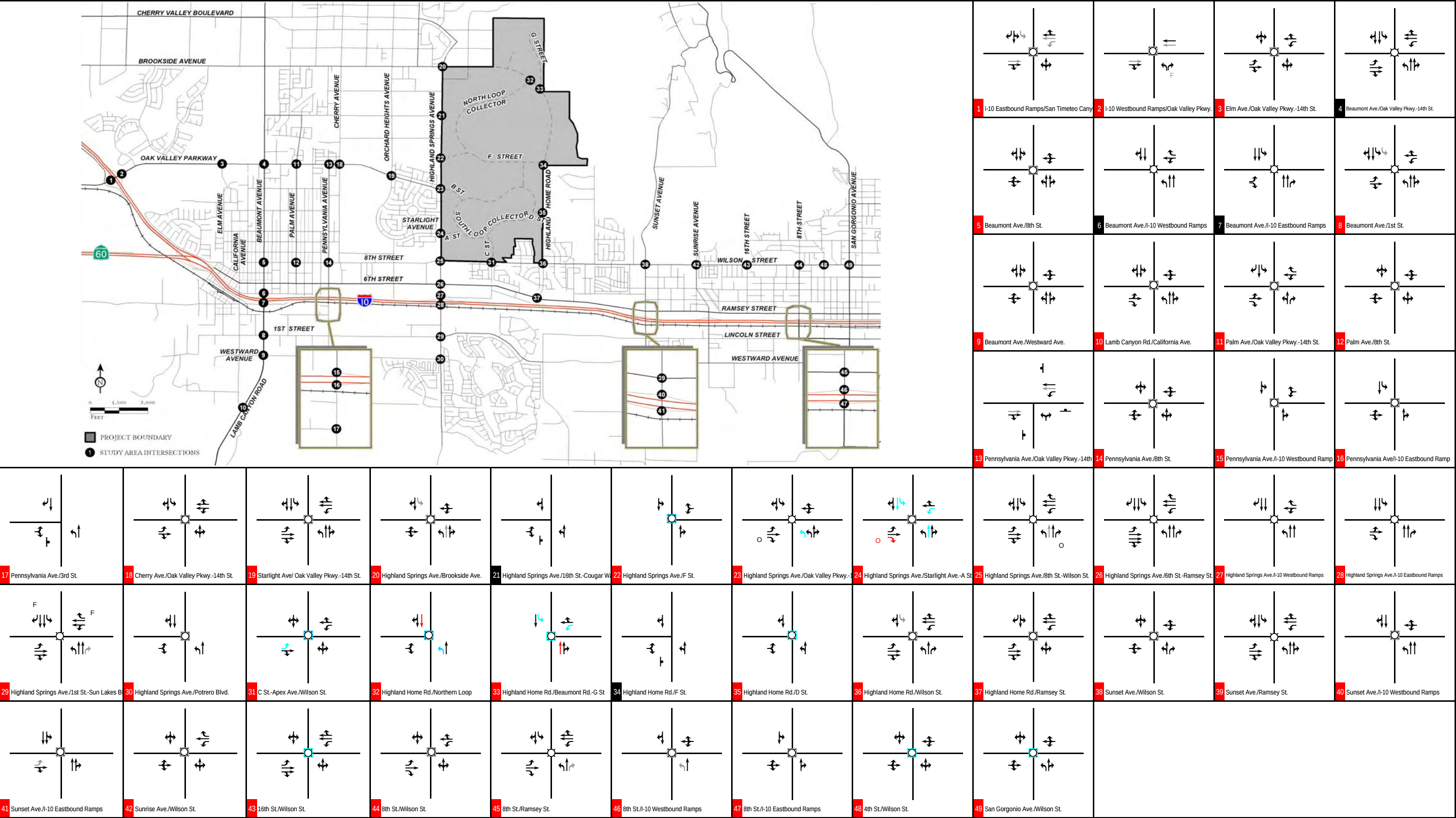
V/C = Volume/Capacity Ratio

LOS = Level of Service

TWSC = Two-Way Stop Control

AWSC=All-Way Stop Control

For TWSC intersections, reported delay is for worst-case approach.



LSA

Legend

- 1 Improvements recommended at this intersection
- Signal
- Right Turn Overlap
- Improvements
- Free Right Turn
- Improvements Within City of Banning for both LOS C & LOS D standards
- Improvements Within City of Banning for LOS C standards

FIGURE 31

Butterfield Specific Plan

Traffic Impact Analysis

Year 2032 Plus Project (Phases I & II) With Mitigations Intersection Geometrics and Stop Control

- **Highland Springs Avenue/8th Street-Wilson Street:** Add one southbound left-turn lane, one southbound right-turn lane, one eastbound left-turn lane, one eastbound right-turn lane, and one westbound left-turn lane.
- **Highland Springs Avenue/I-10 Eastbound Ramps:** Add an eastbound left-turn lane.
- **C Street-Apex Avenue/Wilson Street:** Add one eastbound through lane, one westbound right-turn lane, and one westbound through lane.
- **Highland Home Road/Northern Loop:** Add one northbound left-turn lane and one northbound through lane.
- **Highland Home Road/Beaumont Road-G Street:** Add one southbound left-turn lane.
- **Highland Home Road/F Street:** Install a traffic signal. Add one northbound left-turn lane.
- **Highland Home Road/D Street:** Add one northbound left-turn lane and one northbound through lane.
- **Highland Home Road/Ramsey Street:** Add one southbound left-turn lane and one westbound right-turn lane with overlap phasing.
- **Sunset Avenue/Wilson Street:** Add one northbound left-turn lane, one southbound left-turn lane, one westbound left-turn lane, and one eastbound left-turn lane.
- **Sunset Avenue/I-10 Eastbound Ramps:** Add one southbound left-turn lane.
- **8th Street/I-10 Westbound Ramps:** Add one southbound right-turn lane.
- **8th Street/I-10 Eastbound Ramps:** Add one eastbound left-turn lane.

A level of service analysis was conducted to evaluate year 2042 plus project (Phase III) conditions with mitigations traffic operations at the study area intersections during the a.m. and p.m. peak hours. Table AA summarizes the results of the analysis. Level of service worksheets are included in Appendix C. As shown in Table AA, all study area intersections are projected to operate at or better than pre-project (Year 2042 without project) conditions. Figure 32 illustrates the resulting intersection geometric with the identified mitigations.

A signal warrant analysis was conducted for this scenario to determine if a signal is warranted at any of the study area intersections where a signal has been recommended as mitigation. As shown in Appendix G, all intersections where a signal has been recommended as mitigation warrant signals. Thus, the proposed mitigation measures at these intersections are consistent with the signal warrant analysis using the MUTCD Section 4C.04 Warrant 3-B (2003 Edition) Peak Hour Signal Warrant criteria.

6.5 General Plan Build-out Year Plus Project With Mitigations

Under General Plan Build-out year plus project conditions, the following mitigations are recommended in addition to those proposed for Year 2042 plus project (Phase III) conditions. The recommended mitigations are required to maintain level of service standards.

Table AA - Year 2042 Plus Project (Phase III) With Mitigations Intersection Levels of Service

Intersection	Control	LOS STD.	A.M. Peak Hour			P.M. Peak Hour		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1 . I-10 Eastbound Ramps/San Timeteo Canyon Dr.	Signal	45s	0.77	82.4	F *	1.04	82.1	F *
2 . I-10 Westbound Ramps/Oak Valley Pkwy.	Signal	45s	1.19	73.4	E *	1.26	92.5	F *
3 . Elm Ave./Oak Valley Pkwy.-14th St.	Signal	D	1.32	>100	F *	1.81	>100	F *
4 . Beaumont Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.84	28.1	C	0.88	27.6	C
5 . Beaumont Ave./8th St.	Signal	D	0.45	16.9	B	0.91	33.3	C
6 . Beaumont Ave./I-10 Westbound Ramps	Signal	45s	0.88	36.4	D	0.88	33.3	C
7 . Beaumont Ave./I-10 Eastbound Ramps	Signal	45s	0.82	29.1	C	0.99	40.9	D
8 . Beaumont Ave./1st St.	Signal	D	0.79	26.9	C	1.46	>100	F *
9 . Beaumont Ave./Westward Ave.	Signal	D	0.77	32.6	C	1.20	>100	F *
10 . Lamb Canyon Rd./California Ave.	Signal	C	0.74	34.6	C	1.04	54.5	D *
11 . Palm Ave./Oak Valley Pkwy.-14th St.	Signal	D	1.28	94.3	F *	2.43	>100	F *
12 . Palm Ave./8th St.	Signal	D	0.62	20.4	C	1.02	55.4	E *
13 . Pennsylvania Ave./Oak Valley Pkwy.-14th St.	AWSC	D	0.97	39.0	E *	1.56	>100	F *
14 . Pennsylvania Ave./8th St.	Signal	D	0.60	20.1	C	1.49	>100	F *
15 . Pennsylvania Ave./I-10 Westbound Ramp	Signal	45s	0.80	29.6	C	1.05	61.4	E *
16 . Pennsylvania Ave./I-10 Eastbound Ramp	Signal	45s	0.89	38.5	D	1.39	>100	F *
17 . Pennsylvania Ave./3rd St.	TWSC	D	-	17.1	C	-	27.4	D
18 . Cherry Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.84	38.8	D	1.04	69.3	E *
19 . Starlight Ave/ Oak Valley Pkwy.-14th St.	Signal	D	0.45	26.7	C	0.67	26.7	C
20 . Highland Springs Ave./Brookside Ave.	Signal	C	0.73	37.0	D *	1.23	96.3	F *
21 . Highland Springs Ave./16th St.-Cougar Way	Signal	C	0.31	4.6	A	0.51	13.7	B
22 . Highland Springs Ave./F St.	Signal	C	0.61	20.9	C	0.96	33.0	C
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	C	0.66	30.0	C	0.72	29.9	C
24 . Highland Springs Ave./Starlight Ave.-A St.	Signal	C	0.82	34.6	C	0.86	32.0	C
25 . Highland Springs Ave./8th St.-Wilson St.	Signal	C	0.74	30.7	C	0.93	39.7	D *
26 . Highland Springs Ave./6th St.-Ramsey St.	Signal	D	1.14	75.4	F *	1.45	>100	F *
27 . Highland Springs Ave./I-10 Westbound Ramps	Signal	45s	1.19	69.4	F *	1.19	57.1	F *
28 . Highland Springs Ave./I-10 Eastbound Ramps	Signal	45s	0.95	39.8	D	1.05	49.2	F *
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	Signal	C	0.62	29.0	C	1.25	>100	F *
30 . Highland Springs Ave./Potrero Blvd.	Signal	C	0.42	21.5	C	0.52	18.3	B
31 . C St.-Apex Ave./Wilson St.	Signal	C	0.63	25.8	C	0.65	25.9	C
32 . Highland Home Rd./Northern Loop	Signal	C	0.60	27.6	C	0.85	30.3	C
33 . Highland Home Rd./Beaumont Rd.-G St	Signal	C	0.65	30.0	C	0.83	32.9	C
34 . Highland Home Rd./F St.	Signal	C	0.73	20.8	C	0.76	20.7	C
35 . Highland Home Rd./D St.	Signal	C	0.78	14.3	B	0.86	13.5	B
36 . Highland Home Rd./Wilson St.	Signal	C	0.97	63.2	E *	1.38	>100	F *
37 . Highland Home Rd./Ramsey St.	Signal	D	0.64	24.4	C	0.91	34.5	C
38 . Sunset Ave./Wilson St.	Signal	C	1.27	>100	F *	1.68	>100	F *
39 . Sunset Ave./Ramsey St.	Signal	D	1.08	77.3	E *	1.44	>100	F *
40 . Sunset Ave./I-10 Westbound Ramps	Signal	45s	1.19	>100	F *	1.14	55.9	E *
41 . Sunset Ave./I-10 Eastbound Ramps	Signal	45s	0.87	37.4	D	1.16	95.1	F *
42 . Sunrise Ave./Wilson St.	Signal	C	0.64	13.2	B	1.39	>100	F *
43 . 16th St./Wilson St.	Signal	C	0.27	6.9	A	0.52	10.4	B
44 . 8th St./Wilson St.	Signal	C	0.62	19.6	B	1.06	51.5	D *
45 . 8th St./Ramsey St.	Signal	D	0.96	62.6	E *	1.21	>100	F *
46 . 8th St./I-10 Westbound Ramps	Signal	45s	1.07	60.4	E *	1.12	86.9	F *
47 . 8th St./I-10 Eastbound Ramps	Signal	45s	0.90	35.9	D	1.19	>100	F *
48 . 4th St./Wilson St.	Signal	C	0.65	17.4	B	0.88	18.9	B
49 . San Gorgonio Ave./Wilson St.	Signal	C	0.77	22.5	C	1.57	>100	F *

* Exceeds LOS as per respective jurisdiction standards. All mitigated intersections have been mitigated to pre-project conditions.

Notes:

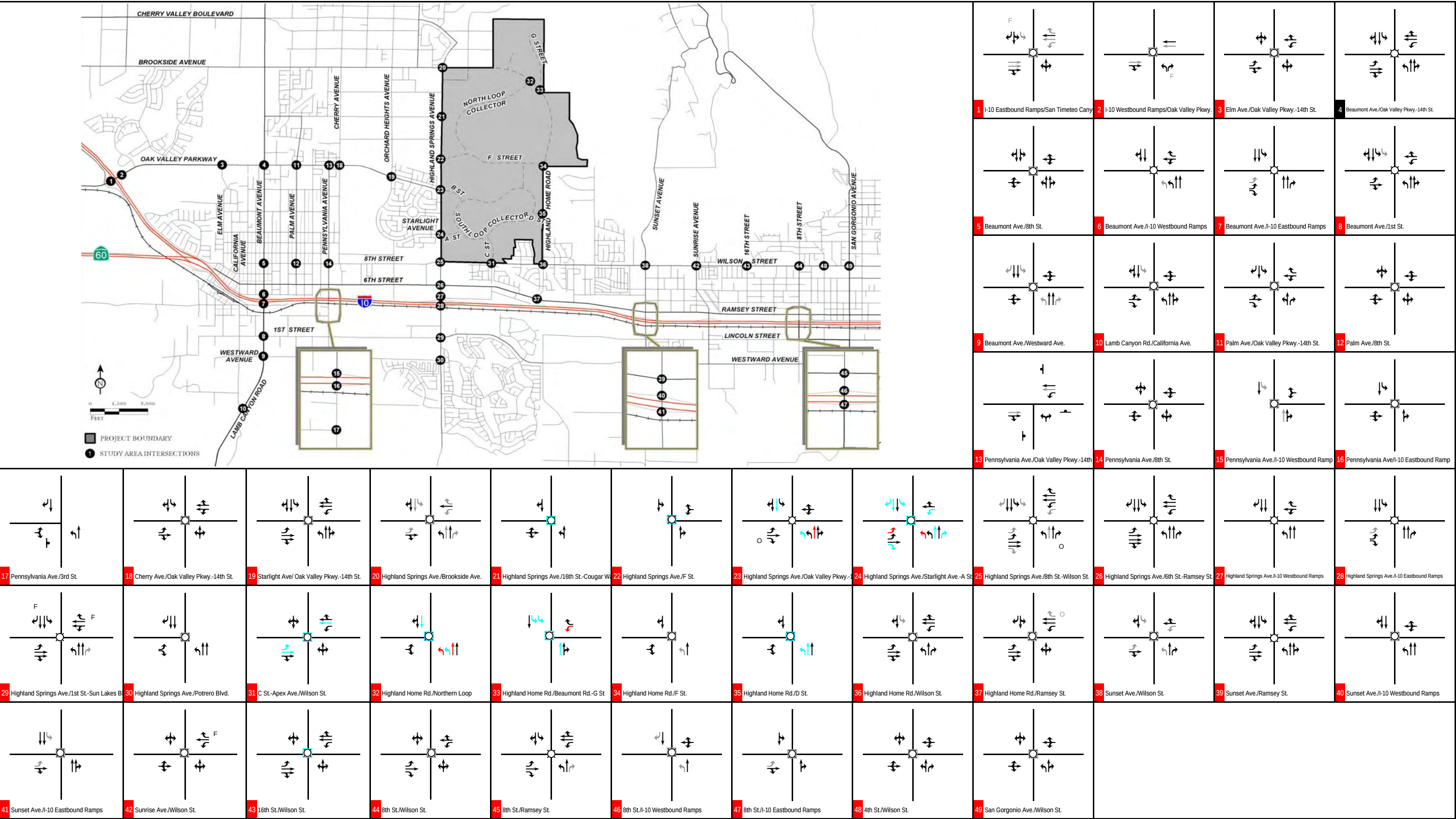
V/C = Volume/Capacity Ratio

LOS = Level of Service

TWSC = Two-Way Stop Control

AWSC=All-Way Stop Control

For TWSC intersections, reported delay is for worst-case approach.



LSA

Legend

- 1 Improvements recommended at this intersection
- Signal
- Right Turn Overlap
- Improvements
- Free Right Turn
- Improvements Within City of Banning for both LOS C & LOS D standards
- Improvements Within City of Banning for LOS C standards
- Stop Sign

FIGURE 32

Butterfield Specific Plan

Traffic Impact Analysis

Year 2042 Plus Project (Phase III) With Mitigations Intersection Geometrics and Stop Control

- **I-10 Eastbound Ramps/San Timoteo Canyon Drive:** Install a traffic signal. Add two southbound left-turn lanes, three eastbound through lanes, one westbound left-turn lane, and two westbound through lanes. Convert the southbound right-turn lane to a free right-turn lane.
- **I-10 Westbound Ramps/Oak Valley Parkway:** Install a traffic signal. Add two eastbound through lanes, one eastbound right-turn lane, and two westbound through lanes. Convert the northbound right-turn lane to a free right-turn lane.
- **Elm Avenue/Oak Valley Parkway-14th Street:** Install a traffic signal. Add one northbound left-turn lane, one southbound left-turn lane, one southbound right-turn lane, one eastbound through lane, one eastbound right-turn lane, and one westbound through lane.
- **Beaumont Avenue/8th Street:** Install a traffic signal. Add one northbound left-turn lane.
- **Beaumont Avenue/I-10 Westbound Ramps:** Add one northbound left-turn lane.
- **Beaumont Avenue/I-10 Eastbound Ramps:** Add one eastbound left-turn lane and one southbound left-turn lane.
- **Beaumont Avenue/1st Street:** Change the eastbound and westbound signal phasing from permitted to protected. Add one northbound through lane, one southbound through lane, one eastbound through lane, one westbound through lane, and one westbound right-turn lane with overlap phasing.
- **Beaumont Avenue/Westward Avenue:** Install a traffic signal. Add one northbound left-turn lane, one northbound right-turn lane, one southbound left-turn lane, one southbound right-turn lane, one two eastbound left-turn lanes, and one westbound left-turn lane.
- **Lamb Canyon Road/California Avenue:** Install a traffic signal. Add one southbound left-turn lane.
- **Palm Avenue/Oak Valley Parkway-14th Street:** Install a traffic signal. Re-stripe the eastbound, westbound, and northbound approach lanes to accommodate one northbound left-turn lane, one northbound through/right-turn lane, one westbound left-turn lane, one westbound through/right-turn lane, one eastbound left-turn lane, and one eastbound through/right-turn lane. Add one eastbound through lane and one westbound through lane.
- **Palm Avenue/8th Street:** Install a traffic signal. Add one westbound left-turn lane.
- **Pennsylvania Avenue/Oak Valley Parkway-14th Street:** Install a traffic signal. Add one eastbound through lane and one westbound through lane.
- **Pennsylvania Avenue/8th Street:** Install a traffic signal. Add one eastbound left-turn lane, one westbound left-turn lane, one westbound right-turn lane, and one northbound right-turn lane.
- **Pennsylvania Avenue/I-10 Westbound Ramps:** Install a traffic signal. Add one northbound right-turn lane, one northbound through lane, and one southbound left-turn lane.
- **Pennsylvania Ave/I-10 Eastbound Ramp:** Install a traffic signal. Add one northbound through lane and one eastbound right-turn lane.
- **Pennsylvania Avenue/3rd Street:** Add a two-way left-turn lane.
- **Cherry Avenue/Oak Valley Parkway-14th Street:** Install a traffic signal. Re-stripe the eastbound approach lanes to accommodate one eastbound through lane.

- **Starlight Avenue/Oak Valley Parkway-14th Street:** Install a traffic signal.
- **Highland Springs Avenue/Brookside Avenue:** Install a traffic signal. Add one northbound through lane, one northbound right-turn lane, two southbound left-turn lanes, one southbound through lane, one eastbound left-turn lane, one eastbound through lane, one eastbound right-turn lane, two westbound left-turn lanes, one westbound through lane, and one westbound right-turn lane.
- **Highland Springs Avenue/16th Street:** Install a traffic signal.
- **Highland Springs Avenue/F Street:** Install a traffic signal. Add one northbound right-turn lane.
- **Highland Springs Avenue/Oak Valley Parkway:** Add one northbound through lane, one northbound left-turn lane, and one southbound through lane.
- **Highland Springs Avenue/Starlight Avenue-A Street:** Install a traffic signal. Add one northbound left-turn lane, one northbound through lane, one northbound right-turn lane with overlap phasing, one southbound left-turn lane, one southbound through lane, one southbound right-turn lane, one eastbound left-turn lane, one eastbound right-turn lane with overlap phasing, and one westbound left-turn lane.
- **Highland Springs Avenue/8th Street-Wilson Street:** Add two northbound through lanes, one southbound right-turn lane, one southbound left-turn lane, one westbound left-turn lane, one eastbound right-turn lane, and add overlap phasing to the westbound right-turn lane.
- **Highland Springs Avenue/6th Street-Ramsey Street:** Optimize and coordinate traffic signal cycle with the intersections of Highland Springs Avenue/I-10 Westbound Ramps and Highland Springs Avenue/I-10 Eastbound Ramps. Add one northbound left-turn lane, one northbound through lane, one southbound left-turn lane, one southbound through lane, and one westbound left-turn lane.
- **Highland Springs Avenue/I-10 Westbound Ramps:** Optimize and coordinate the traffic signal cycle with the intersections of Highland Springs Avenue/I-10 Eastbound Ramps and Highland Springs Avenue/6th Street-Ramsey Street. Add one northbound left-turn lane, one northbound through lane, one westbound left-turn lane, and one westbound right-turn lane.
- **Highland Springs Avenue/I-10 Eastbound Ramps:** Optimize and coordinate traffic signal cycle with the intersections of Highland Springs Avenue/I-10 Westbound Ramps and Highland Springs Avenue/6th Street-Ramsey Street. Add one northbound through lane, one southbound left-turn lane, one eastbound left-turn lane, and one eastbound right-turn lane.
- **Highland Springs Avenue/1st Street-Sun Lakes Boulevard:** Add one northbound through lane, one northbound right-turn lane with overlap phasing, one southbound left-turn lane, one eastbound right-turn lane with overlap phasing, two westbound left-turn lanes, and convert westbound through/left-turn lane to westbound through lane and convert the westbound free right-turn lane to a right-turn lane.
- **Highland Springs Avenue/Potrero Boulevard:** Install a traffic signal.
- **C Street-Apex Avenue/Wilson Street:** Install a traffic signal. Add one eastbound left-turn lane, one eastbound through lane, and one westbound through lane.

- **Highland Home Road/Northern Loop:** Install a traffic signal. Add one northbound left-turn lane, one northbound through lane, one southbound through lane, and one southbound right-turn lane.
- **Highland Home Road/Beaumont Road-G Street:** Install a traffic signal. Add one northbound through lane, one northbound right-turn lane, two southbound left-turn lanes, and one westbound left-turn lane.
- **Highland Home Road/F Street:** Install a traffic signal. Add one northbound left-turn lane.
- **Highland Home Road/D Street:** Install a traffic signal. Add one northbound left-turn lane.
- **Highland Home Road/Wilson Street:** Install a traffic signal. Add one northbound through lane, two southbound left-turn lanes, one southbound through lane, and one westbound right-turn lane with overlap phasing.
- **Highland Home Road/Ramsey Street:** Install a traffic signal. Add one westbound right-turn lane with overlap phasing.
- **Sunset Avenue/Wilson Street:** Install a traffic signal. Add two northbound left-turn lanes, one northbound through lane, one southbound left-turn lane, one southbound through lane, one southbound right-turn lane with overlap phasing, two eastbound left-turn lanes, one eastbound through lane, one eastbound right-turn lane, two westbound left-turn lanes, one westbound through lane, and one westbound right-turn lane with overlap phasing.
- **Sunset Avenue/Ramsey Street:** Add one northbound left-turn lane, one northbound right-turn lane, one southbound left-turn lane, one southbound right-turn lane, one eastbound right-turn lane with overlap phasing, and one westbound left-turn lane.
- **Sunset Avenue/I-10 Westbound Ramps:** Install a traffic signal. Add one free southbound right-turn lane.
- **Sunset Avenue/I-10 Eastbound Ramps:** Install a traffic signal. Add two eastbound left-turn lanes and one southbound left-turn lane.
- **Sunrise Avenue/Wilson Street:** Install a traffic signal. Add one eastbound through/left-turn lane and convert the westbound right-turn lane to add one westbound through/right-turn lane.
- **16th Street/Wilson Street:** Install a traffic signal.
- **8th Street/Wilson Street:** Install a traffic signal. Add one northbound left-turn lane, one southbound left-turn lane, and one westbound right-turn lane.
- **8th Street/Ramsey Street:** Add one northbound left-turn lane, one northbound right-turn lane, one eastbound through lane, and one westbound left-turn lane.
- **8th Street/I-10 Westbound Ramps:** Install a traffic signal. Add two northbound left-turn lanes, one northbound through lane, and one southbound through lane.
- **8th Street/I-10 Eastbound Ramps:** Install a traffic signal. Add one northbound through lane, one southbound left-turn lane, one southbound through lane, one eastbound left-turn lane, and one eastbound right-turn lane.
- **4th Street/Wilson Street:** Install a traffic signal.

- **San Gorgonio Avenue/Wilson Street:** Install a traffic signal. Add one eastbound left-turn lane, one eastbound through lane, and one westbound through/left-turn lane.

A level of service analysis was conducted to evaluate General Plan Build-out year plus project with mitigations traffic operations at the study area intersections during the a.m. and p.m. peak hours. The results of the analysis are summarized in Table AB. Level of service worksheets are included in Appendix C. As shown in Table AB, all study area intersections are projected to operate at satisfactory levels of service. Figure 33 illustrates the resulting intersection geometric with the identified mitigations.

A signal warrant analysis was conducted for this scenario to determine if a signal is warranted at any of the study area intersections where a signal has been recommended as mitigation. As shown in Appendix G, all intersections where a signal has been recommended as mitigation warrant signals. Thus, the proposed mitigation measure at these intersections are consistent with the signal warrant analysis using the MUTCD Section 4C.04 Warrant 3-B (2003 Edition) Peak Hour Signal Warrant criteria.

As noted earlier, the mitigations required to maintain satisfactory levels of service for study area intersections are in conformance with the City of Banning General Plan Circulation Element (updated June 2005), City of Beaumont General Plan Circulation Element (revised December 2004), and the Pass Area Circulation Plan, which is part of the RCIP.

7.0 MITIGATION MEASURES: FREEWAY SEGMENTS

Mitigations are proposed for freeway segments that exceed the Riverside County CMP LOS criteria (LOS E) for existing plus project, 2022 plus project (Phase I), 2032 plus project (Phases I and II), 2042 plus project (Phase III), and General Plan Build-out conditions. Each directional freeway segment was analyzed as a separate entity and improvements were independently recommended to mitigate the LOS to a satisfactory level (LOS E or better). As a result, the recommended number of lanes for adjacent freeway segments may not be equal or there could be an imbalance in number of lanes in eastbound and westbound directions. It should be noted that the recommended mitigations are for assessment purposes only and were identified because they would provide satisfactory operations. Hence these recommended improvements should not be directly implemented. A traffic operations analysis should be conducted to evaluate the need (number and type of lanes in each direction) for future widening of the section of the freeway within the study area.

7.1 Year 2022 Plus Project (Phase I) Freeway Mitigation Requirements

Under year 2022 plus project conditions, the following lane mitigations are suggested for the freeway segments that do not meet the Riverside County CMP LOS standard of E:

- **Eastbound Segments on Interstate 10:**
 - **Cherry Valley Boulevard to Highland Springs Avenue:** Add one High-Occupancy Vehicle (HOV) lane.

Table AB - General Plan Build-out Year Plus Project With Mitigations Intersection Levels of Service

Intersection	Control	LOS STD.	A.M. Peak Hour			P.M. Peak Hour		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1 . I-10 Eastbound Ramps/San Timeteo Canyon Dr.	Signal	45s	0.52	14.4	B	0.74	28.4	C
2 . I-10 Westbound Ramps/Oak Valley Pkwy.	Signal	45s	0.96	20.0	B	0.95	23.2	C
3 . Elm Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.87	34.9	C	0.90	36.7	D
4 . Beaumont Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.88	30.0	C	0.96	31.6	C
5 . Beaumont Ave./8th St.	Signal	D	0.50	20.6	C	0.90	40.8	D
6 . Beaumont Ave./I-10 Westbound Ramps	Signal	45s	0.94	42.5	D	0.94	42.8	D
7 . Beaumont Ave./I-10 Eastbound Ramps	Signal	45s	0.77	27.2	C	0.97	37.1	D
8 . Beaumont Ave./1st St.	Signal	D	0.70	29.9	C	1.00	54.4	D
9 . Beaumont Ave./Westward Ave.	Signal	D	0.69	32.5	C	0.94	52.2	D
10 . Lamb Canyon Rd./California Ave.	Signal	C	0.77	30.5	C	0.83	34.2	C
11 . Palm Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.52	13.0	B	0.78	20.2	C
12 . Palm Ave./8th St.	Signal	D	0.54	19.1	B	0.91	33.9	C
13 . Pennsylvania Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.51	16.4	B	0.89	28.2	C
14 . Pennsylvania Ave./8th St.	Signal	D	0.52	19.3	B	0.89	32.9	C
15 . Pennsylvania Ave./I-10 Westbound Ramp	Signal	45s	0.77	29.1	C	0.96	43.4	D
16 . Pennsylvania Ave./I-10 Eastbound Ramp	Signal	45s	0.66	33.3	C	0.85	31.6	C
17 . Pennsylvania Ave./3rd St.	TWSC	D	-	18.9	C	-	33.3	D
18 . Cherry Ave./Oak Valley Pkwy.-14th St.	Signal	D	0.84	34.7	C	0.96	53.5	D
19 . Starlight Ave/ Oak Valley Pkwy.-14th St.	Signal	D	0.46	27.0	C	0.70	28.1	C
20 . Highland Springs Ave./Brookside Ave.	Signal	C	0.49	24.9	C	0.77	30.3	C
21 . Highland Springs Ave./16th St.-Cougar Way	Signal	C	0.30	3.9	A	0.51	12.8	B
22 . Highland Springs Ave./F St.	Signal	C	0.59	19.8	B	0.63	17.4	B
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	C	0.69	30.0	C	0.75	30.3	C
24 . Highland Springs Ave./Starlight Ave.-A St.	Signal	C	0.81	33.8	C	0.88	34.0	C
25 . Highland Springs Ave./8th St.-Wilson St.	Signal	C	0.76	31.1	C	0.81	34.9	C
26 . Highland Springs Ave./6th St.-Ramsey St.	Signal	D	0.77	28.5	C	0.93	38.9	D
27 . Highland Springs Ave./I-10 Westbound Ramps	Signal	45s	0.93	38.0	D	0.89	16.7	B
28 . Highland Springs Ave./I-10 Eastbound Ramps	Signal	45s	0.75	30.8	C	0.78	22.6	C
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	Signal	C	0.55	26.8	C	0.84	34.7	C
30 . Highland Springs Ave./Potrero Blvd.	Signal	C	0.45	21.9	C	0.56	18.8	B
31 . C St.-Apex Ave./Wilson St.	Signal	C	0.66	25.8	C	0.76	25.2	C
32 . Highland Home Rd./Northern Loop	Signal	C	0.60	29.2	C	0.85	31.5	C
33 . Highland Home Rd./Beaumont Rd.-G St	Signal	C	0.69	32.2	C	0.76	31.9	C
34 . Highland Home Rd./F St.	Signal	C	0.79	24.1	C	0.82	24.6	C
35 . Highland Home Rd./D St.	Signal	C	0.81	14.9	B	0.89	15.0	B
36 . Highland Home Rd./Wilson St.	Signal	C	0.69	25.2	C	0.84	33.4	C
37 . Highland Home Rd./Ramsey St.	Signal	D	0.61	23.0	C	0.96	37.0	D
38 . Sunset Ave./Wilson St.	Signal	C	0.66	28.0	C	0.87	34.9	C
39 . Sunset Ave./Ramsey St.	Signal	D	0.79	34.0	C	0.97	53.5	D
40 . Sunset Ave./I-10 Westbound Ramps	Signal	45s	0.96	45.3	D	0.82	44.1	D
41 . Sunset Ave./I-10 Eastbound Ramps	Signal	45s	0.91	37.2	D	0.98	42.2	D
42 . Sunrise Ave./Wilson St.	Signal	C	0.40	11.1	B	0.79	20.3	C
43 . 16th St./Wilson St.	Signal	C	0.29	6.4	A	0.55	10.1	B
44 . 8th St./Wilson St.	Signal	C	0.58	23.0	C	0.91	34.2	C
45 . 8th St./Ramsey St.	Signal	D	0.75	35.7	D	0.85	42.8	D
46 . 8th St./I-10 Westbound Ramps	Signal	45s	0.92	32.3	C	0.95	41.8	D
47 . 8th St./I-10 Eastbound Ramps	Signal	45s	0.73	31.3	C	0.99	41.8	D
48 . 4th St./Wilson St.	Signal	C	0.69	18.6	B	0.95	25.7	C
49 . San Gorgonio Ave./Wilson St.	Signal	C	0.54	28.0	C	0.88	33.3	C

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

TWSC = Two-Way Stop Control

For TWSC intersections, reported delay is for worst-case approach.

7.2 Year 2032 Plus Project (Phases I and II) Freeway Mitigation Requirements

Under year 2032 plus project conditions, the following mitigations are recommended in addition to those proposed for Year 2022 plus project (Phase I) conditions:

- **Eastbound Segments on Interstate 10:**
 - **Cherry Valley Boulevard to SR-60:** Add one mixed-flow lane.
 - **Pennsylvania Avenue to Highland Springs Avenue:** Add one mixed-flow lane.
 - **Highland Springs Avenue to 22nd Street:** Add one HOV lane.
- **Eastbound Segments on State Route 60:**
 - **Jack Rabbit Trail to I-10:** Add one HOV lane.
- **Westbound Segments on Interstate 10:**
 - **Cherry Valley Boulevard to Sunset Avenue:** Add one HOV lane.
 - **Cherry Valley Boulevard to Oak Valley Parkway:** Add one mixed-flow lane.

7.3 Year 2042 Plus Project (Phase III) Freeway Mitigation Requirements

Under year 2042 plus project conditions, the following mitigations are recommended in addition to those proposed for Year 2032 plus project (Phases I and II) conditions:

- **Eastbound Segments on Interstate 10:**
 - **Cherry Valley Boulevard to Oak Valley Parkway:** Add one mixed-flow lane.
 - **Beaumont Avenue to Pennsylvania Avenue:** Add one mixed-flow lane.
 - **Highland Springs Avenue to Sunset Avenue:** Add one mixed-flow lane.
 - **22nd Street to Hargrave Street:** Add one HOV lane.
- **Westbound Segments on Interstate 10:**
 - **Cherry Valley Boulevard to Oak Valley Parkway:** Add one mixed-flow lane.
 - **Oak Valley Parkway to Sunset Avenue:** Add one mixed-flow lane.
 - **Sunset Avenue to Hargrave Street:** Add one HOV lane.
- **Westbound Segments on State Route 60:**
 - **Jack Rabbit Trail to I-10:** Add one HOV lane.

7.4 Freeway Mitigation Requirements

Under General Plan Build-out plus project conditions, the following mitigations are suggested for the freeway segments that do not meet the Riverside County CMP LOS standard of E:

- **Eastbound Segments on Interstate 10:**
 - **Cherry Valley Boulevard to Hargrave Street:** Add one HOV lane.
 - **Cherry Valley Boulevard to Oak Valley Parkway:** Add two mixed-flow lanes.
 - **Oak Valley Parkway to SR-60:** Add one mixed-flow lane.
 - **Beaumont Avenue to Sunset Avenue:** Add one mixed-flow lane.
- **Eastbound Segments on State Route 60:**
 - **Jack Rabbit Trail to I-10:** Add one HOV lane.
- **Westbound Segments on Interstate 10:**
 - **Cherry Valley Boulevard to Ramsey Street:** Add one HOV lane.
 - **Cherry Valley Boulevard to Oak Valley Parkway:** Add two mixed-flow lanes.
 - **Oak Valley Parkway to 22nd Street:** Add one mixed-flow lane.
- **Westbound Segments on State Route 60:**
 - **Jack Rabbit Trail to I-10:** Add one HOV lane.

7.5 Freeway Segment Levels of Service with Mitigations

Mitigations are proposed for freeway segment that exceed the Riverside County CMP LOS criteria (LOS E) for existing plus project, 2022 plus project (Phase I), 2032 plus project (Phases I and II), 2042 plus project, and General Plan Build-out conditions. Each directional freeway segment was analyzed as a separate entity and improvements were independently recommended to mitigate the LOS to a satisfactory level (LOS D or better). As a result, the recommended number of lanes for adjacent freeway segments may not be equal or there could be an imbalance in number of lanes in eastbound and westbound directions. It should be noted that the recommended mitigations are for assessment purposes only and were identified because they would provide satisfactory operations. These improvements cannot be directly implemented by the City, as the freeways and state highways are under the jurisdiction of Caltrans. Any future improvements (including freeway widening) should be coordinated with Caltrans which may require additional operations analysis.

Table AC presents the freeway segment levels of service with the recommended mitigations for year 2022 plus project (Phase I) conditions. Table AD presents the freeway segment levels of service with the recommended mitigations for year 2032 plus project (Phases I & II) conditions. Table AE presents the freeway segment levels of service with the recommended mitigations for year 2042 plus project (Phase III) conditions. Table AF presents the freeway segment levels of service with the recommended mitigations year for build-out year plus project conditions. As seen in Tables AC through AF, with the implementation of the recommended mitigations, the minimum level of service standards are maintained at the study area freeway segments where significant project impacts are identified.

7.6 Use of Intelligent Transportation Systems (ITS) by Caltrans

Intelligent Transportation Systems (ITS) effectiveness is well recognized in the United States Department of Transportation, state departments and agencies, academic institutions and businesses.

Table AC - Year 2022 Plus Project (Phase I) With Mitigations Freeway Mainline Levels of Service

Freeway Segment	Lanes			A.M. Peak Hour				P.M. Peak Hour			
	Flow	HOV	Cap.	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS
EASTBOUND											
<u>Interstate 10</u>											
Cherry Valley Boulevard to Oak Valley Parkway	3	1	8,500	5,639	5,750	0.676	B	7,664	7,820	0.920	E
Oak Valley Parkway to SR-60	3	1	8,500	5,642	5,760	0.678	B	7,093	7,240	0.852	D
SR-60 to Beaumont Avenue	4	1	10,800	7,586	7,740	0.717	D	9,835	10,040	0.930	E
Beaumont Avenue to Pennsylvania Avenue	4	1	10,800	7,598	7,750	0.718	D	9,430	9,620	0.891	E
Pennsylvania Avenue to Highland Springs Avenue	4	1	10,800	7,771	7,930	0.734	D	9,420	9,610	0.890	E
Highland Springs Avenue to Sunset Avenue	4	0	9,200	7,504	7,660	0.833	D	8,867	9,050	0.984	E
Sunset Avenue to 22nd Street	4	0	9,200	7,509	7,660	0.833	D	8,340	8,510	0.925	E
22nd Street to 8th Street	4	0	9,200	7,298	7,450	0.810	D	7,985	8,150	0.886	E
8th Street to Hargrave Street	4	0	9,200	7,080	7,220	0.785	D	7,751	7,910	0.860	D
Hargrave Street to Ramsey Street	4	0	9,200	6,545	6,680	0.726	D	7,163	7,310	0.795	D
<u>SR-60</u>											
Jack Rabbit Trail to I-10	2	0	4,600	2,452	2,500	0.543	B	3,663	3,740	0.813	D
WESTBOUND											
<u>Interstate 10</u>											
Cherry Valley Boulevard to Oak Valley Parkway	3	0	6,900	6,628	6,760	0.980	E	6,386	6,520	0.945	E
Oak Valley Parkway to SR-60	3	0	6,900	5,891	6,010	0.871	D	6,344	6,470	0.938	E
SR-60 to Beaumont Avenue	4	0	9,200	7,960	8,120	0.883	E	8,252	8,420	0.915	E
Beaumont Avenue to Pennsylvania Avenue	4	0	9,200	7,922	8,080	0.878	D	8,250	8,420	0.915	E
Pennsylvania Avenue to Highland Springs Avenue	4	0	9,200	7,373	7,520	0.817	D	8,271	8,440	0.917	E
Highland Springs Avenue to Sunset Avenue	4	0	9,200	6,740	6,880	0.748	D	7,969	8,130	0.884	E
Sunset Avenue to 22nd Street	4	0	9,200	6,298	6,430	0.699	D	7,578	7,730	0.840	D
22nd Street to 8th Street	4	0	9,200	5,939	6,060	0.659	B	7,321	7,470	0.812	D
8th Street to Hargrave Street	4	0	9,200	5,766	5,880	0.639	B	7,095	7,240	0.787	D
Hargrave Street to Ramsey Street	4	0	9,200	5,328	5,440	0.591	B	6,559	6,690	0.727	D
<u>SR-60</u>											
Jack Rabbit Trail to I-10	2	0	4,600	2,794	2,850	0.620	B	2,715	2,770	0.602	B

* Exceeds level of service standard

¹ Peak Hour Factor. PHF volume assumes a PHF of 0.98.

Note:

According to the CMP, the capacity of a mixed-flow lane is 2,300 vehicles per hour,
and the capacity of an HOV lane is 1,600 vehicles per hour.

Table AD - Year 2032 Plus Project (Phases I and II) With Mitigations Freeway Mainline Levels of Service

Freeway Segment	Lanes			A.M. Peak Hour				P.M. Peak Hour			
	Flow	HOV	Cap.	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS
EASTBOUND											
<u>Interstate 10</u>											
Cherry Valley Boulevard to Oak Valley Parkway	4	1	10,800	6,028	6,150	0.569	B	9,485	9,680	0.896	E
Oak Valley Parkway to SR-60	4	1	10,800	6,076	6,200	0.574	B	8,546	8,720	0.807	D
SR-60 to Beaumont Avenue	4	1	10,800	6,839	6,980	0.646	B	9,665	9,860	0.913	E
Beaumont Avenue to Pennsylvania Avenue	4	1	10,800	6,788	6,930	0.642	B	9,600	9,800	0.907	E
Pennsylvania Avenue to Highland Springs Avenue	5	1	13,100	7,842	8,000	0.611	B	10,659	10,880	0.831	D
Highland Springs Avenue to Sunset Avenue	4	1	10,800	7,645	7,800	0.722	D	9,938	10,140	0.939	E
Sunset Avenue to 22nd Street	4	1	10,800	7,773	7,930	0.734	D	9,140	9,330	0.864	D
22nd Street to 8th Street	4	0	9,200	7,534	7,690	0.836	D	8,660	8,840	0.961	E
8th Street to Hargrave Street	4	0	9,200	7,286	7,430	0.808	D	8,395	8,570	0.932	E
Hargrave Street to Ramsey Street	4	0	9,200	6,738	6,880	0.748	D	7,760	7,920	0.861	D
<u>SR-60</u>											
Jack Rabbit Trail to I-10	2	1	6,200	2,629	2,680	0.432	B	4,644	4,740	0.765	D
WESTBOUND											
<u>Interstate 10</u>											
Cherry Valley Boulevard to Oak Valley Parkway	4	1	10,800	8,621	8,800	0.815	D	8,096	8,260	0.765	D
Oak Valley Parkway to SR-60	3	1	8,500	7,385	7,540	0.887	E	8,059	8,220	0.967	E
SR-60 to Beaumont Avenue	4	1	10,800	7,699	7,860	0.728	D	9,079	9,260	0.857	D
Beaumont Avenue to Pennsylvania Avenue	4	1	10,800	7,650	7,810	0.723	D	9,098	9,280	0.859	D
Pennsylvania Avenue to Highland Springs Avenue	4	1	10,800	8,522	8,700	0.806	D	9,881	10,080	0.933	E
Highland Springs Avenue to Sunset Avenue	4	1	10,800	7,593	7,750	0.718	D	9,570	9,770	0.905	E
Sunset Avenue to 22nd Street	4	0	9,200	6,908	7,050	0.766	D	8,986	9,170	0.997	E
22nd Street to 8th Street	4	0	9,200	6,394	6,520	0.709	D	8,645	8,820	0.959	E
8th Street to Hargrave Street	4	0	9,200	6,201	6,330	0.688	D	8,361	8,530	0.927	E
Hargrave Street to Ramsey Street	4	0	9,200	5,731	5,850	0.636	B	7,730	7,890	0.858	D
<u>SR-60</u>											
Jack Rabbit Trail to I-10	2	0	4,600	3,414	3,480	0.757	D	3,649	3,720	0.809	D

* Exceeds level of service standard

¹ Peak Hour Factor. PHF volume assumes a PHF of 0.98.

Note:

According to the CMP, the capacity of a mixed-flow lane is 2,300 vehicles per hour,
and the capacity of an HOV lane is 1,600 vehicles per hour.

Table AE - Year 2042 Plus Project (Phase III) With Mitigations Freeway Mainline Levels of Service

Freeway Segment	Lanes			A.M. Peak Hour				P.M. Peak Hour			
	Flow	HOV	Cap.	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS
EASTBOUND											
<u>Interstate 10</u>											
Cherry Valley Boulevard to Oak Valley Parkway	5	1	13,100	6,417	6,550	0.500	B	11,307	11,540	0.881	E
Oak Valley Parkway to SR-60	4	1	10,800	6,510	6,640	0.615	B	10,000	10,200	0.944	E
SR-60 to Beaumont Avenue	5	1	13,100	7,092	7,240	0.553	B	11,222	11,450	0.874	D
Beaumont Avenue to Pennsylvania Avenue	5	1	13,100	6,984	7,130	0.544	B	11,324	11,560	0.882	E
Pennsylvania Avenue to Highland Springs Avenue	5	1	13,100	7,913	8,070	0.616	B	11,064	11,290	0.862	D
Highland Springs Avenue to Sunset Avenue	5	1	13,100	7,785	7,940	0.606	B	11,009	11,230	0.857	D
Sunset Avenue to 22nd Street	4	1	10,800	8,036	8,200	0.759	D	9,940	10,140	0.939	E
22nd Street to 8th Street	4	1	10,800	7,770	7,930	0.734	D	9,336	9,530	0.882	E
8th Street to Hargrave Street	4	1	10,800	7,492	7,650	0.708	D	9,039	9,220	0.854	D
Hargrave Street to Ramsey Street	4	0	9,200	6,930	7,070	0.768	D	8,356	8,530	0.927	E
<u>SR-60</u>											
Jack Rabbit Trail to I-10	2	1	6,200	2,807	2,860	0.461	B	5,624	5,740	0.926	E
WESTBOUND											
<u>Interstate 10</u>											
Cherry Valley Boulevard to Oak Valley Parkway	5	1	13,100	10,612	10,830	0.827	D	9,806	10,010	0.764	D
Oak Valley Parkway to SR-60	4	1	10,800	8,879	9,060	0.839	D	9,774	9,970	0.923	E
SR-60 to Beaumont Avenue	5	1	13,100	9,136	9,320	0.711	D	10,760	10,980	0.838	D
Beaumont Avenue to Pennsylvania Avenue	5	1	13,100	9,045	9,230	0.705	D	10,737	10,960	0.837	D
Pennsylvania Avenue to Highland Springs Avenue	5	1	13,100	9,671	9,870	0.753	D	11,491	11,730	0.895	E
Highland Springs Avenue to Sunset Avenue	5	1	13,100	8,447	8,620	0.658	B	11,173	11,400	0.870	D
Sunset Avenue to 22nd Street	4	1	10,800	7,519	7,670	0.710	D	10,393	10,600	0.981	E
22nd Street to 8th Street	4	1	10,800	6,849	6,990	0.647	B	9,970	10,170	0.942	E
8th Street to Hargrave Street	4	1	10,800	6,637	6,770	0.627	B	9,628	9,820	0.909	E
Hargrave Street to Ramsey Street	4	0	9,200	6,134	6,260	0.680	D	8,903	9,080	0.987	E
<u>SR-60</u>											
Jack Rabbit Trail to I-10	2	1	6,200	4,035	4,120	0.665	B	4,582	4,680	0.755	D

* Exceeds level of service standard

¹ Peak Hour Factor. PHF volume assumes a PHF of 0.98.

Note:

According to the CMP, the capacity of a mixed-flow lane is 2,300 vehicles per hour,
and the capacity of an HOV lane is 1,600 vehicles per hour.

Table AF - General Plan Build-Out Year Plus Project With Mitigations Freeway Mainline Levels of Service

Freeway Segment	Lanes			A.M. Peak Hour				P.M. Peak Hour			
	Flow	HOV	Cap.	Total Vol.	PHF ¹ Vol.	V/C	LOS	Total Vol.	PHF ¹ Vol.	V/C	LOS
EASTBOUND											
<u>Interstate 10</u>											
Cherry Valley Boulevard to Oak Valley Parkway	5	1	13,100	6,530	6,660	0.508	B	11,840	12,080	0.922	E
Oak Valley Parkway to SR-60	4	1	10,800	6,638	6,770	0.627	B	10,428	10,640	0.985	E
SR-60 to Beaumont Avenue	5	1	13,100	7,159	7,310	0.558	B	11,659	11,900	0.908	E
Beaumont Avenue to Pennsylvania Avenue	5	1	13,100	7,032	7,180	0.548	B	11,322	11,550	0.882	E
Pennsylvania Avenue to Highland Springs Avenue	5	1	13,100	7,924	8,090	0.618	B	12,233	12,480	0.953	E
Highland Springs Avenue to Sunset Avenue	5	1	13,100	7,820	7,980	0.609	B	11,325	11,560	0.882	E
Sunset Avenue to 22nd Street	4	1	10,800	8,095	8,260	0.765	D	10,167	10,370	0.960	E
22nd Street to 8th Street	4	1	10,800	7,826	7,990	0.740	D	9,529	9,720	0.900	E
8th Street to Hargrave Street	4	1	10,800	7,547	7,700	0.713	D	9,227	9,420	0.872	D
Hargrave Street to Ramsey Street	4	0	9,200	6,980	7,120	0.774	D	8,530	8,700	0.946	E
<u>SR-60</u>											
Jack Rabbit Trail to I-10	2	1	6,200	2,854	2,910	0.469	B	5,897	6,020	0.971	E
WESTBOUND											
<u>Interstate 10</u>											
Cherry Valley Boulevard to Oak Valley Parkway	5	1	13,100	11,197	11,430	0.873	D	10,311	10,520	0.803	D
Oak Valley Parkway to SR-60	4	1	10,800	9,319	9,510	0.881	E	10,283	10,490	0.971	E
SR-60 to Beaumont Avenue	5	1	13,100	9,540	9,730	0.743	D	11,247	11,480	0.876	D
Beaumont Avenue to Pennsylvania Avenue	5	1	13,100	9,431	9,620	0.734	D	11,208	11,440	0.873	D
Pennsylvania Avenue to Highland Springs Avenue	5	1	13,100	9,983	10,190	0.778	D	11,953	12,200	0.931	E
Highland Springs Avenue to Sunset Avenue	5	1	13,100	8,701	8,880	0.678	B	11,645	11,880	0.907	E
Sunset Avenue to 22nd Street	5	1	13,100	7,695	7,850	0.599	B	10,793	11,010	0.840	D
22nd Street to 8th Street	4	1	10,800	6,980	7,120	0.659	B	10,351	10,560	0.978	E
8th Street to Hargrave Street	4	1	10,800	6,765	6,900	0.639	B	9,999	10,200	0.944	E
Hargrave Street to Ramsey Street	4	1	10,800	6,253	6,380	0.591	B	9,246	9,430	0.873	D
<u>SR-60</u>											
Jack Rabbit Trail to I-10	2	1	6,200	4,201	4,290	0.692	D	4,849	4,950	0.798	D

* Exceeds level of service standard

¹ Peak Hour Factor. PHF volume assumes a PHF of 0.98.

Note:

According to the CMP, the capacity of a mixed-flow lane is 2,300 vehicles per hour,
and the capacity of an HOV lane is 1,600 vehicles per hour.

Caltrans and USDOT's Research and Innovative Technology Administration (RITA) have numerous items on their websites highlighting the benefits and opportunities regarding ITS. A more detailed description of ITS follows:

Types of ITS –Caltrans identifies 16 types of ITS, divided in to two categories: Intelligent Infrastructure and Intelligent Vehicles. Intelligent Infrastructure are comprised of:

- Arterial Management
- Freeway Management
- Crash Prevention & Safety
- Road Weather Manage
- Roadway Operations & Maintenance
- Transit Management
- Traffic Incident Management
- Emergency Management
- Electronic Payment & Pricing
- Traveler Information
- Information Management
- Commercial Vehicle Operations
- Intermodal Freight

Intelligent Vehicles is comprised of:

- Collision Avoidance
- Driver Assistance
- Collision Notification

Intelligent infrastructure, specifically Arterial Management and Freeway Management are the most relevant for this region due to the qualities of the region, this, project and the benefits they produce. Benefits of implementing ITS measures include congestion reduction, reduced queuing, increased capacity, emission reductions, safety improvements, and reduced fuel consumption.

Arterial management systems manage traffic along arterial roadways, employing traffic detectors, traffic signals, and various means of communicating information to travelers. These systems make use of information collected by traffic surveillance devices to smooth the flow of traffic along travel corridors. They also disseminate important information about travel conditions to travelers via technologies such as dynamic message signs (DMS) or highway advisory radio (HAR).

There are six major ITS functions that make up freeway management systems:

- Traffic surveillance systems use detectors and video equipment to support the most advanced freeway management applications.
- Traffic control measures on freeway entrance ramps, such as ramp meters, can use sensor data to optimize freeway travel speeds and ramp meter wait times.
- Lane management applications can address the effective capacity of freeways and promote the use of high-occupancy commute modes.
- Special event transportation management systems can help control the impact of congestion at stadiums or convention centers. In areas with frequent events, large changeable destination signs or other lane control equipment can be installed. In areas with occasional or one-time events, portable equipment can help smooth traffic flow.
- Advanced communications have improved the dissemination of information to the traveling public. Motorists are now able to receive relevant information on location specific traffic conditions in a number of ways, including dynamic message signs, highway advisory radio, in-vehicle signing, or specialized information transmitted only to a specific set of vehicles.

Arterial management systems manage traffic along arterial roadways, employing traffic detectors, traffic signals, and various means of communicating information to travelers. These systems make use of information collected by traffic surveillance devices to smooth the flow of traffic along travel corridors. They also disseminate important information about travel conditions to travelers via technologies such as dynamic message signs (DMS) or highway advisory radio (HAR).

8.0 PROJECT CONTRIBUTION TO TOTAL NEW VOLUMES

The contribution of project increment traffic to total new traffic was determined for all study area intersections. Table AG summarizes the project contributions to study area intersections. Peak hour project traffic is the total project traffic volume at each study area intersection, as described in the Project Traffic section. The total new traffic is the difference between the General Plan Build-out year (2045) plus project traffic volumes and the existing peak hour traffic volumes. The project percentage of contribution to total new traffic is calculated by dividing the project increment by the total new traffic.

The contribution of project increment traffic to total new freeway traffic was determined for all study area freeway segments. Table AH summarizes the project contributions to study area freeway segments for the General Plan Build-out year conditions. The final project percentage of contribution for each direction is based on the project contribution in the worst-case (volume to capacity, or V/C) scenario between a.m. and p.m. peak hours.

Table AG- Project Contribution to Total New Traffic

Intersection	A.M. Peak Hour					P.M. Peak Hour					Worst Case
	Total Approach Volume		Total Growth	Project Trips	Project %	Total Approach Volume		Total Growth	Project Trips	Project %	
	Existing	2045				Existing	2045				
1 . I-10 Eastbound Ramps/San Timeteo Canyon Dr.	983	6,103	5,120	217	4.2%	1,097	7,063	5,966	311	5.2%	5.2%
2 . I-10 Westbound Ramps/Oak Valley Pkwy.	1,452	6,259	4,807	278	5.8%	1,290	7,514	6,224	360	5.8%	5.8%
3 . Elm Ave./Oak Valley Pkwy.-14th St.	1,024	3,194	2,170	371	17.1%	850	4,378	3,528	480	13.6%	17.1%
4 . Beaumont Ave./Oak Valley Pkwy.-14th St.	1,906	3,498	1,592	417	26.2%	1,661	4,308	2,647	540	20.4%	26.2%
5 . Beaumont Ave./8th St.	799	1,617	818	231	28.2%	991	3,123	2,132	300	14.1%	28.2%
6 . Beaumont Ave./I-10 Westbound Ramps	1,270	3,472	2,202	61	2.8%	1,582	4,828	3,246	49	1.5%	2.8%
7 . Beaumont Ave./I-10 Eastbound Ramps	1,946	3,521	1,575	93	5.9%	2,265	5,181	2,916	120	4.1%	5.9%
8 . Beaumont Ave./1st St.	2,337	3,687	1,350	93	6.9%	2,665	5,348	2,683	120	4.5%	6.9%
9 . Beaumont Ave./Westward Ave.	1,927	3,254	1,327	93	7.0%	2,158	4,634	2,476	120	4.8%	7.0%
10 . Lamb Canyon Rd./California Ave.	2,193	2,783	590	46	7.8%	2,435	3,630	1,195	60	5.0%	7.8%
11 . Palm Ave./Oak Valley Pkwy.-14th St.	1,201	2,897	1,696	462	27.2%	1,007	3,933	2,926	600	20.5%	27.2%
12 . Palm Ave./8th St.	558	1,517	959	324	33.8%	388	2,673	2,285	420	18.4%	33.8%
13 . Pennsylvania Ave./Oak Valley Pkwy.-14th St.	930	2,371	1,441	509	35.3%	781	3,310	2,529	660	26.1%	35.3%
14 . Pennsylvania Ave./8th St.	834	1,542	708	370	52.3%	725	3,286	2,561	480	18.7%	52.3%
15 . Pennsylvania Ave./I-10 Westbound Ramp	902	2,555	1,653	185	11.2%	1,129	3,440	2,311	240	10.4%	11.2%
16 . Pennsylvania Ave./I-10 Eastbound Ramp	847	2,209	1,362	185	13.6%	962	3,207	2,245	240	10.7%	13.6%
17 . Pennsylvania Ave./3rd St.	650	1,795	1,145	185	16.2%	809	2,745	1,936	240	12.4%	16.2%
18 . Cherry Ave./Oak Valley Pkwy.-14th St.	1,224	2,740	1,516	509	33.6%	913	3,635	2,722	660	24.2%	33.6%
19 . Starlight Ave/ Oak Valley Pkwy.-14th St.	706	2,040	1,334	601	45.1%	544	3,231	2,687	780	29.0%	45.1%
20 . Highland Springs Ave./Brookside Ave.	458	2,699	2,241	649	29.0%	422	4,371	3,949	840	21.3%	29.0%
21 . Highland Springs Ave./16th St.-Cougar Way	456	842	386	232	60.1%	420	1,374	954	300	31.4%	60.1%
22 . Highland Springs Ave./F St.	-	-	-	926	100.0%	-	-	-	1,200	100.0%	100.0%
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	762	3,037	2,275	1,664	73.1%	720	4,435	3,715	2,158	58.1%	73.1%
24 . Highland Springs Ave./Starlight Ave.-A St.	1,034	3,623	2,589	1,712	66.1%	1,108	5,076	3,968	2,219	55.9%	66.1%
25 . Highland Springs Ave./8th St.-Wilson St.	1,522	4,065	2,543	1,619	63.7%	1,625	5,537	3,912	2,100	53.7%	63.7%
26 . Highland Springs Ave./6th St.-Ramsey St.	1,917	5,254	3,337	1,342	40.2%	2,527	7,031	4,504	1,739	38.6%	40.2%
27 . Highland Springs Ave./I-10 Westbound Ramps	1,788	5,388	3,600	1,203	33.4%	2,576	5,603	3,027	1,559	51.5%	51.5%
28 . Highland Springs Ave./I-10 Eastbound Ramps	1,802	4,700	2,898	759	26.2%	2,754	5,053	2,299	1,132	49.2%	49.2%
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	835	3,060	2,225	277	12.4%	1,168	5,434	4,266	360	8.4%	12.4%
30 . Highland Springs Ave./Potrero Blvd.	293	2,042	1,749	184	10.5%	357	2,771	2,414	240	9.9%	10.5%
31 . C St.-Apex Ave./Wilson St.	626	2,054	1,428	693	48.5%	657	3,048	2,391	900	37.6%	48.5%
32 . Highland Home Rd./Northern Loop	-	-	-	971	100.0%	-	-	-	1,259	100.0%	100.0%
33 . Highland Home Rd./Beaumont Rd.-G St	-	-	-	649	100.0%	-	-	-	840	100.0%	100.0%
34 . Highland Home Rd./F St.	-	-	-	879	100.0%	-	-	-	1,140	100.0%	100.0%
35 . Highland Home Rd./D St.	-	-	-	1,203	100.0%	-	-	-	1,560	100.0%	100.0%
36 . Highland Home Rd./Wilson St.	628	3,543	2,915	1,386	47.5%	690	5,326	4,636	1,800	38.8%	47.5%
37 . Highland Home Rd./Ramsey St.	589	2,228	1,639	740	45.1%	868	4,031	3,163	960	30.4%	45.1%
38 . Sunset Ave./Wilson St.	730	3,096	2,366	510	21.6%	799	5,030	4,231	660	15.6%	21.6%
39 . Sunset Ave./Ramsey St.	1,069	3,827	2,758	555	20.1%	1,349	6,240	4,891	720	14.7%	20.1%
40 . Sunset Ave./I-10 Westbound Ramps	668	3,539	2,871	370	12.9%	809	4,464	3,655	480	13.1%	13.1%
41 . Sunset Ave./I-10 Eastbound Ramps	446	2,924	2,478	322	13.0%	577	3,923	3,346	374	11.2%	13.0%
42 . Sunrise Ave./Wilson St.	436	1,580	1,144	417	36.5%	435	3,179	2,744	540	19.7%	36.5%
43 . 16th St./Wilson St.	405	1,226	821	324	39.5%	409	2,754	2,345	420	17.9%	39.5%
44 . 8th St./Wilson St.	820	1,701	881	231	26.2%	626	3,042	2,416	300	12.4%	26.2%
45 . 8th St./Ramsey St.	1,236	2,464	1,228	92	7.5%	1,551	3,809	2,258	120	5.3%	7.5%
46 . 8th St./I-10 Westbound Ramps	1,086	2,711	1,625	109	6.7%	1,130	3,269	2,139	155	7.2%	7.2%
47 . 8th St./I-10 Eastbound Ramps	952	2,517	1,565	107	6.8%	912	3,120	2,208	109	4.9%	6.8%
48 . 4th St./Wilson St.	436	1,631	1,195	231	19.3%	368	2,809	2,441	300	12.3%	19.3%
49 . San Gorgonio Ave./Wilson St.	507	1,644	1,137	231	20.3%	449	2,956	2,507	300	12.0%	20.3%

Note: At project driveways, which are new intersections, project traffic contribution is 100% since the intersection would not exist without the project.

Table AH - Project Contribution to Total New Freeway Traffic Volumes

Freeway Segments	A.M. Peak Hour					P.M. Peak Hour					Worse Case Project % ²
	Exist. Vol.	GPBO ¹ Plus Proj. Vol.	Total Growth	Project Trips	Project %	Exist. Vol.	GPBO ¹ Plus Proj. Vol.	Total Growth	Project Trips	Project %	
EASTBOUND											
Interstate 10											
Cherry Valley Boulevard to Oak Valley Parkway	5,135	6,530	1,395	79	5.7%	5,448	11,840	6,392	176	2.8%	2.8%
Oak Valley Parkway to SR-60	5,099	6,638	1,539	47	3.1%	5,331	10,428	5,097	106	2.1%	2.1%
SR-60 to Beaumont Avenue	6,202	7,159	957	174	18.2%	6,175	11,659	5,484	388	7.1%	7.1%
Beaumont Avenue to Pennsylvania Avenue	6,264	7,032	768	206	26.8%	6,547	11,322	4,775	458	9.6%	9.6%
Pennsylvania Avenue to Highland Springs Avenue	7,591	7,924	333	206	61.9%	7,857	12,233	4,376	458	10.5%	10.5%
Highland Springs Avenue to Sunset Avenue	7,325	7,820	495	91	18.4%	7,559	11,325	3,766	74	2.0%	2.0%
Sunset Avenue to 22nd Street	7,164	8,095	931	244	26.2%	7,321	10,167	2,846	198	7.0%	7.0%
22nd Street to 8th Street	6,992	7,826	834	183	21.9%	7,128	9,529	2,401	148	6.2%	6.2%
8th Street to Hargrave Street	6,821	7,547	726	91	12.5%	6,955	9,227	2,273	74	3.3%	3.3%
Hargrave Street to Ramsey Street	6,303	6,980	678	91	13.4%	6,425	8,530	2,105	74	3.5%	3.5%
SR-60											
Jack Rabbit Trail to I-10	2,181	2,854	673	127	18.9%	2,440	5,897	3,457	282	8.2%	8.2%
WESTBOUND											
Interstate 10											
Cherry Valley Boulevard to Oak Valley Parkway	4,219	11,197	6,978	152	2.2%	4,296	10,311	6,015	124	2.1%	2.2%
Oak Valley Parkway to SR-60	4,088	9,319	5,231	91	1.7%	4,263	10,283	6,020	74	1.2%	1.2%
SR-60 to Beaumont Avenue	4,496	9,540	5,044	335	6.6%	5,299	11,247	5,948	272	4.6%	4.6%
Beaumont Avenue to Pennsylvania Avenue	4,534	9,431	4,897	396	8.1%	5,396	11,208	5,812	321	5.5%	5.5%
Pennsylvania Avenue to Highland Springs Avenue	5,946	9,983	4,037	396	9.8%	6,242	11,953	5,711	321	5.6%	5.6%
Highland Springs Avenue to Sunset Avenue	5,693	8,701	3,008	47	1.6%	6,028	11,645	5,617	106	1.9%	1.9%
Sunset Avenue to 22nd Street	5,508	7,695	2,187	127	5.8%	5,842	10,793	4,951	282	5.7%	5.7%
22nd Street to 8th Street	5,350	6,980	1,630	95	5.8%	5,695	10,351	4,656	212	4.6%	4.6%
8th Street to Hargrave Street	5,220	6,765	1,545	47	3.0%	5,557	9,999	4,442	106	2.4%	2.4%
Hargrave Street to Ramsey Street	4,822	6,253	1,431	47	3.3%	5,134	9,246	4,112	106	2.6%	2.6%
SR-60											
Jack Rabbit Trail to I-10	2,019	4,201	2,182	244	11.2%	1,536	4,849	3,313	198	6.0%	6.0%

[^] The interchange on Pennsylvania Avenue is expected to be upgraded to a full diamond interchange before General Plan build-out year.

¹ GPBO: General Plan Build-out

² Project Contribution Percentage (%) based on project contribution in the worse case (V/C) scenario between a.m. and p.m. peak hours.

9.0 INTERSECTION IMPROVEMENTS FOR CITY OF BANNING: LOS D

Since the City of Beaumont and the County of Riverside uses LOS D as the threshold of acceptability in community development areas, a separate analysis with LOS D as standard has been performed for intersections in the City of Banning having LOS C standard for project opening years and General Plan Build-out conditions. The following improvements are required to maintain an LOS D standard at these intersections. (Intersections having same mitigations for both LOS C and LOS D standards have not been listed.)

9.1 Existing Plus Project Mitigation Requirements for LOS D

The following circulation mitigations are required to mitigate levels of service for study intersections to pre-project conditions or better to meet LOS D criteria:

- **Highland Springs Avenue/F Street:** Install a traffic signal.
- **Highland Springs Avenue/Oak Valley Parkway-14th Street-B Street:** Add one westbound left-turn lane and one dedicated northbound right-turn lane ~~and one northbound left-turn lane.~~
- **Highland Springs Avenue/Starlight Avenue-A Street:** Install a traffic signal. Add one northbound through lane, one southbound left-turn lane, one southbound through lane, and one westbound left-turn lane.
- **Highland Springs Avenue/8th Street-Wilson Street:** Add one northbound through lane ~~and one westbound left-turn lane.~~
- **C Street-Apex Avenue/Wilson Street:** Install a traffic signal and add an eastbound left-turn lane.
- **Highland Home Road/Northern Loop:** Install a traffic signal.
- **Highland Home Road/D Street:** Install a traffic signal.
- **Highland Home Road/Wilson Street:** Install a traffic signal. Add one southbound left-turn lane.
- **Sunset Avenue/Wilson Street:** Install a traffic signal.

A level of service analysis was conducted to evaluate existing plus project with mitigations for LOS D traffic operations at the study area intersections during the a.m. and p.m. peak hours. The results of the analysis are summarized in Table AI. Level of service worksheets are included in Appendix C. As shown in Table AI, all study area intersections are projected to operate at LOS D or better. Previously referenced Figure 29 illustrates the resulting intersection geometric with the identified mitigations.

A signal warrant analysis was conducted for this scenario to determine if a signal is warranted at any of the study area intersections where a signal has been recommended as mitigation. As shown in Appendix G, all intersections where a signal has been recommended as mitigation warrant signals. Thus, the proposed mitigation measure at these intersections are consistent with the signal warrant analysis using the MUTCD Section 4C.04 Warrant 3-B (2003 Edition) Peak Hour Signal Warrant criteria.

Table AI - Existing Plus Project With Mitigations Intersection Levels of Service for LOS D

Intersection	Control	LOS STD.	A.M. Peak Hour			P.M. Peak Hour		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
22 . Highland Springs Ave./F St.	Signal	D	0.61	20.5	C	0.79	21.3	C
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	D	0.96	43.6	D	0.85	33.9	C
24 . Highland Springs Ave./Starlight Ave.-A St.	Signal	D	0.85	31.8	C	0.87	30.9	C
25 . Highland Springs Ave./8th St.-Wilson St.	Signal	D	0.88	39.2	D	0.88	33.3	C
31 . C St.-Apex Ave./Wilson St.	Signal	D	0.72	27.6	C	0.78	28.9	C
32 . Highland Home Rd./Northern Loop	Signal	D	0.52	18.9	B	0.65	21.2	C
33 . Highland Home Rd./Beaumont Rd.-G St	TWSC	D	-	12.7	B	-	16.7	C
34 . Highland Home Rd./F St.	TWSC	D	-	12.7	B	-	11.5	B
35 . Highland Home Rd./D St.	Signal	D	0.49	14.2	B	0.81	15.2	B
36 . Highland Home Rd./Wilson St.	Signal	D	0.56	28.3	C	0.83	34.4	C
38 . Sunset Ave./Wilson St.	Signal	D	0.66	13.1	B	0.68	18.4	B

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

AWSC=All-Way Stop Control

9.2 Year 2022 Plus Project (Phase I) With Mitigations for LOS D

The following circulation mitigations are required to mitigate levels of service for study intersections to pre-project conditions or better to meet LOS D criteria:

- **Highland Springs Avenue/Starlight Avenue-A Street:** Install a traffic signal. Add one northbound through lane, one southbound through lane, and one southbound left-turn lane.
- **Highland Springs Avenue/8th Street-Wilson Street:** Add one northbound through lane.
- **C Street-Apex Avenue/Wilson Street:** Install a traffic signal.
- **Highland Home Road/Northern Loop:** Install a traffic signal.
- **Highland Home Road/Beaumont Road-G Street:** Install a traffic signal.
- **8th Street/Wilson Street:** Install a traffic signal.

A level of service analysis was conducted to evaluate year 2022 plus project with mitigations for LOS D traffic operations at the study area intersections during the a.m. and p.m. peak hours. The results of the analysis are summarized in Table AJ. Level of service worksheets are included in Appendix C. As shown in Table AJ, all study area intersections are projected to operate at LOS D or better. Previously referenced Figure 30 illustrates the resulting intersection geometric with the identified mitigations.

A signal warrant analysis was conducted for this scenario to determine if a signal is warranted at any of the study area intersections where a signal has been recommended as mitigation. As shown in Appendix G, all intersections where a signal has been recommended as mitigation warrant signals. Thus, the proposed mitigation measure at these intersections are consistent with the signal warrant analysis using the MUTCD Section 4C.04 Warrant 3-B (2003 Edition) Peak Hour Signal Warrant criteria.

9.3 Year 2032 Plus Project (Phases I and II) With Mitigations for LOS D

The following circulation mitigations are required to mitigate levels of service for study intersections to pre-project conditions in addition to the proposed year 2022 plus project mitigation measures:

- **Highland Springs Avenue/F Street:** Install a traffic signal.
- **Highland Springs Avenue/Oak Valley Parkway-14th Street:** Add one northbound left-turn lane.
- **Highland Springs Avenue/Starlight Avenue-A Street:** Install a traffic signal. Add ~~one eastbound right-turn lane with overlap phasing and one westbound left-turn lane.~~
- **C Street-Apex Avenue/Wilson Street:** Add one eastbound left-turn lane.
- **Highland Home Road/Northern Loop:** Add one northbound left-turn lane ~~and one southbound through lane.~~
- **Highland Home Road/Beaumont Road-G Street:** Add one southbound left-turn lane, ~~a northbound through lane and a westbound left-turn lane.~~

Table AJ - Year 2022 Plus Project (Phase I) With Mitigations Intersection Levels of Service for LOS D

Intersection	Control	LOS STD.	A.M. Peak Hour			P.M. Peak Hour		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
22 . Highland Springs Ave./F St.	TWSC	D	-	22.2	C	-	33.9	D
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	D	0.56	26.6	C	0.72	26.8	C
24 . Highland Springs Ave./Starlight Ave.-A St.	Signal	D	0.67	29.6	C	0.74	33.3	C
25 . Highland Springs Ave./8th St.-Wilson St.	Signal	D	0.69	32.9	C	0.73	32.6	C
31 . C St.-Apex Ave./Wilson St.	Signal	D	0.46	10.1	B	0.68	9.8	A
32 . Highland Home Rd./Northern Loop	Signal	D	0.40	16.1	B	0.53	14.6	B
33 . Highland Home Rd./Beaumont Rd.-G St	Signal	D	0.42	19.7	B	0.64	16.6	B
44 . 8th St./Wilson St.	Signal	D	0.41	23.7	C	0.55	24.5	C

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

AWSC=All-Way Stop Control

- **Highland Home Road/D Street:** Install a traffic signal.
- **16th Street/Wilson Street:** Install a traffic signal.

A level of service analysis was conducted to evaluate year 2032 plus project with mitigations for LOS D traffic operations at the study area intersections during the a.m. and p.m. peak hours. The results of the analysis are summarized in Table AK. Level of service worksheets are included in Appendix C. As shown in Table AK, all study area intersections are projected to operate at LOS D or better. Previously referenced Figure 31 illustrates the resulting intersection geometric with the identified mitigations.

A signal warrant analysis was conducted for this scenario to determine if a signal is warranted at any of the study area intersections where a signal has been recommended as mitigation. As shown in Appendix G, all intersections where a signal has been recommended as mitigation warrant signals. Thus, the proposed mitigation measure at these intersections are consistent with the signal warrant analysis using the MUTCD Section 4C.04 Warrant 3-B (2003 Edition) Peak Hour Signal Warrant criteria.

9.4 Year 2042 Plus Project (Phase III) With Mitigations for LOS D

The following circulation mitigations are required recommended to mitigate levels of service for study intersections to pre-project conditions in addition to the proposed year 2032 plus project mitigation measures:

- **Highland Springs Avenue/16th Street-Cougar Way:** Install a traffic signal.
- **Highland Springs Avenue/Oak Valley Parkway-14th Street-B Street:** Add ~~one northbound through lane,~~ one northbound right-turn lane and one southbound through lane.
- **Highland Springs Avenue/Starlight Avenue-A Street:** Add ~~one northbound left-turn lane,~~ one northbound right-turn lane and one southbound right-turn lane, ~~and one eastbound left-turn lane.~~
- **C Street-Apex Avenue/Wilson Street:** Add one eastbound through lane, one westbound right-turn lane, and one westbound through lane.
- **Highland Home Road/D Street:** Add one northbound left-turn lane and one northbound through lane.

A level of service analysis was conducted to evaluate year 2042 plus project with mitigations for LOS D traffic operations at the study area intersections during the a.m. and p.m. peak hours. The results of the analysis are summarized in Table AL. Level of service worksheets are included in Appendix C. As shown in Table AL, all study area intersections are projected to operate at LOS D or better. Previously referenced Figure 32 illustrates the resulting intersection geometric with the identified mitigations.

A signal warrant analysis was conducted for this scenario to determine if a signal is warranted at any of the study area intersections where a signal has been recommended as mitigation. As shown in Appendix G, all intersections where a signal has been recommended as mitigation warrant signals. Thus, the

Table AK - Year 2032 Plus Project (Phases I and II) With Mitigations Intersection Levels of Service for LOS D

Intersection	Control	LOS STD.	A.M. Peak Hour			P.M. Peak Hour		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
22 . Highland Springs Ave./F St.	Signal	D	0.56	20.2	C	0.80	20.7	C
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	D	0.74	31.3	C	0.77	34.8	C
24 . Highland Springs Ave./Starlight Ave.-A St.	Signal	D	0.87	39.7	D	0.87	40.2	D
31 . C St.-Apex Ave./Wilson St.	Signal	D	0.74	21.5	C	0.83	24.1	C
32 . Highland Home Rd./Northern Loop	Signal	D	0.60	25.4	C	0.98	47.9	D
33 . Highland Home Rd./Beaumont Rd.-G St	Signal	D	0.49	22.3	C	0.90	38.9	D
34 . Highland Home Rd./F St.	TWSC	D	-	16.1	C	-	14.9	B
35 . Highland Home Rd./D St.	Signal	D	0.56	10.4	B	0.91	17.5	B
43 . 16th St./Wilson St.	Signal	D	0.20	7.3	A	0.39	9.3	A

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

Table AL - Year 2042 Plus Project (Phase III) With Mitigations Intersection Levels of Service for LOS D

Intersection	Control	LOS STD.	A.M. Peak Hour			P.M. Peak Hour		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
21 . Highland Springs Ave./16th St.-Cougar Way	Signal	D	0.31	4.6	A	0.51	13.7	B
22 . Highland Springs Ave./F St.	Signal	D	0.61	20.9	C	0.96	33.0	C
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	D	0.66	29.9	C	0.87	38.9	D
24 . Highland Springs Ave./Starlight Ave.-A St.	Signal	D	0.93	43.5	D	0.95	46.6	D
31 . C St.-Apex Ave./Wilson St.	Signal	D	0.65	25.9	C	0.74	25.1	C
32 . Highland Home Rd./Northern Loop	Signal	D	0.77	42.7	D	0.95	42.1	D
33 . Highland Home Rd./Beaumont Rd.-G St	Signal	D	0.86	52.9	D	0.97	52.2	D
34 . Highland Home Rd./F St.	TWSC	D	-	33.4	D	-	23.6	C
35 . Highland Home Rd./D St.	Signal	D	0.78	14.3	B	0.86	13.5	B
43 . 16th St./Wilson St.	Signal	D	0.27	6.9	A	0.52	10.4	B

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

proposed mitigation measure at these intersections are consistent with the signal warrant analysis using the MUTCD Section 4C.04 Warrant 3-B (2003 Edition) Peak Hour Signal Warrant criteria.

9.5 General Plan Build-Out Year Plus Project With Mitigations for LOS D

The following improvements are required to maintain an LOS standard of D in the City of Banning:

- **Highland Springs Avenue/16th Street:** Install a traffic signal.
- **Highland Springs Avenue/F Street:** Install a traffic signal.
- **Highland Springs Avenue/Oak Valley Parkway:** Add one northbound through lane, one northbound left-turn lane, and one southbound through lane.
- **Highland Springs Avenue/Starlight Avenue-A Street:** Install a traffic signal. Add ~~one northbound left-turn lane~~, one northbound through lane, one northbound right-turn lane with overlap phasing, one southbound left-turn lane, one southbound through lane, one southbound right-turn lane, ~~one eastbound left-turn lane~~, one eastbound right-turn lane with overlap phasing, and one westbound left-turn lane.
- **Highland Springs Avenue/8th Street-Wilson Street:** Add one northbound through lane, one southbound right-turn lane, one southbound left-turn lane, ~~one westbound left-turn lane~~, one eastbound right-turn lane, and ~~add overlap phasing to the~~ one westbound right-turn lane.
- **Highland Springs Avenue/1st Street-Sun Lakes Boulevard:** Add ~~one northbound through lane~~, one northbound right-turn lane with overlap phasing, one southbound left-turn lane, one eastbound right-turn lane with overlap phasing, one westbound left-turn lane, convert westbound through/left-turn lane to westbound through lane, and convert the westbound free right-turn lane to a right-turn lane.
- **Highland Springs Avenue/Potrero Boulevard:** Install a traffic signal.
- **C Street-Apex Avenue/Wilson Street:** Install a traffic signal. Add one eastbound left-turn lane ~~one eastbound through lane~~, and one westbound through lane.
- **Highland Home Road/Northern Loop:** Install a traffic signal. Add one northbound left-turn lane ~~one northbound through lane~~, and one southbound through lane, ~~and one southbound right-turn lane~~.
- **Highland Home Road/Beaumont Road-G Street:** Install a traffic signal. Add one northbound through lane, one northbound right-turn lane, one southbound left-turn lane, and one westbound left-turn lane.
- **Highland Home Road/F Street:** Install a traffic signal. Add one northbound left-turn lane.
- **Highland Home Road/D Street:** Install a traffic signal. Add one northbound left-turn lane.
- **Highland Home Road/Wilson Street:** Install a traffic signal. Add one northbound through lane, two southbound left-turn lanes, one southbound through lane, and one westbound right-turn lane with overlap phasing.
- **Sunset Avenue/Wilson Street:** Install a traffic signal. Add one northbound left-turn lane, one northbound through lane, one southbound left-turn lane, one southbound through lane, one southbound right-turn lane with overlap phasing, one eastbound left-turn lane, one

- eastbound through lane, ~~one eastbound right-turn lane~~, one westbound left-turn lane, one westbound through lane, and one westbound right-turn lane with overlap phasing.
- **Sunrise Avenue/Wilson Street:** Install a traffic signal. Add one eastbound through/left-turn lane and convert westbound right-turn lane to add one westbound through/right-turn lane.
 - **16th Street/Wilson Street:** Install a traffic signal.
 - **8th Street/Wilson Street:** Install a traffic signal. Add one northbound left-turn lane, one southbound left-turn lane, and one westbound right-turn lane.
 - **4th Street/Wilson Street:** Install a traffic signal.
 - **San Gorgonio Avenue/Wilson Street:** Install a traffic signal. Add one eastbound left-turn lane, one eastbound through lane, and one westbound through/left-turn lane.

A level of service analysis was conducted to evaluate General Plan Build-out year plus project with mitigations for LOS D traffic operations at the study area intersections during the a.m. and p.m. peak hours. The results of the analysis are summarized in Table AM. Level of service worksheets are included in Appendix C. As shown in Table AM, all study area intersections are projected to operate at LOS D or better. Previously referenced Figure 33 illustrates the resulting intersection geometric with the identified mitigations.

A signal warrant analysis was conducted for this scenario to determine if a signal is warranted at any of the study area intersections where a signal has been recommended as mitigation. As shown in Appendix G, all intersections where a signal has been recommended as mitigation warrant signals. Thus, the proposed mitigation measure at these intersections are consistent with the signal warrant analysis using the MUTCD Section 4C.04 Warrant 3-B (2003 Edition) Peak Hour Signal Warrant criteria.

As noted earlier, the improvements required to maintain satisfactory levels of service for study area intersections are in conformance with the City of Banning General Plan Circulation Element (updated June 2005), City of Beaumont General Plan Circulation Element (revised December 2004), and the Pass Area Circulation Plan, which is part of the RCIP.

Per Riverside County guidelines, this TIA addresses some of the safety and operational issues as stated in the intersection improvements sections. Other safety and operational issues (e.g., parking restrictions, sight distance studies) are typically analyzed in focused traffic studies and are therefore not included in this report.

10.0 PROPOSED INTERSECTION IMPROVEMENTS – FUNDING PROGRAMS/SOURCES

Infrastructure improvements are needed to accommodate the projected population growth in the Pass Area region. As a part of the infrastructure improvements, several roadway segments, freeway interchanges, and intersections will have to be improved to accommodate the corresponding growth in traffic in the future. Several funding mechanisms/programs, both regional and local, have been developed by jurisdictions to address the long-term transportation infrastructure needs for the region. Typically, these programs collect a mitigation fee for a listed set of improvements along roadway

Table AM - General Plan Build-out Year Plus Project With Mitigations Intersection Levels of Service for LOS D

Intersection	Control	LOS STD.	A.M. Peak Hour			P.M. Peak Hour		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
21 . Highland Springs Ave./16th St.-Cougar Way	Signal	D	0.30	3.9	A	0.51	12.8	B
22 . Highland Springs Ave./F St.	Signal	D	0.61	21.0	C	0.97	35.3	D
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Signal	D	0.69	30.0	C	0.75	30.3	C
24 . Highland Springs Ave./Starlight Ave.-A St.	Signal	D	0.95	46.6	D	0.98	52.0	D
25 . Highland Springs Ave./8th St.-Wilson St.	Signal	D	0.76	31.5	C	0.99	48.4	D
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	Signal	D	0.75	29.8	C	0.95	46.7	D
30 . Highland Springs Ave./Potrero Blvd.	Signal	D	0.45	21.9	C	0.56	18.8	B
31 . C St.-Apex Ave./Wilson St.	Signal	D	0.66	25.8	C	0.97	47.1	D
32 . Highland Home Rd./Northern Loop	Signal	D	0.80	43.1	D	0.85	34.5	C
33 . Highland Home Rd./Beaumont Rd.-G St	Signal	D	0.69	32.3	C	0.98	52.6	D
34 . Highland Home Rd./F St.	Signal	D	0.79	24.1	C	0.82	24.6	C
35 . Highland Home Rd./D St.	Signal	D	0.81	14.9	B	0.89	15.0	B
36 . Highland Home Rd./Wilson St.	Signal	D	0.69	25.2	C	0.84	33.4	C
38 . Sunset Ave./Wilson St.	Signal	D	0.75	31.2	C	0.99	52.4	D
42 . Sunrise Ave./Wilson St.	Signal	D	0.40	11.1	B	0.79	20.3	C
43 . 16th St./Wilson St.	Signal	D	0.29	6.4	A	0.55	10.1	B
44 . 8th St./Wilson St.	Signal	D	0.58	23.0	C	0.91	34.2	C
48 . 4th St./Wilson St.	Signal	D	0.69	18.6	B	0.95	25.7	C
49 . San Gorgonio Ave./Wilson St.	Signal	D	0.76	41.4	D	0.94	40.4	D

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

TWSC = Two-Way Stop Control

AWSC=All-Way Stop Control

For TWSC intersections, reported delay is for worst-case approach.

segments, interchanges, and intersections. The following are the fee programs that include the roadway segments, interchanges, and intersections in the study area for the proposed project:

- The Western Riverside Council of Governments (WRCOG), Transportation Uniform Mitigation Fee (TUMF);
- City of Beaumont Road and Bridge Fee;
- City of Beaumont Traffic Signal, Railroad Crossing and Fire Station Impact Mitigation Fee; and
- City of Banning Development Impact Fee (specifically the Traffic Control Facility Fee).

The City of Banning's General Plan (GP) and supporting Environmental Impact Report (EIR) contains City commitments (i.e., mitigation measures) for assuring that acceptable levels of service are maintained and currently accounts for the development of the existing Deutsch Specific Plan, which is consistent with the density and intensity of land uses for the proposed Butterfield Specific Plan project. Policy 3 and Program 3A of the GP Circulation Element provide that the City Public Works Department shall establish and maintain a 5-year Capital Improvement Program (CIP) and update it annually. Program 4B provides that the City will aggressively pursue the addition of Banning projects to the TUMF program. Policy 6 and Program 6B provide that the City will maintain peak hour LOS C or better on all local intersections, except those on Ramsey Street and at I-10 interchanges, where LOS D or better shall be maintained and that the City will periodically review current traffic volumes and the actual pattern of development to coordinate, program and, as necessary, revise road improvements. Policy 7 provides that new development proposals shall pay their fair share for the improvement of streets within and surrounding their projects on which they have an impact, including roadways, bridges, grade separations, and traffic signals.

10.1 WRCOG Transportation Uniform Mitigation Fee (TUMF)¹

The underlying purpose of the TUMF program is "the need to establish a comprehensive funding source to mitigate the cumulative regional transportation impacts of new development on regional arterial highways." As new development occurs in western Riverside County, the cumulative transportation impacts of this new development are reflected in increased demand for transportation infrastructure leading to decreased levels of service, increased delay and increased congestion on regional transportation facilities, and an overall decline in regional mobility. Therefore, the need to invest in additional transportation infrastructure to meet the increased travel demand and to sustain pre-development traffic conditions to "keep traffic flowing" represents the fundamental premise of the TUMF program.

Under the TUMF program, a network of both backbone roadways and freeway interchanges that connect to the backbone roadways are identified. Within the City of Banning, the following roadway segments are included in the TUMF program and are proposed to be improved:

- **8th Street between Wilson Street and I-10:** Widen to a 2-lane facility;

¹ Source: Transportation Uniform Mitigation Fee 10-Year Strategic Plan and Transportation Improvement Program Development Guidelines (Updated November 15, 2006, and Amended June 05, 2007) and WRCOG TUMF Nexus Study – 2009 Program Update.

- **Highland Springs Avenue between Cherry Valley Boulevard and Wilson Street:** Widen to a 4-lane facility;
- **Highland Springs Avenue between Wilson Street and Sun Lakes Boulevard:** Widen to a 6-lane facility;
- **Ramsey Street between Highland Springs Avenue and 8th Street:** Widen to a 4-lane facility;
- **Sun Lakes Boulevard between Highland Springs Avenue and Highland Home Road:** Widen to a 4-lane facility;
- **Sun Lakes Boulevard between Highland Home Road and Sunset Avenue:** Widen to a 2-lane facility; and
- **Wilson Street between Highland Springs Avenue and 8th Street:** Widen to a 4-lane facility.

The Highland Springs Avenue and Sunset Avenue interchanges with I-10 are also included in the TUMF program. It should be noted that a typical roadway standard for TUMF network improvements assumes the following standard design characteristics that are generally consistent with the minimum statutory requirements for roadway capacity expansion in the region:

- 12-foot wide asphalt concrete roadway lanes;
- 14-foot painted median (or center left-turn lane);
- 4-foot wide paved shoulder/bike lanes (on the roadway);
- Curb and gutter with accompanying roadway storm water drainage; and
- 6-foot wide sidewalks.

The unit cost values for the TUMF were developed for various eligible improvement types that all provide additional capacity needed to mitigate the cumulative regional traffic impacts of new development to facilities on the regional system of highways and arterials. Eligible improvement types include:

- Construction of additional network roadway lanes;
- Construction of new network roadway segments;
- Expansion of existing network bridge structures;
- Construction of new network bridge structures;
- Expansion of existing network interchanges with freeways;
- Construction of new network interchanges with freeways;
- Grade separation of existing network at-grade railroad crossings; and
- Expansion of existing network-to-network intersections.

The roadway improvements in excess of the typical roadway standard (as described above) may not be eligible for TUMF. Where improvements in excess of the typical roadway standard are to be

implemented, the equivalent value for implementing the typical roadway standard will be eligible for funding as part of the TUMF program.

Several intersections along the TUMF network roadway are included in the Butterfield Specific Plan Traffic Impact Analysis.

10.2 City of Beaumont Road and Bridge Fee¹

The transportation facility fee known as the Beaumont Road and Bridge Fee was developed to fund the design, construction, and upgrade of certain transportation facilities necessary to serve future development in the City. The facilities to be funded by the transportation facility fee are listed below:

- SR-60/Potrero Boulevard Interchange;
- I-10/Oak Valley Parkway Interchange;
- I-10/SR-79 Interchange;
- I-10/Highland Springs Avenue Interchange;
- I-10/Pennsylvania Avenue Interchange;
- Potrero Boulevard between Oak Valley Parkway and 1st Street;
- Beaumont Avenue (SR-79) between 6th Street and Westward Avenue;
- Pennsylvania Avenue between 6th Street and 1st Street; and
- Highland Springs Avenue between 6th Street and 1st Street.

Even though the portion of Oak Valley Parkway between Highland Springs and the western boundary of the City of Beaumont is not currently included in the Beaumont Road and Bridge Fee program, it was previously included in the TUMF program and has been widening to its ultimate cross-section within the City of Beaumont. The ultimate build-out of the transportation facilities listed above are planned to be consistent with the Circulation Element of the City of Beaumont's General Plan. All the I-10 interchanges listed above were included in the Butterfield Specific Plan Traffic Impact Analysis.

10.3 City of Beaumont Traffic Signal, Railroad Crossing and Fire Station Impact Mitigation Fee²

The ordinance for establishing the traffic signal, railroad crossing, and fire station impact mitigation fee included the establishment separate fee account for Traffic Signal Mitigation and the fees collected in this account would be expended solely for the purchase and installation of traffic signals at intersections throughout the City. The ordinance does not list the intersections but has included a total of 65 locations within the City that will require signalization in the future. All major

¹ Resolution of the City of Beaumont Amending the Beaumont Road and Bridge Area Benefit District Transportation Facility Fee (Resolution No. 2008-44) – November 2008.

² An Ordinance of the City Council of the City of Beaumont Establishing Traffic Signal and Railroad Crossing Mitigation Fees, September 1999 (Ordinance no. 794).

intersections (collector-to-collector) within the City would be included in the Traffic Signal Mitigation Fee.

10.4 City of Banning Development Impact (Traffic Control) Fee¹

The City of Banning has developed individual impact fees for five infrastructure categories, which are combined together under one fee known as the Development Impact Fee. The five infrastructure categories are as follows:

- Traffic/Control;
- Fire/Emergency Services;
- Police;
- General Government; and
- Parks and Recreation.

The Traffic/Control Development Impact Fees were derived using a plan-based methodology, which incorporates planned capacity and signalization improvements for 2005 to 2025 time-period. The signalization of the following intersections is included in the traffic control portion of the development fees:

- Lincoln Street/San Gorgonio Avenue;
- Lincoln Street/8th Street;
- Lincoln Street/Hargrave Street;
- Lincoln Street/22nd Street;
- Highland Home Road/Westward Avenue;
- Highland Home Road/Ramsey Street;
- Highland Home Road/Wilson Street;
- Highland Home Road/Sun Lakes Boulevard;
- Highland Springs Avenue/Wilson Street;
- Westward Avenue/San Gorgonio Avenue;
- Westward Avenue/Sunset Avenue;
- Westward Avenue/22nd Street;
- Westward Avenue/8th Street;
- Sunset Avenue/Lincoln Street;
- Sunset Avenue/Wilson Street;
- San Gorgonio Avenue/Wilson Street;

¹ City of Banning Development Impact Fee, June 2006.

- Ramsey Street/16th Street;
- 8th Street/Wilson Street;
- Jacinto View Road/Highland Home Road;
- Hargrave Street/Westward Avenue;
- Highland Springs Avenue/Sun Lakes Boulevard;
- Wilson Street/Mountain Avenue; and
- Wilson Street/Oregon Trail.

Of the intersections listed above, eight intersections were included in the Butterfield Specific Plan Traffic Impact Analysis. The City has initiated an update to this fee to include the signalization and improvements at the following additional intersections:

- Highland Springs Avenue/16th Street-Cougar Way;
- Highland Springs Avenue/F Street;
- Highland Springs Avenue/Starlight Avenue;
- Highland Home Road/Northern Loop;
- Highland Home Road/Beaumont Avenue;
- Highland Home Road/F street;
- Highland Home Road/D Street;
- Highland Home Road/Wilson Street;
- Highland Home Road/Ramsey Street;
- Sunset Avenue/Wilson Street;
- Sunset Avenue/Ramsey Street;
- Sunrise Avenue/Wilson Street;
- 16th Street/Wilson Street;
- 8th Street/I-10 Westbound Ramps;
- 8th Street/I-10 Eastbound Ramps;
- 4th Street/Wilson Street;
- San Gorgonio Avenue/Wilson Street;
- Sunset Avenue/Lincoln Street;
- 8th Street/Ramsey Street;
- 8th Street/Lincoln Street;
- Hargrave Street/Ramsey Street;
- Hargrave Street/I-10 Westbound Ramps;

- Hargrave Street/I-10 Eastbound Ramps;
- Hargrave Street/Lincoln Street; and
- Fields Road/I-10 Westbound Ramps.

Table AN summarizes funding sources for the improvements in the existing plus project (Phase III) and General Plan Build-out plus project scenarios for intersections in multiple jurisdictions at LOS C conditions. Table AO lists the summary of funding sources for the improvements in the existing plus project (Phase III) and General Plan Build-out plus project scenarios for intersections in multiple jurisdictions at LOS D conditions.

11.0 INTERNAL CIRCULATION

Previously referenced Figure 2 illustrates the internal street network for the proposed Butterfield Specific Plan. The street network that comprises these major streets has seven internal intersections within the project site. Both a.m. and p.m. peak hour intersection volumes that were obtained from the model were used to analyze the operating conditions of these seven internal intersections. Each intersection was analyzed as a stop-controlled intersection at the minor street approach only. Table AP shows that all the intersections operate acceptably at LOS C or better in a.m. and p.m. peak hour. Detailed HCM worksheets for the analyses are also included in Appendix H.

A signal warrant analysis was conducted for the seven intersections to determine if a signal is warranted at any of the intersections where a signal has been recommended as mitigation. As shown in Appendix G, all intersections where a signal has been recommended as mitigation warrant signals.

Table AN - Summary of Future Improvements

Intersection	Jurisdiction	Existing Plus Project (Project Completion)	Existing Plus Project (Project Completion)			General Plan Build-Out Plus Project	General Plan Build-Out		
			Funded through TUMF Program	Funded through Local Fee Program	Project Funded		Funded through TUMF Program	Funded through Local Fee Program	New Funding
1 . I-10 Eastbound Ramps/San Timeteo Canyon Dr.	Caltrans	Signalize.		Signalize		Signalize, 2 SBL, 3 EBT, WBL, 2 WBT, WBR, Convert SBR - Free SBR	Signalize, 2 SBL, 3 EBT, WBL, 2 WBT, WBR, Convert SBR - Free SBR		
2 . I-10 Westbound Ramps/Oak Valley Pkwy.	Caltrans	Signalize.		Signalize		Signalize, Convert NBR to free NBR, 2 EBT, EBR, 2 WBT	Signalize, Convert NBR to free NBR, 2 EBT, EBR, 2 WBT		
3 . Elm Ave./Oak Valley Pkwy.-14th St.	Beaumont	Signalize.		Signalize		Signalize, NBL, SBL, SBR, EBL, EBT, EBR, WBT.		Signalize	NBL, SBL, SBR, EBL, EBT, EBR, WBT.
4 . Beaumont Ave./Oak Valley Pkwy.-14th St.	Beaumont								
5 . Beaumont Ave./8th St.	Beaumont					Signalize, NBL		Signalize	NBL
6 . Beaumont Ave./I-10 Westbound Ramps	Caltrans					NBL	NBL		
7 . Beaumont Ave./I-10 Eastbound Ramps	Caltrans					EBL, SBL	EBL, SBL		
8 . Beaumont Ave./1st St.	Beaumont					EB & WB PERM-PROT, NBT, SBT, EBT, WBT, WBR with overlap	EB & WB PERM-PROT, NBT, SBT, EBT, WBT, WBR with overlap		
9 . Beaumont Ave./Westward Ave.	Beaumont					Signalize, NBL, NBR, SBL, SBR, 2 EBL, WBL	Signalize, NBL, NBR, SBL, SBR, 2 EBL, WBL		
10 . Lamb Canyon Rd./California Ave.	Riverside County					Signalize, SBL	SBL	Signalize	
11 . Palm Ave./Oak Valley Pkwy.-14th St.	Beaumont	Signalize.		Signalize		Signalize, EBT,WBT, Re-stripe EB, WB, & NB approaches to 1 left-turn and a through right lane	EBT,WBT, Re-stripe EB, WB, & NB approaches to 1 left-turn and a through right lane	Signalize	
12 . Palm Ave./8th St.	Beaumont					Signalize, WBL		Signalize	WBL
13 . Pennsylvania Ave./Oak Valley Pkwy.-14th St.	Beaumont	(EBT,WBT) Stripe.	(EBT,WBT) Stripe.			Signalize, (EBT, WBT) Stripe	(EBT, WBT) Stripe	Signalize	
14 . Pennsylvania Ave./8th St.	Beaumont	WBL, WBR.			WBL, WBR. *	Signalize, NBR, EBL, WBL, WBR.		Signalize	NBR, EBL, WBL, WBR.
15 . Pennsylvania Ave./I-10 Westbound Ramp	Caltrans	Signalize.		Signalize		Signalize, NBR, SBL, NBT.	Signalize, NBR, SBL, NBT.		
16 . Pennsylvania Ave./I-10 Eastbound Ramp	Caltrans					Signalize, NBT, EBR.	Signalize, NBT, EBR.		
17 . Pennsylvania Ave./3rd St.	Beaumont					TWL,TL	TWL,TL		
18 . Cherry Ave./Oak Valley Pkwy.-14th St.	Beaumont	Signalize.		Signalize		Signalize, EBT		Signalize	EBT
19 . Starlight Ave/ Oak Valley Pkwy.-14th St.	Beaumont					Signalize		Signalize	
20 . Highland Springs Ave./Brookside Ave.	Riverside County	Convert TWSC to AWSC, WBR.			Convert TWSC to AWSC, WBR.	Signalize, NBT, NBR, 2 SBL, SBT, EBL, EBT, EBR, 2 WBL, WBT, WBR.	NBT, SBT		Signalize, NBR, 2 SBL, EBL, EBT, EBR, 2 WBL, WBT, WBR.
21 . Highland Springs Ave./16th St.-Cougar Way	Beaumont/Banning					Signalize			Signalize
22 . Highland Springs Ave./F St.	Beaumont/Banning	Signalize.		Signalize		Signalize, NBR		Signalize	NBR
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Beaumont/Banning	NBL, NBR, WBL.	NBL, NBR, WBL.			NBL, NBT, SBT.	NBL, NBT, SBT.		
24 . Highland Springs Ave./Starlight Ave.-A St.	Beaumont/Banning	Signalize,NBT,SBT,SBL, WBL.	NBT,SBT,SBL.	Signalize	WBL	Signalize, NBL, NBT, NBR with overlap, SBL, SBT, SBR, EBL, EBR with overlap, WBL.	NBT, SBL, SBT	Signalize	NBL, NBR with overlap, SBR, EBL, EBR with overlap, WBL.
25 . Highland Springs Ave./8th St.-Wilson St.	Beaumont/Banning	NBT,WBL.	NBT,WBL.			2 NBT, SBL, SBR, EBR, WBL, Convert the WBR to WBR with overlap.	2 NBT, SBL, SBR, EBR, WBL, Convert the WBR to WBR with overlap.		
26 . Highland Springs Ave./6th St.-Ramsey St.	Beaumont/Banning	Optimize Traffic Signal		Optimize Traffic Signal		Optimize Traffic Signal, NBL, NBT, SBL, SBT, WBL.	NBL, NBT, SBL, SBT, WBL.	Optimize Traffic Signal	
27 . Highland Springs Ave./I-10 Westbound Ramps	Caltrans	Optimize Traffic Signal	Optimize Traffic Signal			Optimize Traffic Signal, NBL, NBT, WBL, WBR.	Optimize Traffic Signal, NBL, NBT, WBL, WBR.		
28 . Highland Springs Ave./I-10 Eastbound Ramps	Caltrans	Optimize Traffic Signal, EBL	Optimize Traffic Signal, EBL			Optimize Traffic Signal, NBT, SBL, EBL, EBR.	Optimize Traffic Signal, NBT, SBL, EBL, EBR.		
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	Beaumont/Banning					NBT, NBR with overlap, SBL, EBR with overlap, 2 WBL, Convert WBTL to WBT.	NBT, NBR with overlap, SBL, EBR with overlap, 2 WBL, Convert WBTL to WBT.		
30 . Highland Springs Ave./Potrero Blvd.	Beaumont/Banning					Signalize		Signalize	
31 . C St.-Apex Ave./Wilson St.	Banning	Signalize, EBL.	EBL		Signalize	Signalize, EBL, EBT, WBT.	EBL, EBT, WBT.		Signalize
32 . Highland Home Rd./Northern Loop	Banning	Signalize.				Signalize, NBL, NBT, SBT, SBR			Signalize, NBL, NBT, SBT, SBR
33 . Highland Home Rd./Beaumont Rd.-G St	Banning					Signalize, NBT, 2 SBL, WBL, NBR			Signalize, NBT, 2 SBL, WBL, NBR
34 . Highland Home Rd./F St.	Banning					Signalize, NBL			Signalize, NBL
35 . Highland Home Rd./D St.	Banning	Signalize.			Signalize	Signalize, NBL			Signalize, NBL
36 . Highland Home Rd./Wilson St.	Banning	Signalize, SBL.		Signalize	SBL	Signalize, NBT, 2 SBL, SBT, WBR with overlap.		Signalize	NBT, 2 SBL, SBT, WBR with overlap.
37 . Highland Home Rd./Ramsey St.	Banning	Signalize.		Signalize		Signalize, WBR with overlap		Signalize	WBR with overlap
38 . Sunset Ave./Wilson St.	Banning	Signalize.		Signalize		Signalize, 2 NBL, NBT, SBL, SBT, SBR with overlap, 2 WBL, WBT, WBR, 2 EBL, EBT, EBR.	WBL, WBT, EBL, EBT	Signalize	2 NBL, NBT, SBL, SBT, SBR with overlap, WBL, WBR , EBL, EBR.
39 . Sunset Ave./Ramsey St.	Banning					NBL, NBR, SBL, SBR, EBR with overlap, WBL.			NBL, NBR, SBL, SBR, EBR with overlap, WBL.
40 . Sunset Ave./I-10 Westbound Ramps	Caltrans					Signalize, Free SBR.	Signalize, Free SBR.		
41 . Sunset Ave./I-10 Eastbound Ramps	Caltrans	Convert SBTL to SBL, EBL.	Convert SBTL to SBL, EBL.			Signalize, SBL, 2 EBL.	Signalize, SBL, 2 EBL.		
42 . Sunrise Ave./Wilson St.	Banning	Convert TWSC to AWSC.			Convert TWSC to AWSC.	Signalize, EBTL, Convert WBR to WBTR.	EBTL, Convert WBR to WBTR.		Signalize
43 . 16th St./Wilson St.	Banning					Signalize			Signalize
44 . 8th St./Wilson St.	Banning					Signalize, NBL, SBL, WBR	NBL, SBL, WBR	Signalize	
45 . 8th St./Ramsey St.	Banning					NBL, NBR, EBT, WBL.	NBL, NBR, EBT, WBL.		
46 . 8th St./I-10 Westbound Ramps	Caltrans					Signalize, 2 NBL, NBT, SBT.			Signalize, 2 NBL, NBT, SBT.
47 . 8th St./I-10 Eastbound Ramps	Caltrans	Signalize.			Signalize.	Signalize, NBT,SBT, SBL, EBL, EBR.			Signalize, NBT,SBT, SBL, EBL, EBR.
48 . 4th St./Wilson St.	Banning					Signalize			Signalize
49 . San Gorgonio Ave./Wilson St.	Banning					Signalize, EBT, EBL, WBTL		Signalize	EBT, EBL, WBTL

Notes:
* With the exception of Pennsylvania Avenue/8th Street, Pardee Homes will not provide project funding at City of Beaumont intersections.
NB, SB, EB, WB: Northbound, Southbound, Eastbound, Westbound
L, T, R: Left, Through, Right
Within the City of Beaumont
Shared by both City of Beaumont and Banning
Within the City of Banning
Improvement funded by Beaumont Transportation Fee/TUMF
Improvement funded by Banning Signal Fee
Improvement funded by Beaumont Signal Fee

Table AO - Summary of Future Improvements for LOS D

Intersection	Jurisdiction	Existing Plus Project (Project Completion)	Existing Plus Project (Project Completion)			General Plan Build-Out Plus Project	General Plan Build-Out		
			Funded through TUMF Program	Funded through Local Fee Program	Project Funded		Funded through TUMF Program	Funded through Local Fee Program	New Funding
21 . Highland Springs Ave./16th St.-Cougar Way	Beaumont/Banning					Signalize			Signalize
22 . Highland Springs Ave./F St.	Beaumont/Banning	Signalize.		Signalize		Signalize		Signalize	
23 . Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.	Beaumont/Banning	NBR, WBL.	NBR, WBL.			NBL, NBT, SBT.	NBL, NBT, SBT.		
24 . Highland Springs Ave./Starlight Ave.-A St.	Beaumont/Banning	Signalize,NBT,SBT,SBL, WBL.	NBT,SBT,SBL.	Signalize	WBL	Signalize, NBT, NBR with overlap, SBL, SBT, SBR, EBR with overlap, WBL.	NBT, SBL, SBT	Signalize	NBR with overlap, SBR, EBR with overlap, WBL.
25 . Highland Springs Ave./8th St.-Wilson St.	Beaumont/Banning	NBT	NBT			NBT, SBL, SBR, EBR, WBL.	NBT, SBL, SBR, EBR, WBL.		
29 . Highland Springs Ave./1st St.-Sun Lakes Blvd.	Beaumont/Banning					NBR with overlap, SBL, EBR with overlap, WBL, Convert WBTL to WBT.	NBR with overlap, SBL, EBR with overlap, WBL, Convert WBTL to WBT.		
30 . Highland Springs Ave./Potrero Blvd.	Beaumont/Banning					Signalize		Signalize	
31 . C St.-Apex Ave./Wilson St.	Banning	Signalize, EBL.	EBL		Signalize	Signalize, EBL, WBT.	EBL, WBT.		Signalize
32 . Highland Home Rd./Northern Loop	Banning	Signalize.			Signalize	Signalize, NBL, SBT.			Signalize, NBL, SBT.
33 . Highland Home Rd./Beaumont Rd.-G St	Banning					Signalize, NBT, SBL, WBL, NBR			Signalize, NBT, SBL, WBL, NBR
34 . Highland Home Rd./F St.	Banning					Signalize, NBL			Signalize, NBL
35 . Highland Home Rd./D St.	Banning	Signalize.			Signalize	Signalize, NBL			Signalize, NBL
36 . Highland Home Rd./Wilson St.	Banning	Signalize, SBL.		Signalize	SBL	Signalize, NBT, 2 SBL, SBT, WBR with overlap.		Signalize	NBT, 2 SBL, SBT, WBR with overlap.
38 . Sunset Ave./Wilson St.	Banning	Signalize.		Signalize		Signalize, NBL, NBT, SBL, SBT, SBR with overlap, WBL, WBT, WBR , EBL, EBT.	WBL, WBT, EBL, EBT	Signalize	NBL, NBT, SBL, SBT, SBR with overlap, WBR.
42 . Sunrise Ave./Wilson St.	Banning					Signalize, EBTL, Convert WBR to WBTR.	EBTL, Convert WBR to WBTR.		Signalize
43 . 16th St./Wilson St.	Banning					Signalize			Signalize
44 . 8th St./Wilson St.	Banning					Signalize, NBL, SBL, WBR	NBL, SBL, WBR	Signalize	
48 . 4th St./Wilson St.	Banning					Signalize			Signalize
49 . San Gorgonio Ave./Wilson St.	Bannning					Signalize, EBT, EBL, WBTL		Signalize	EBT, EBL, WBTL

Notes:
NB, SB, EB, WB: Northbound, Southbound, Eastbound, Westbound
L, T, R: Left, Through, Right
Shared by both City of Beaumont and Banning
Within the City of Banning
Improvement funded by Beaumont Transportation Fee/TUMF
Improvement funded by Banning Signal Fee
Improvement funded by Beaumont Signal Fee

Table AP: Internal Intersections Level of Service Summary

Intersection		A.M. Peak Hour		P.M. Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
1	F Street/Northern Loop	12.3	B	13.7	B
2	E Street/F Street	9.2	A	10.1	B
3	E Street/Southern Loop	9.1	A	10.9	B
4	D Street/Southern Loop	10.6	B	12.1	B
5	C Street/Southern Loop	9.1	A	9.6	A
6	A Street/Southern Loop	11.8	B	20.4	C
7	B Street/Southern Loop	11.3	B	15.5	C

APPENDIX A

EXISTING TRAFFIC COUNTS

Intersection Turning Movement

Prepared by:



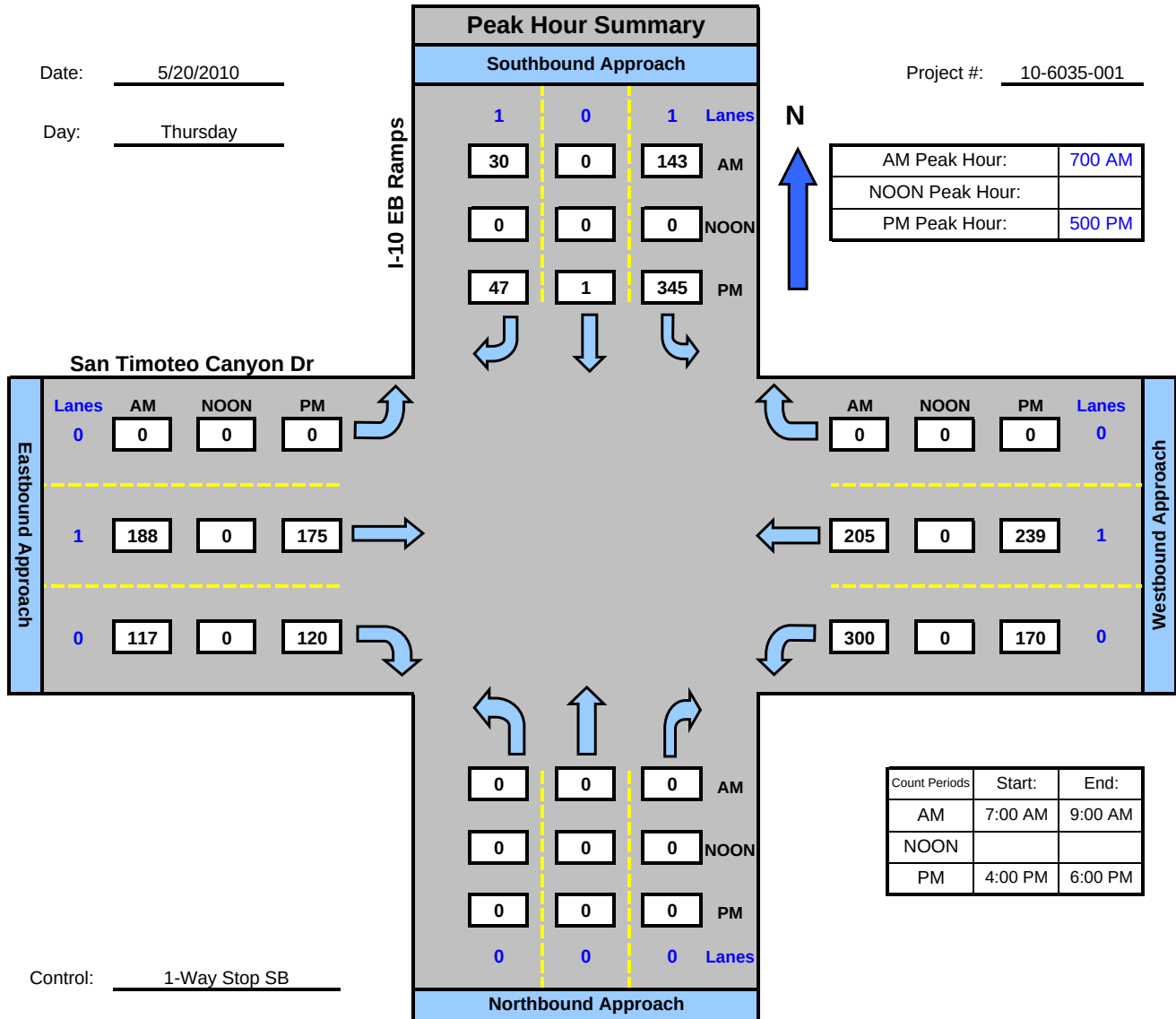
National Data & Surveying Services

I-10 EB Ramps and San Timoteo Canyon Dr , City of Beaumont

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-001



Intersection Turning Movement

Prepared by:



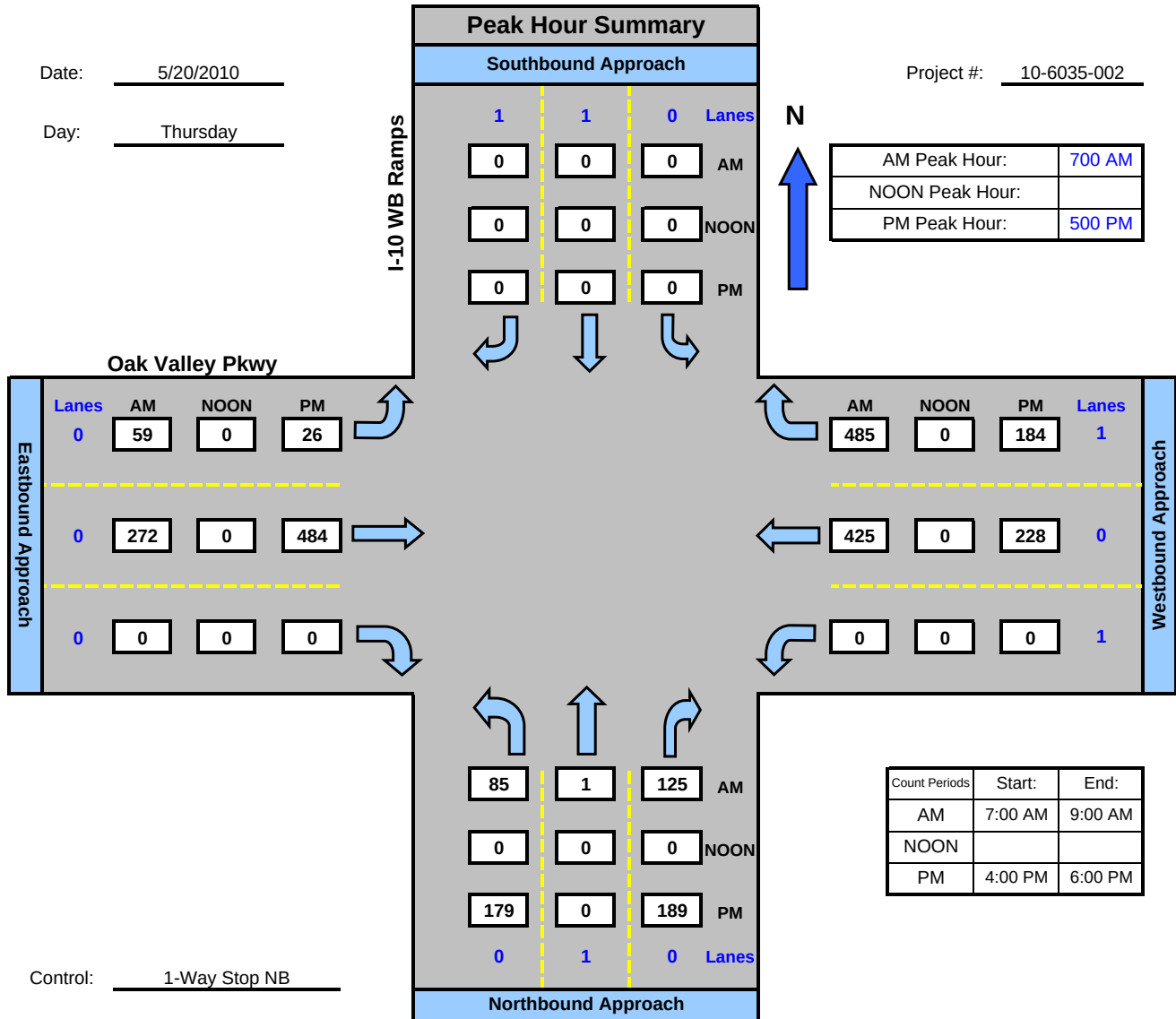
National Data & Surveying Services

I-10 WB Ramps and Oak Valley Pkwy , City of Beaumont

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-002



Intersection Turning Movement

Prepared by:



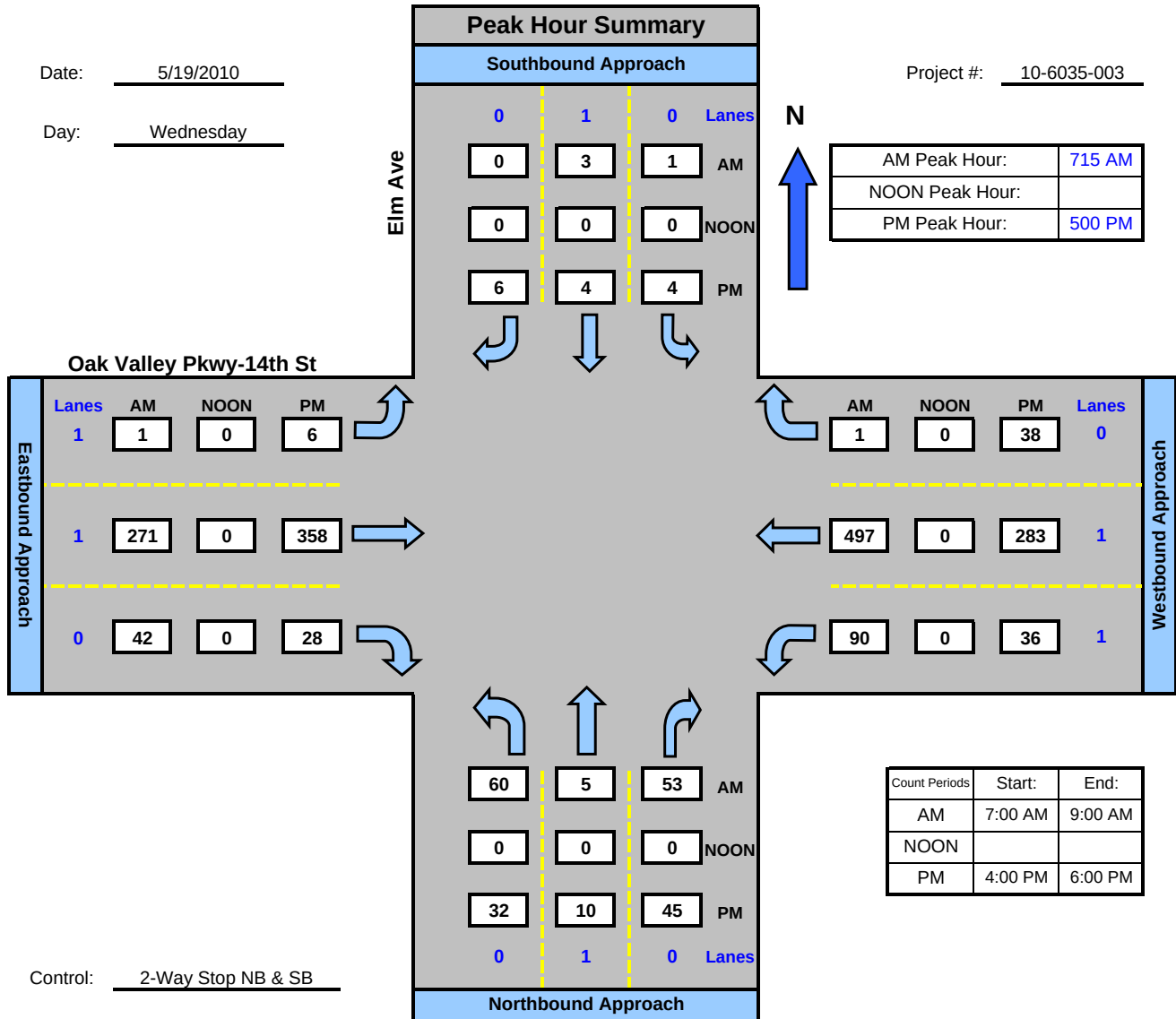
National Data & Surveying Services

Elm Ave and Oak Valley Pkwy-14th St, City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-003



Intersection Turning Movement

Prepared by:



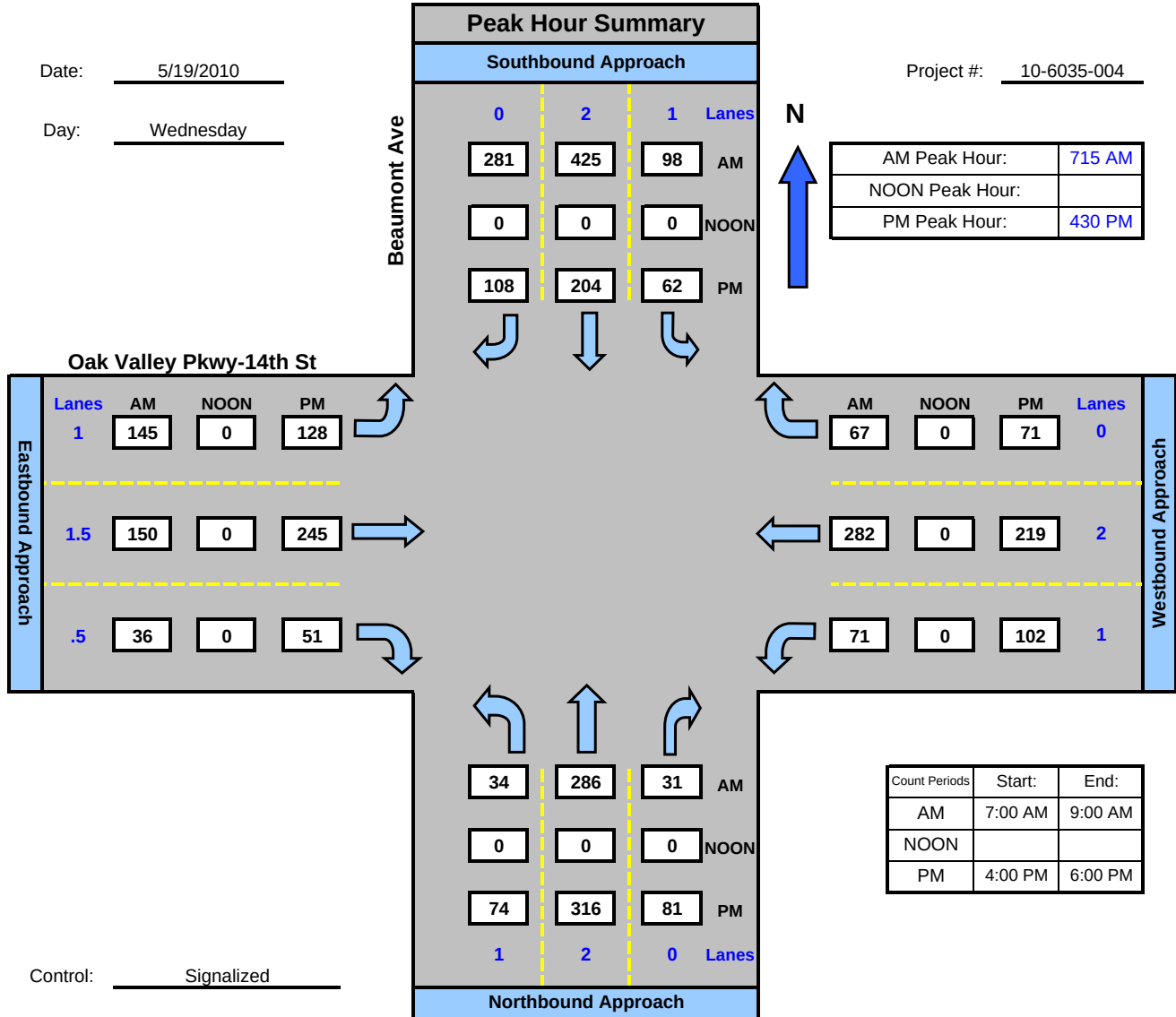
National Data & Surveying Services

Beaumont Ave and Oak Valley Pkwy-14th St, City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-004



Intersection Turning Movement

Prepared by:



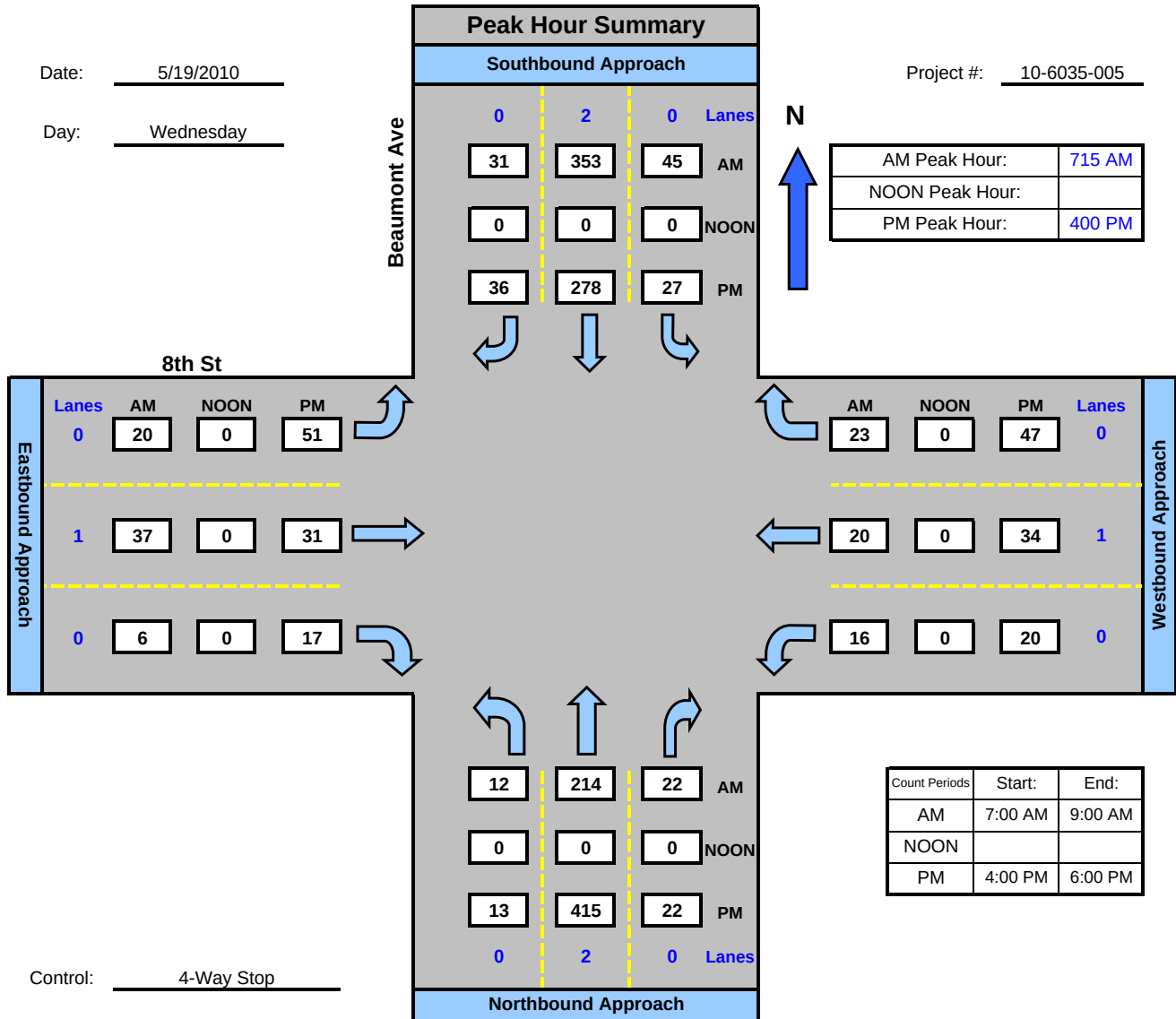
National Data & Surveying Services

Beaumont Ave and 8th St , City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-005



Intersection Turning Movement

Prepared by:



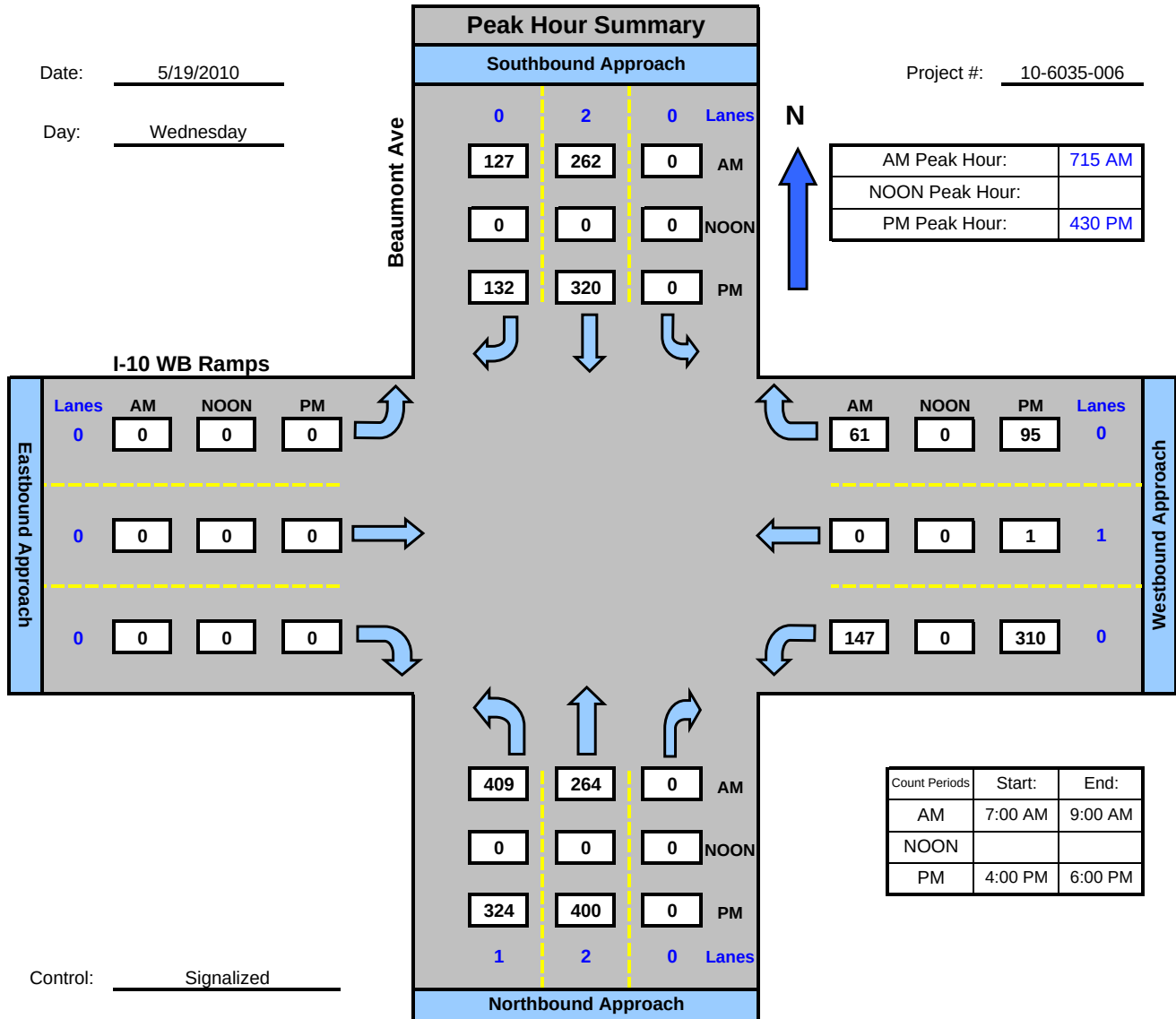
National Data & Surveying Services

Beaumont Ave and I-10 WB Ramps , City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-006



Intersection Turning Movement

Prepared by:



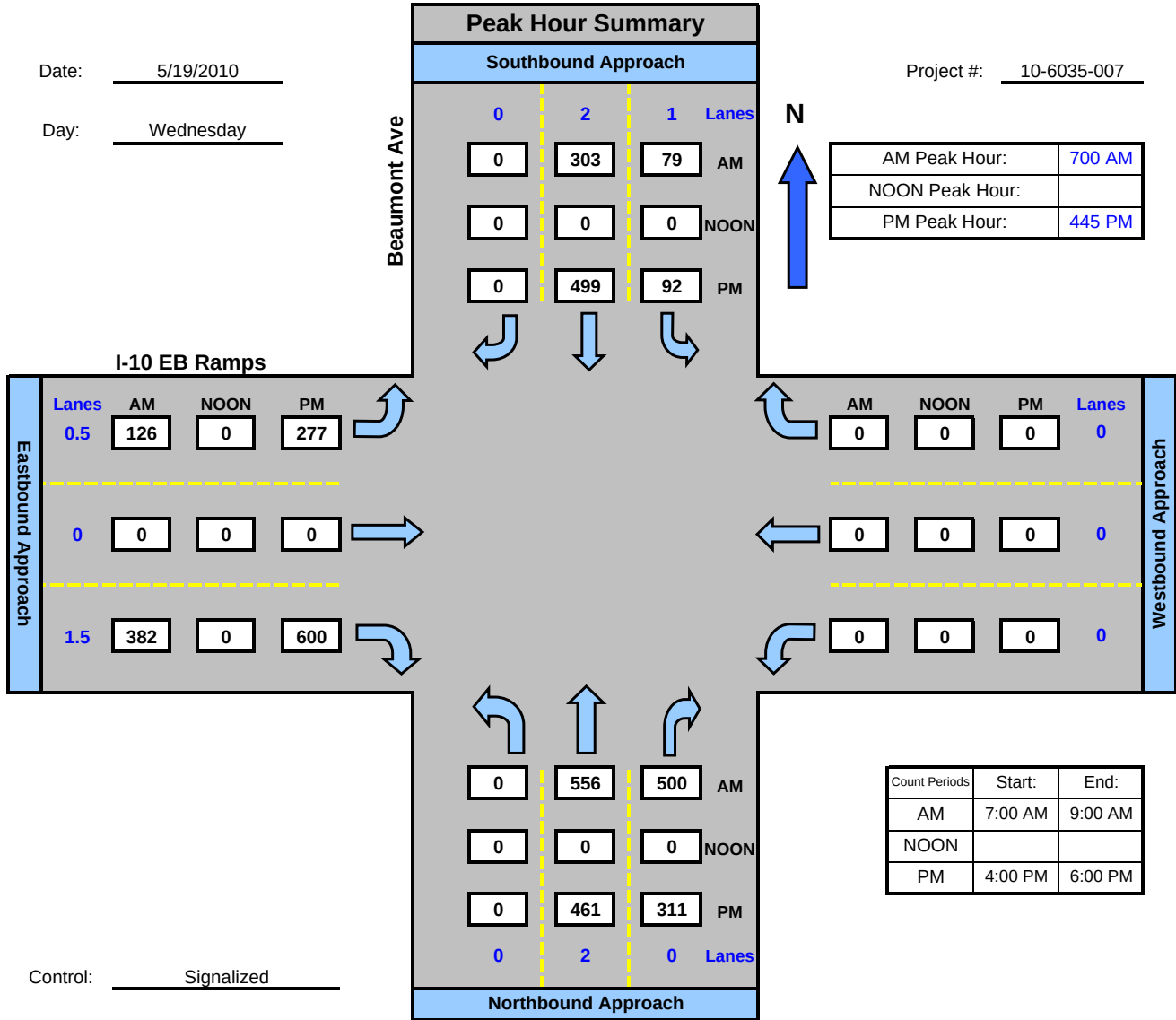
National Data & Surveying Services

Beaumont Ave and I-10 EB Ramps , City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-007



Intersection Turning Movement

Prepared by:



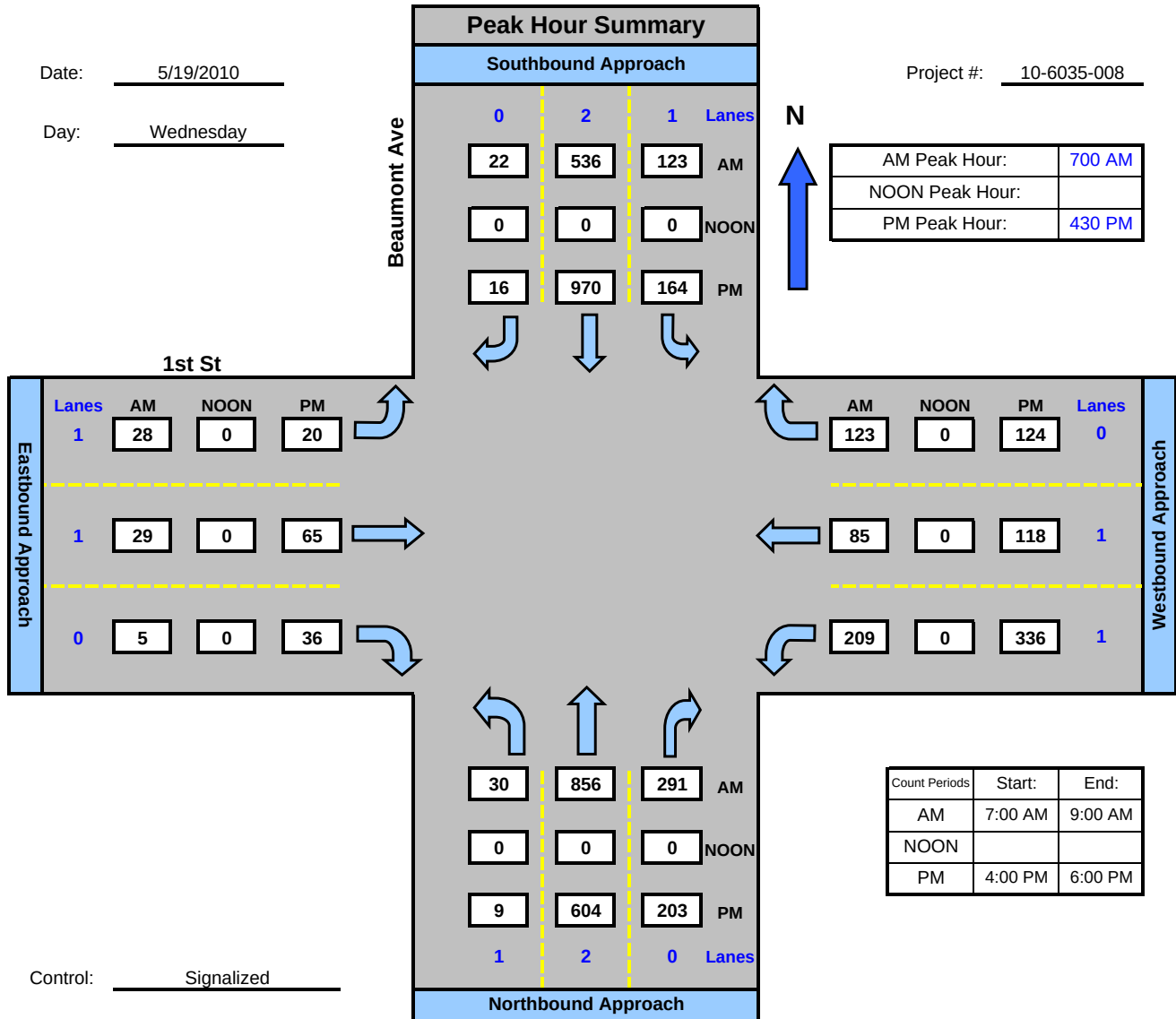
National Data & Surveying Services

Beaumont Ave and 1st St , City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-008



Intersection Turning Movement

Prepared by:



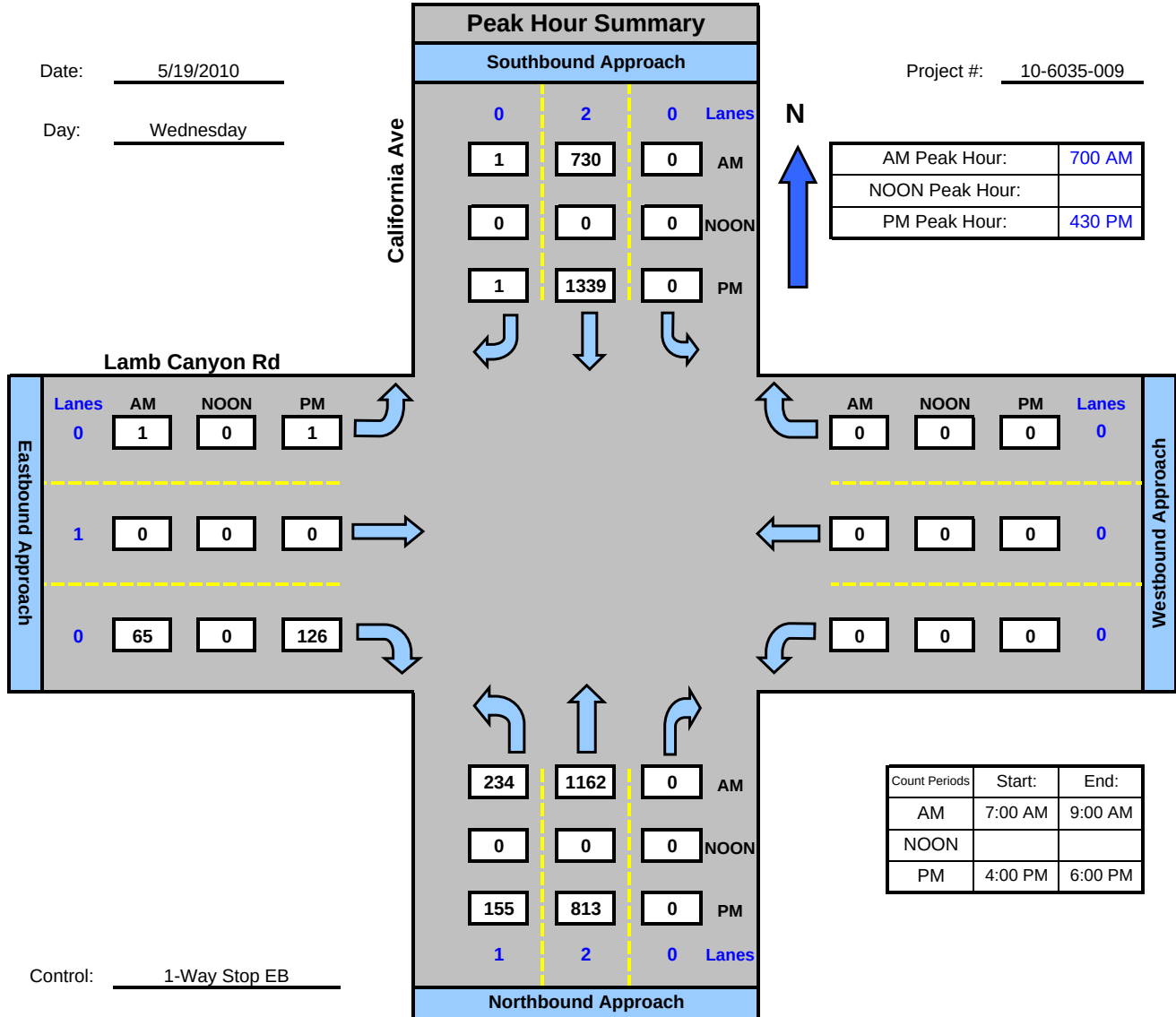
National Data & Surveying Services

California Ave and Lamb Canyon Rd , City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-009



Intersection Turning Movement

Prepared by:



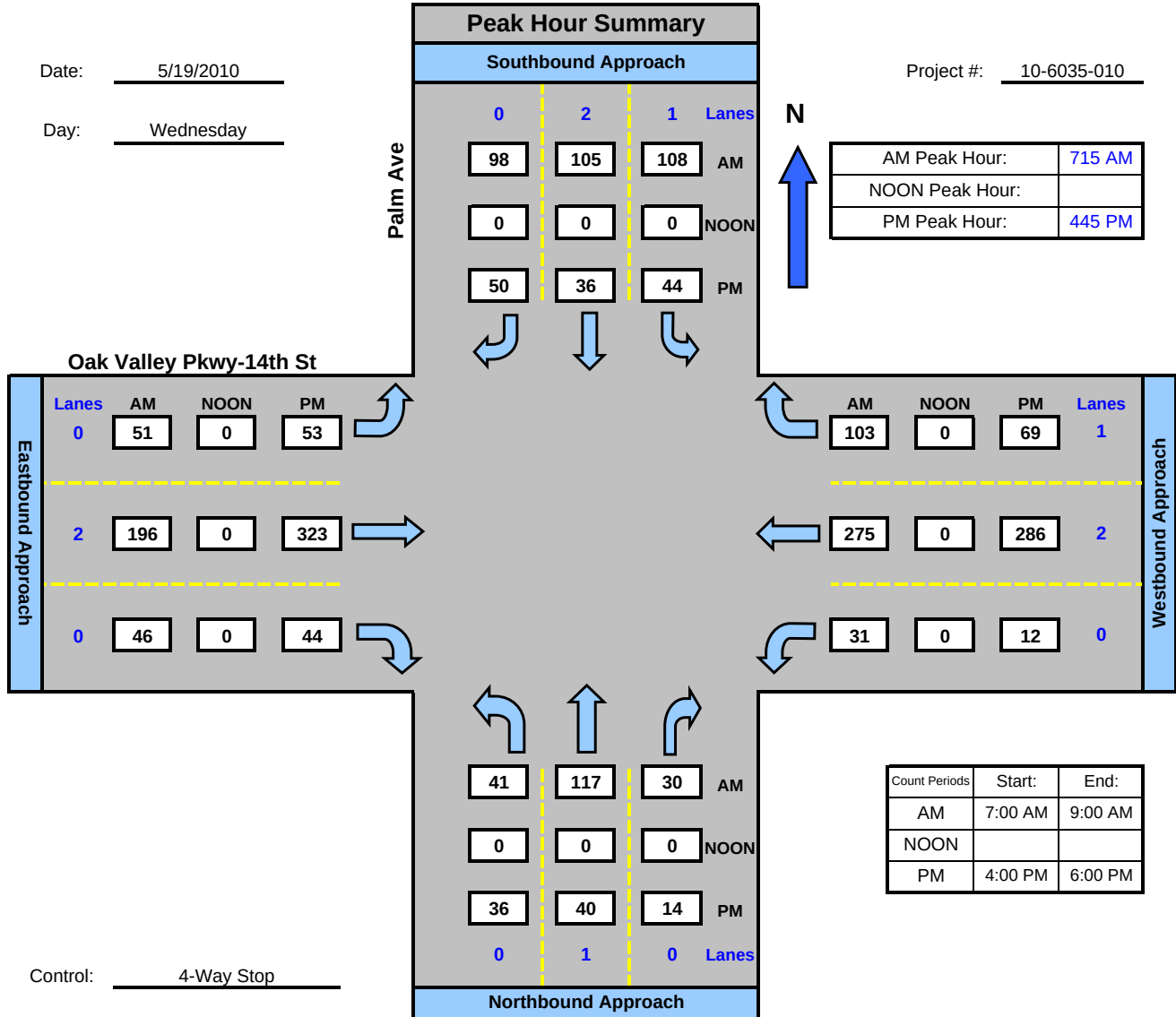
National Data & Surveying Services

Palm Ave and Oak Valley Pkwy-14th St , City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-010



Intersection Turning Movement

Prepared by:



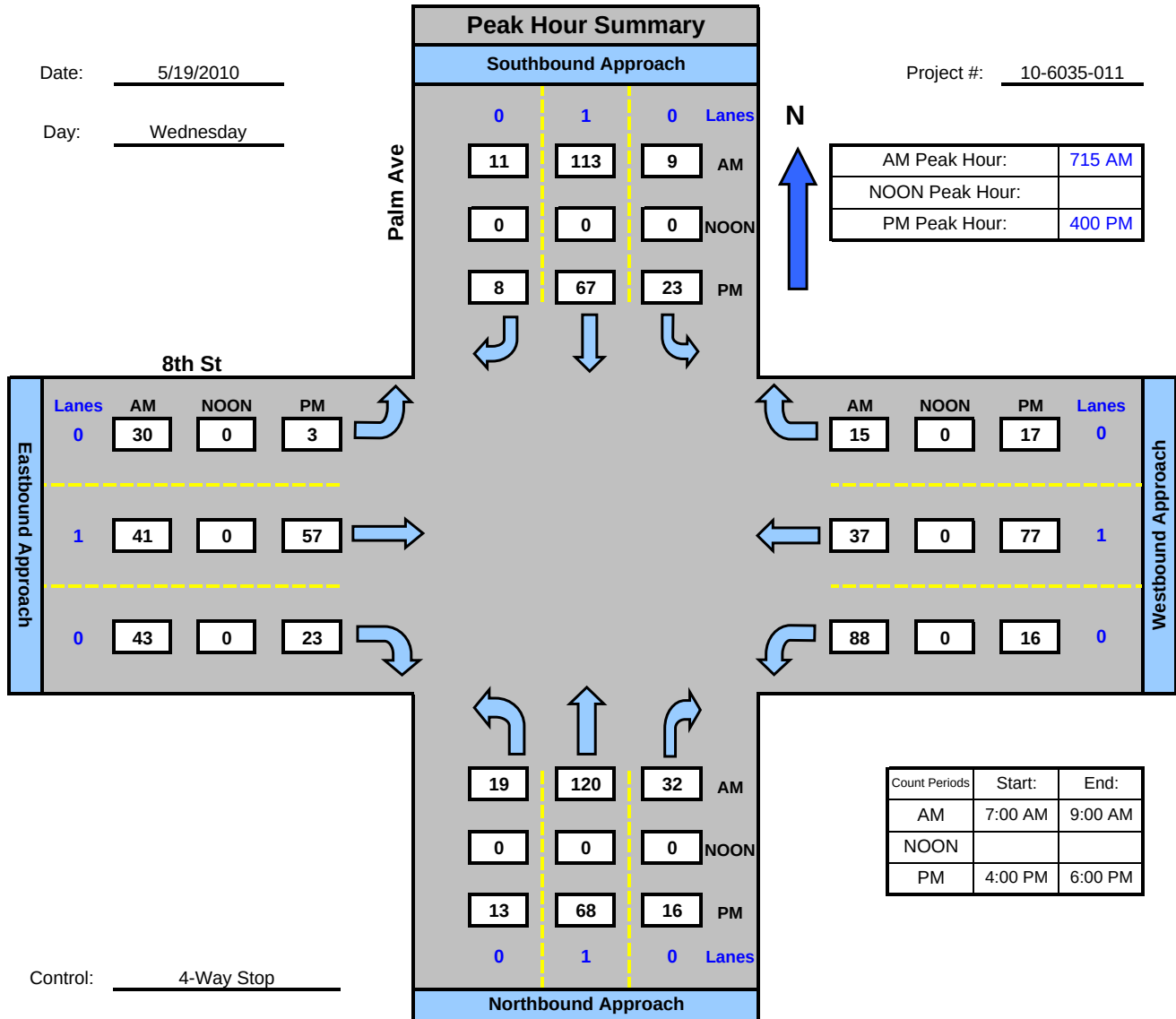
National Data & Surveying Services

Palm Ave and 8th St, City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-011



Intersection Turning Movement

Prepared by:



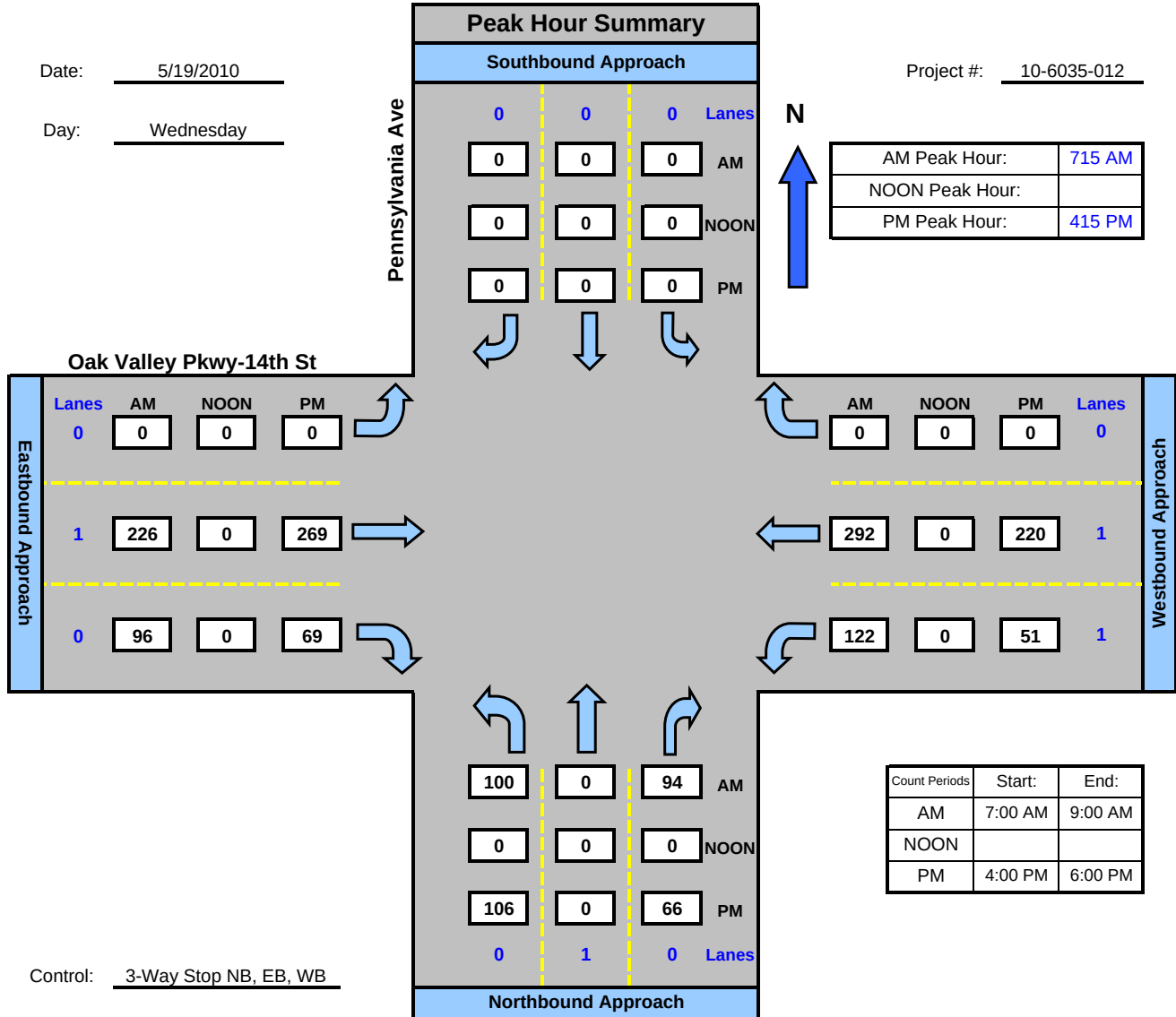
National Data & Surveying Services

Pennsylvania Ave and Oak Valley Pkwy-14th St , City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-012



Intersection Turning Movement

Prepared by:



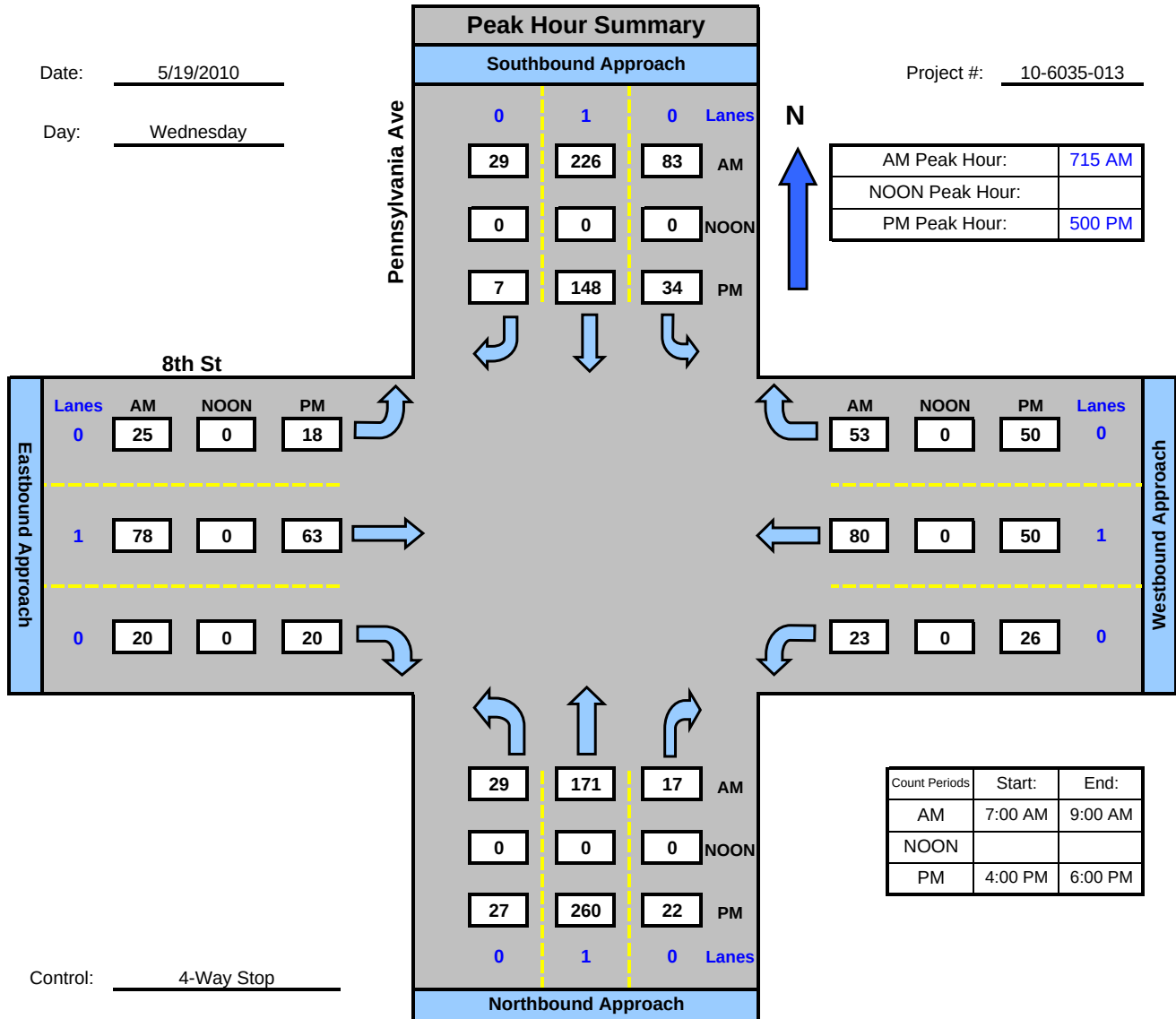
National Data & Surveying Services

Pennsylvania Ave and 8th St, City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-013



Intersection Turning Movement

Prepared by:



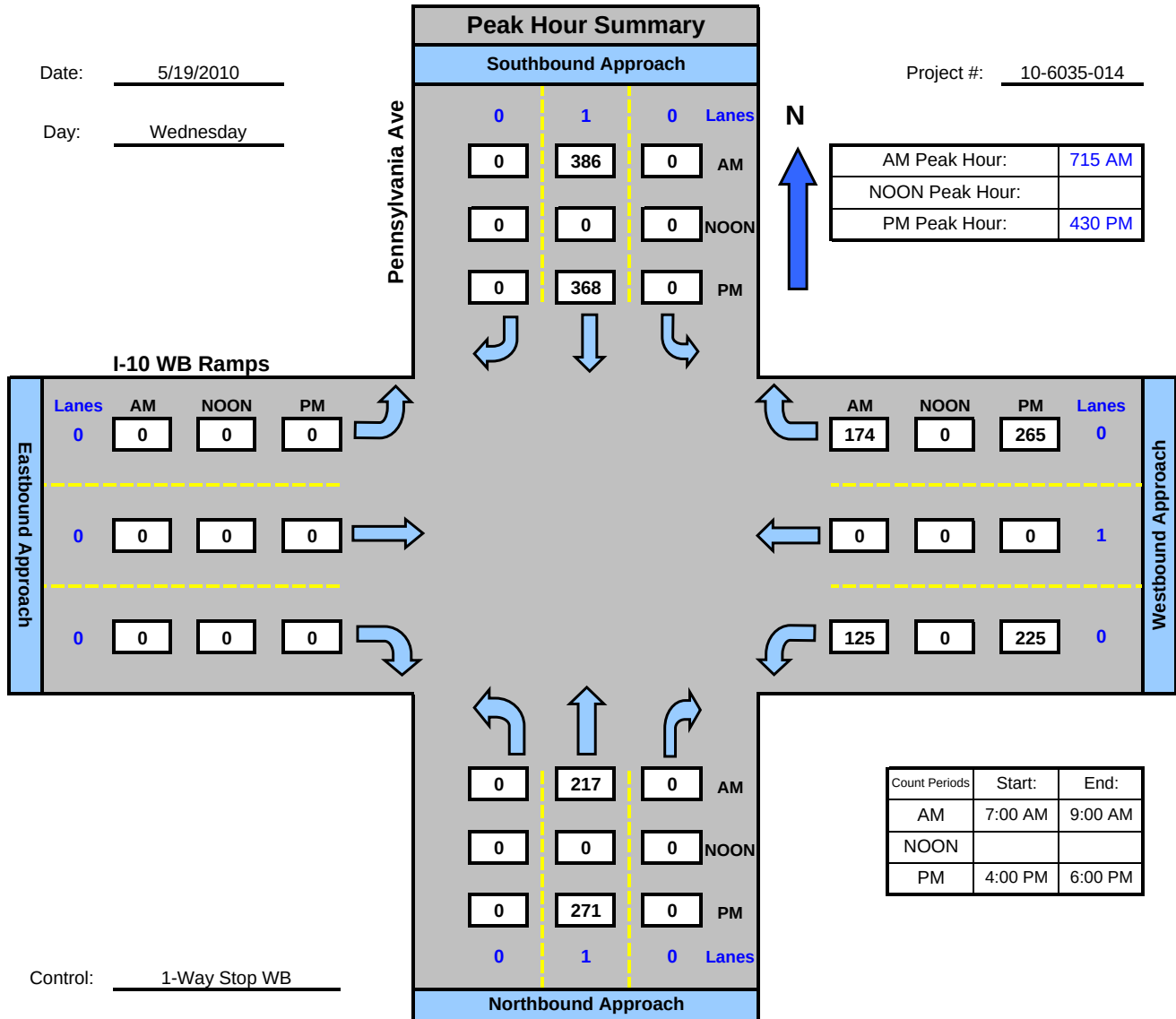
National Data & Surveying Services

Pennsylvania Ave and I-10 WB Ramps , City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-014



Intersection Turning Movement

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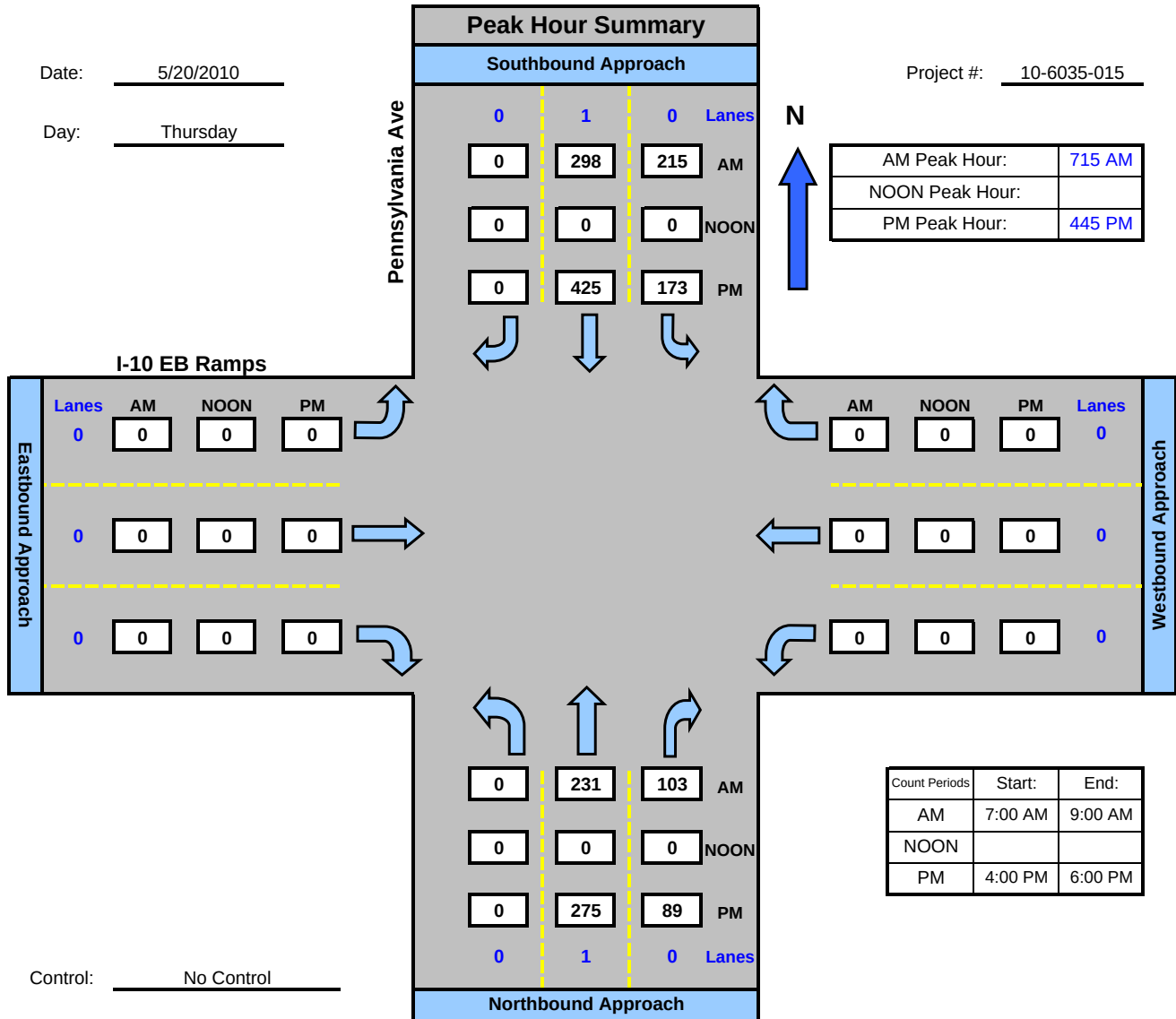
National Data & Surveying Services

Pennsylvania Ave and I-10 EB Ramps , City of Beaumont

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-015



Intersection Turning Movement

Prepared by:



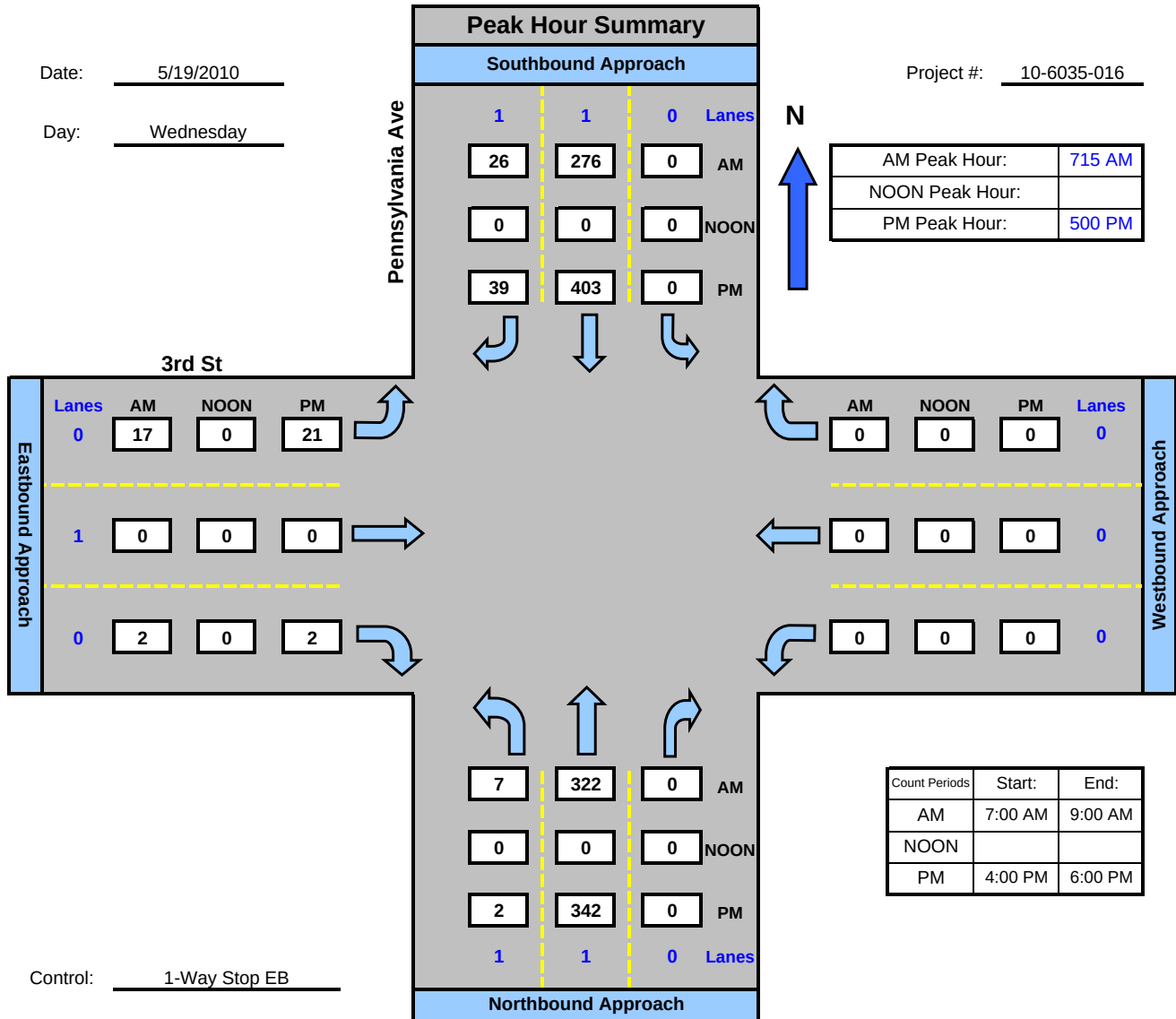
National Data & Surveying Services

Pennsylvania Ave and 3rd St, City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-016



Intersection Turning Movement

Prepared by:



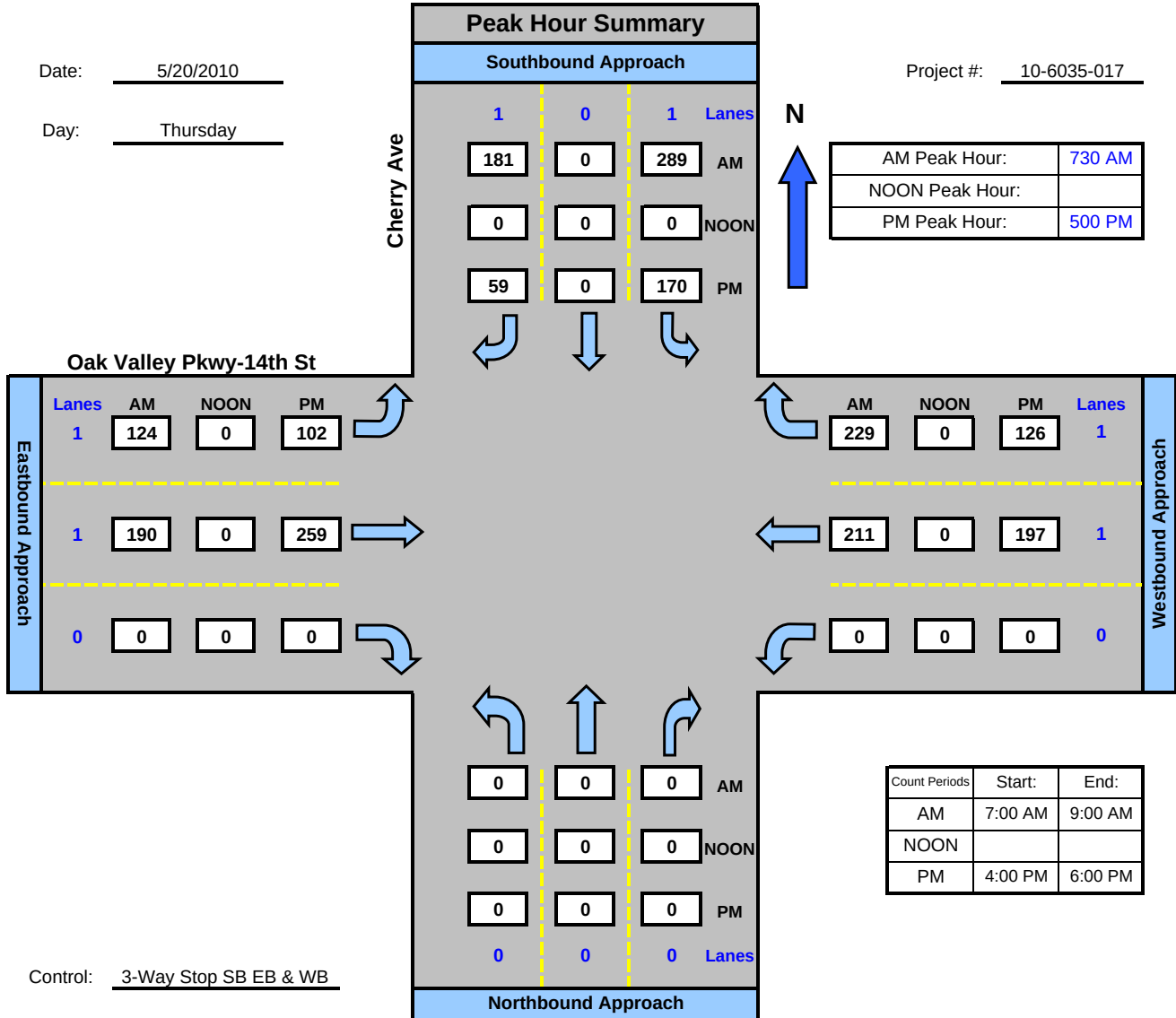
National Data & Surveying Services

Cherry Ave and Oak Valley Pkwy-14th St , City of Beaumont

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-017



Intersection Turning Movement

Prepared by:



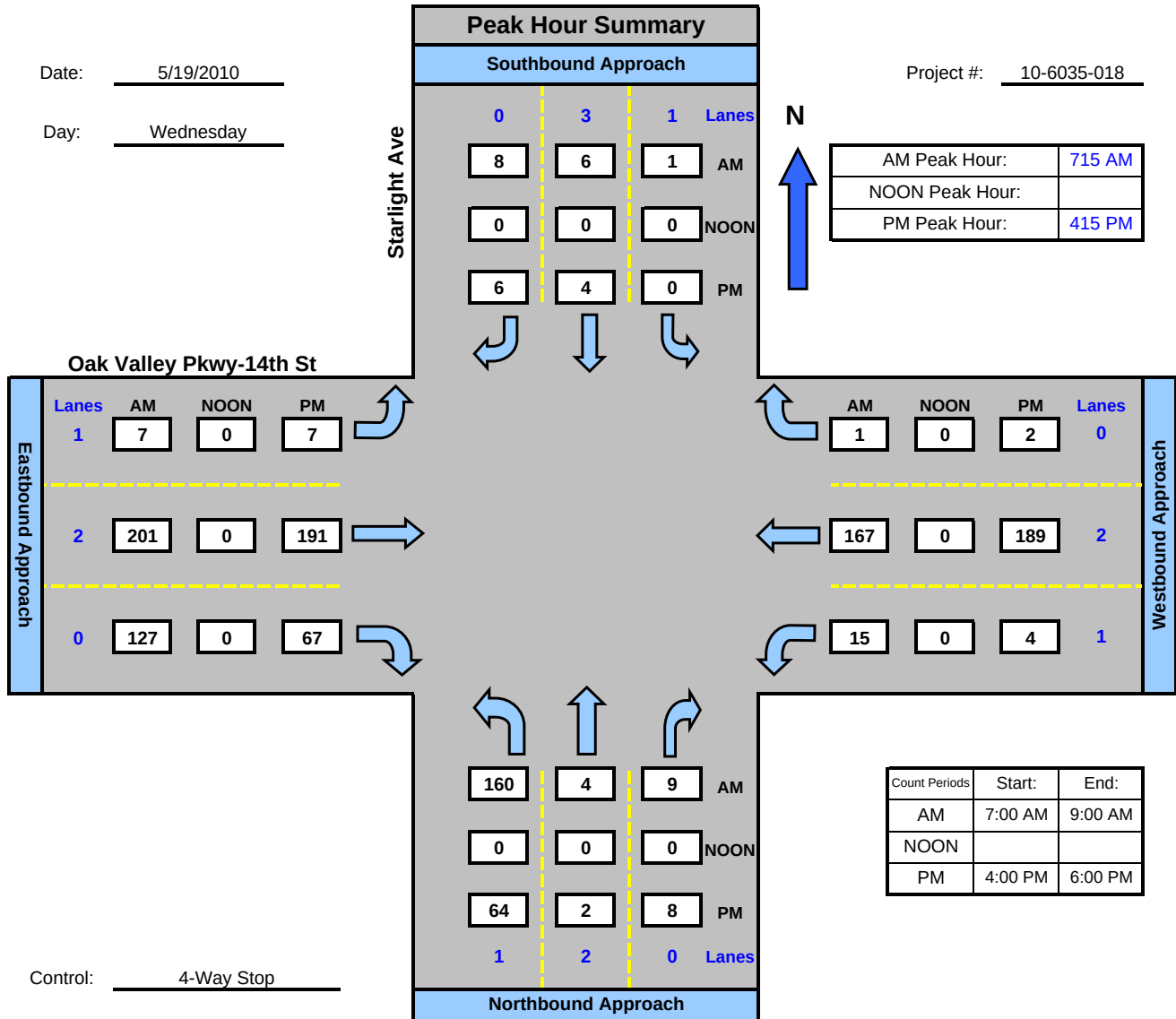
National Data & Surveying Services

Starlight Ave and Oak Valley Pkwy-14th St, City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-018



Intersection Turning Movement

Prepared by:



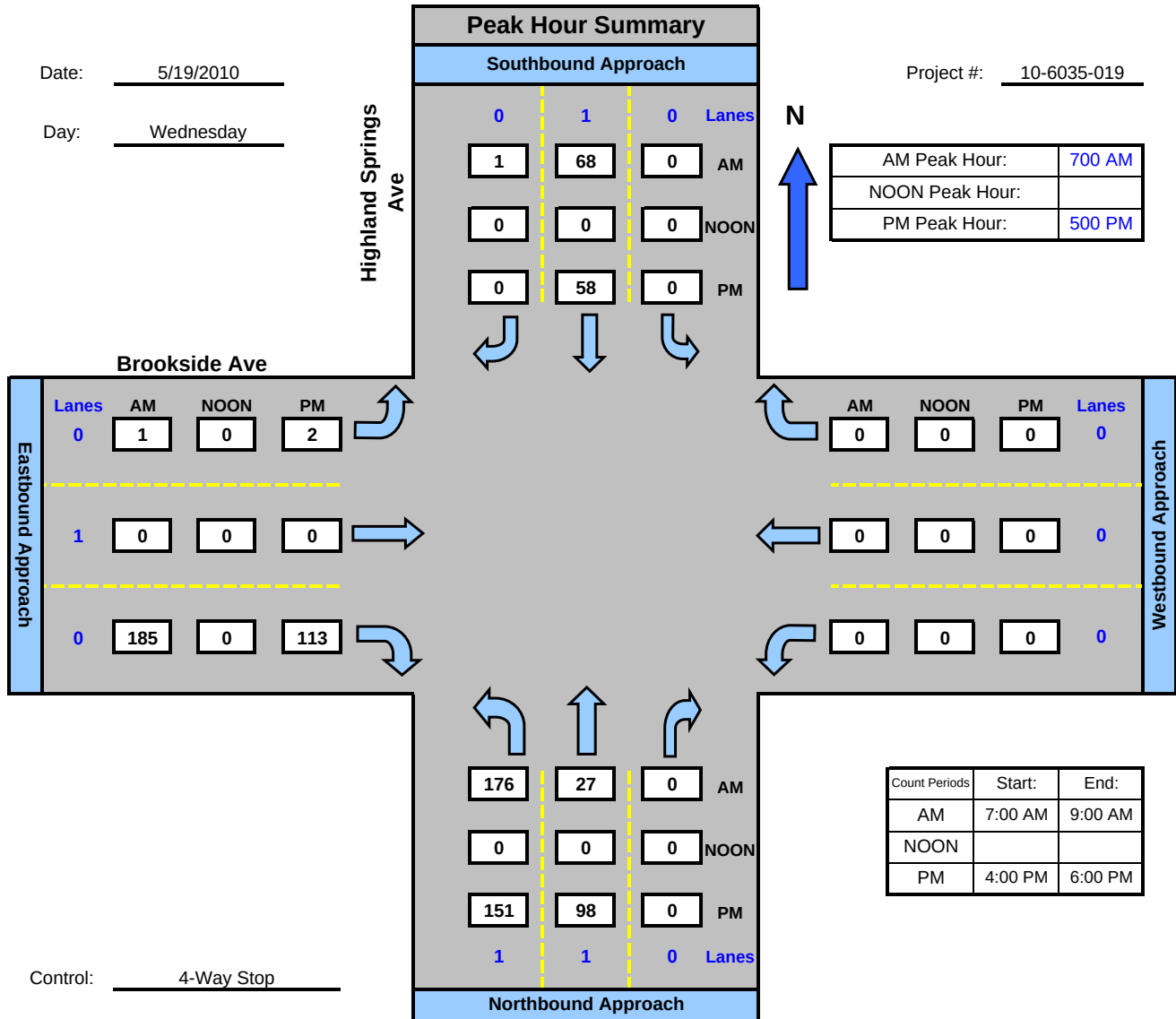
National Data & Surveying Services

Highland Springs Ave and Brookside Ave , City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-019



Intersection Turning Movement

Prepared by:



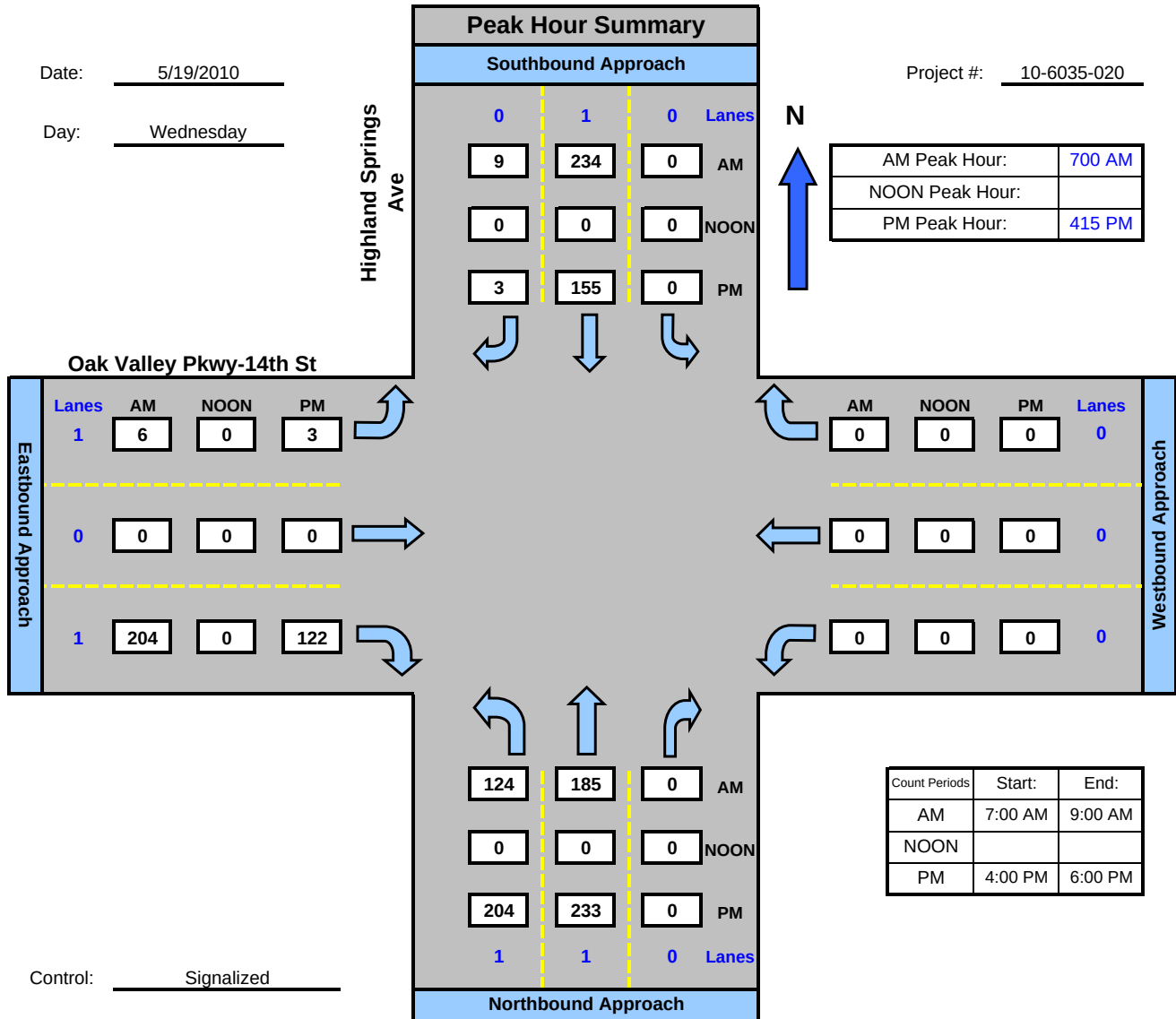
National Data & Surveying Services

Highland Springs Ave and Oak Valley Pkwy-14th St , City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-020



Intersection Turning Movement

Prepared by:



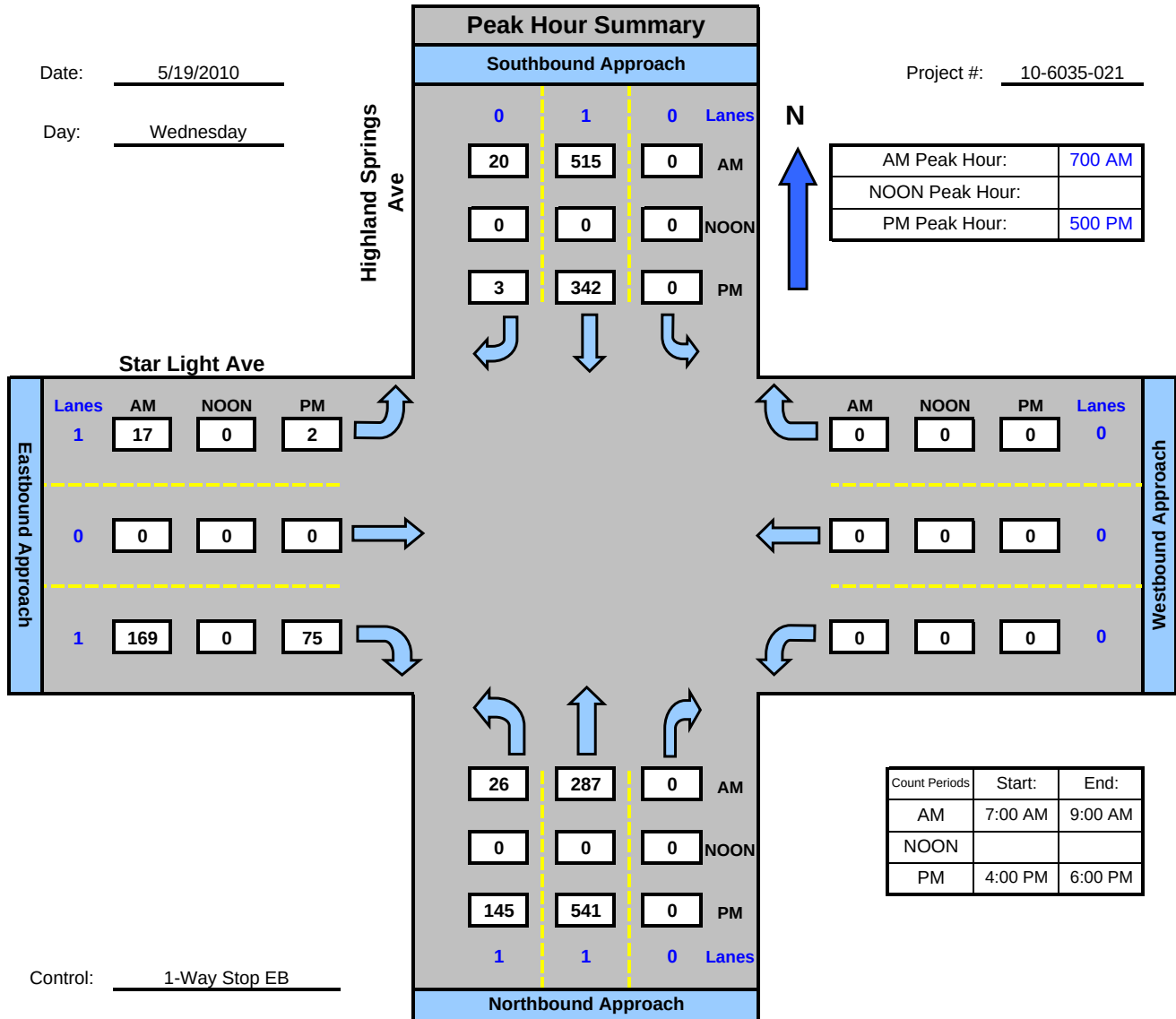
National Data & Surveying Services

Highland Springs Ave and Star Light Ave , City of Beaumont

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-021



Intersection Turning Movement

Prepared by:



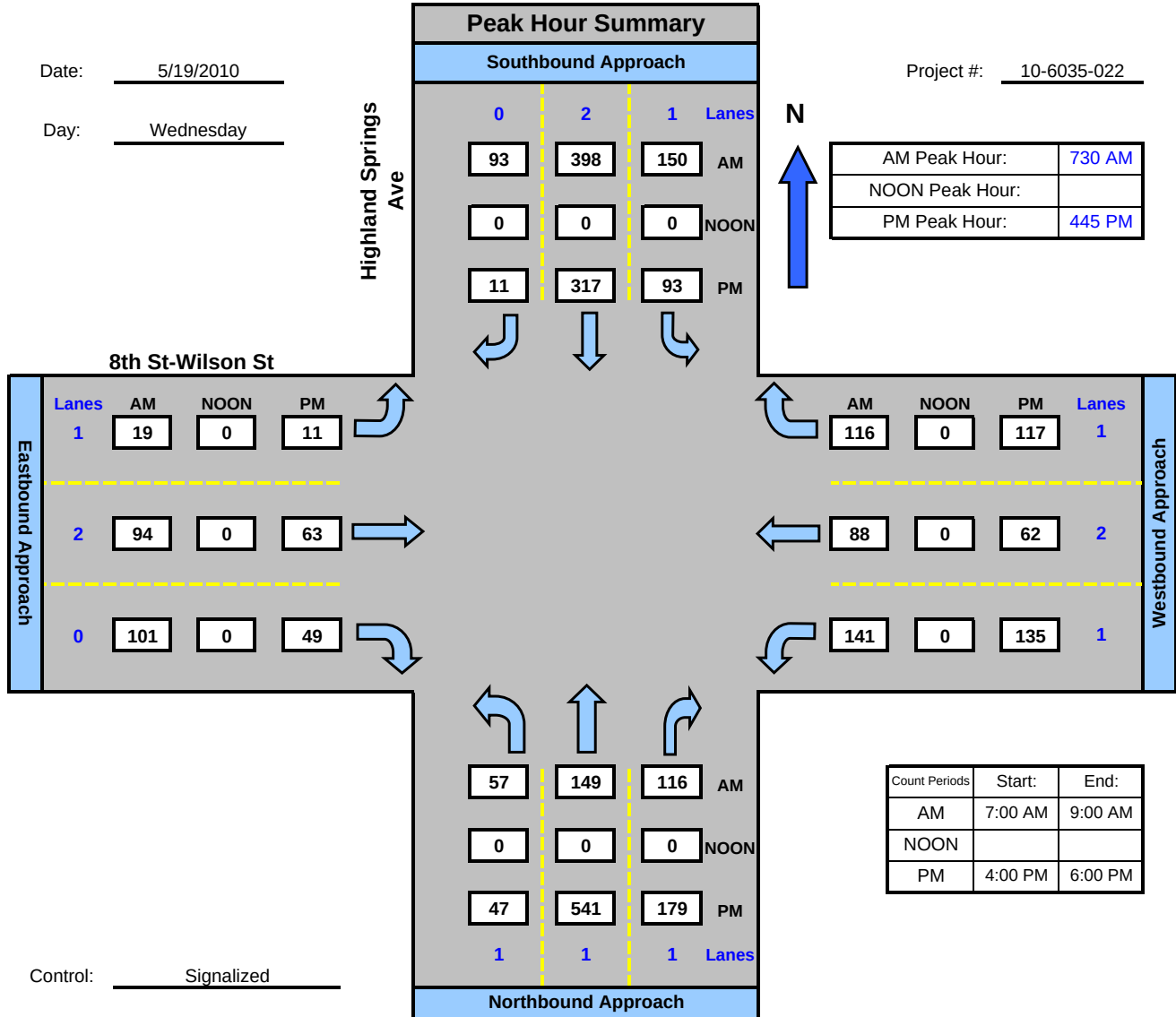
National Data & Surveying Services

Highland Springs Ave and 8th St-Wilson St , City of Banning

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-022



Intersection Turning Movement

Prepared by:



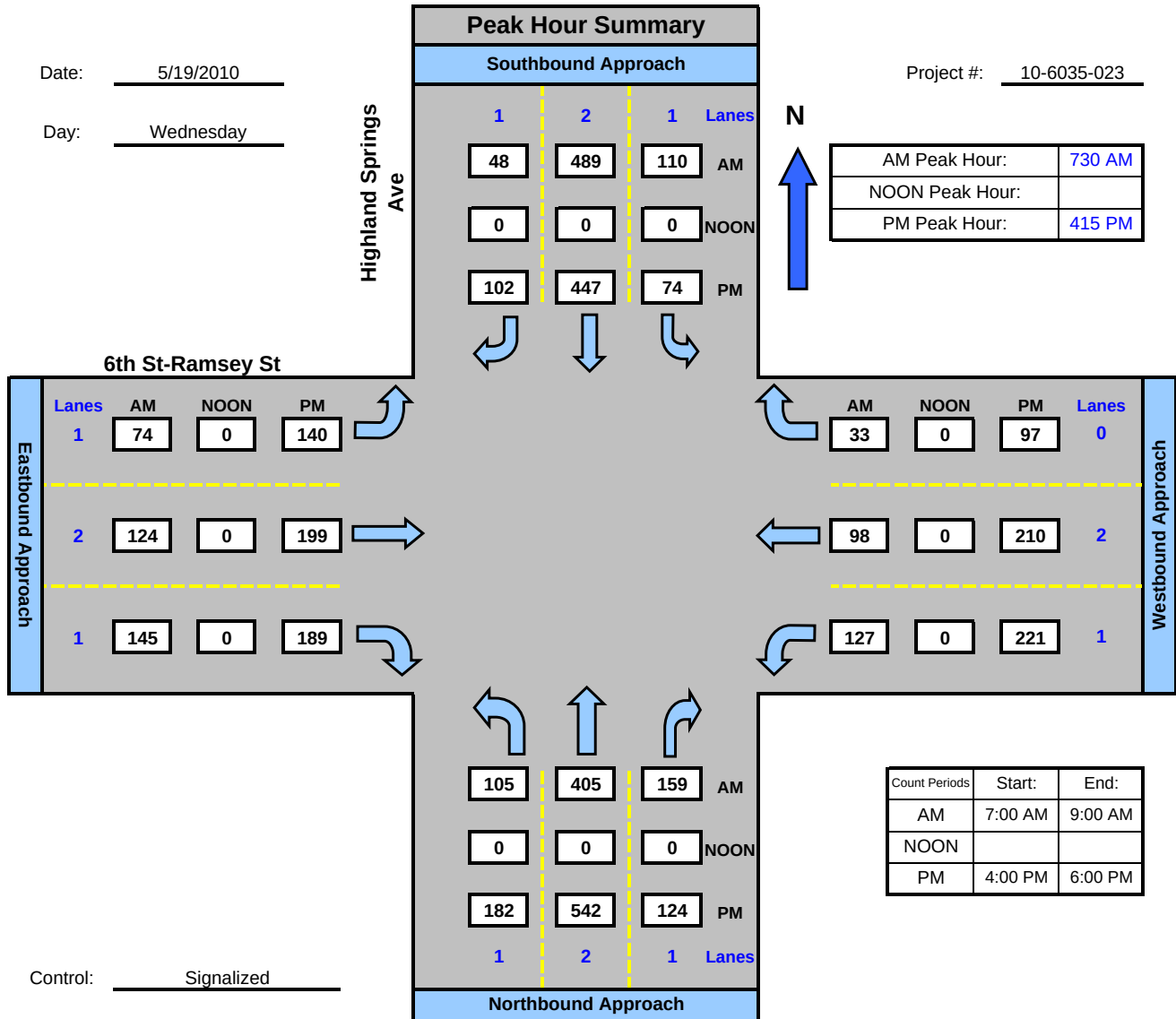
National Data & Surveying Services

Highland Springs Ave and 6th St-Ramsey St, City of Banning

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-023



Intersection Turning Movement

Prepared by:



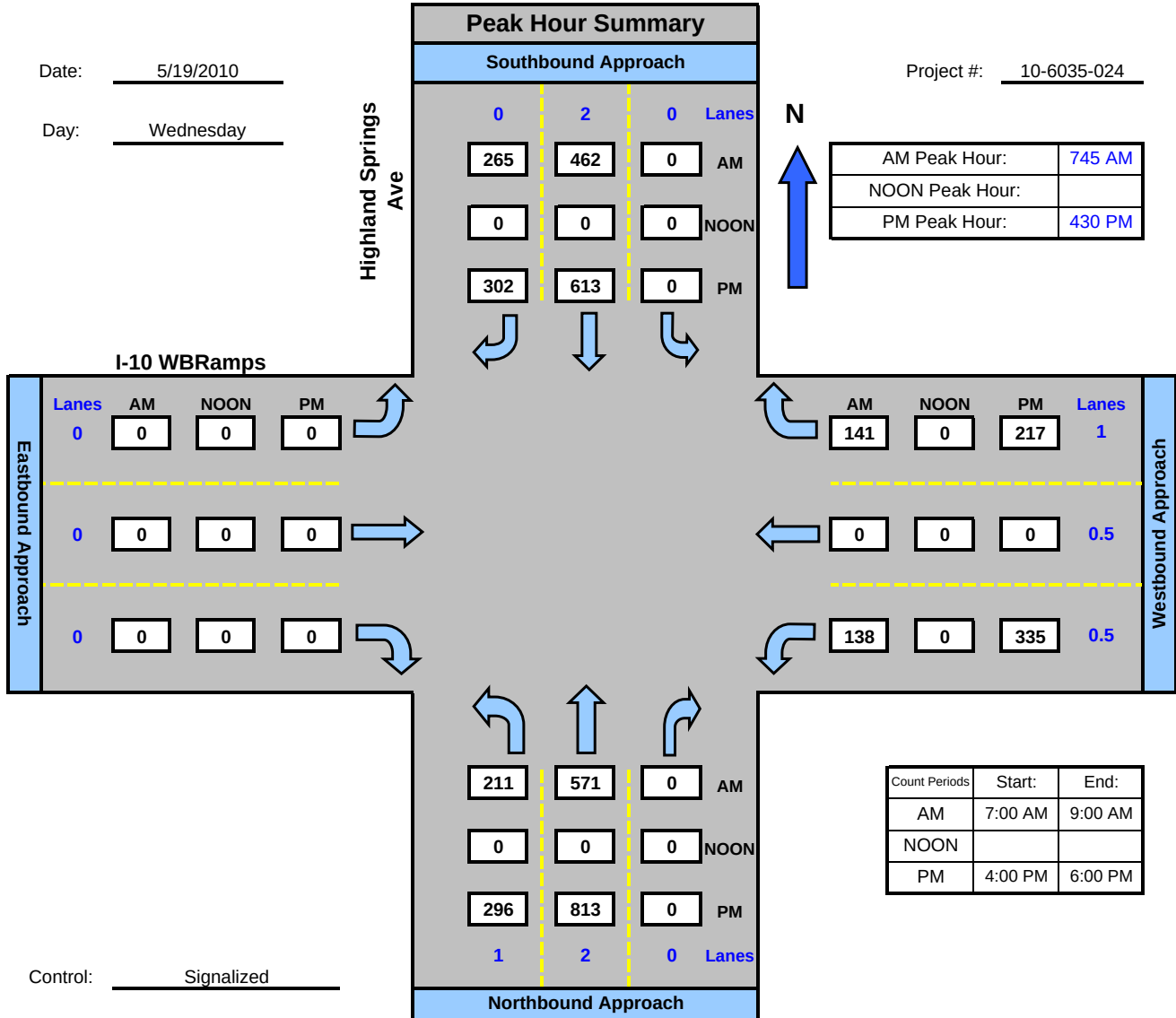
National Data & Surveying Services

Highland Springs Ave and I-10 WBRamps , City of Banning

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-024



Intersection Turning Movement

Prepared by:



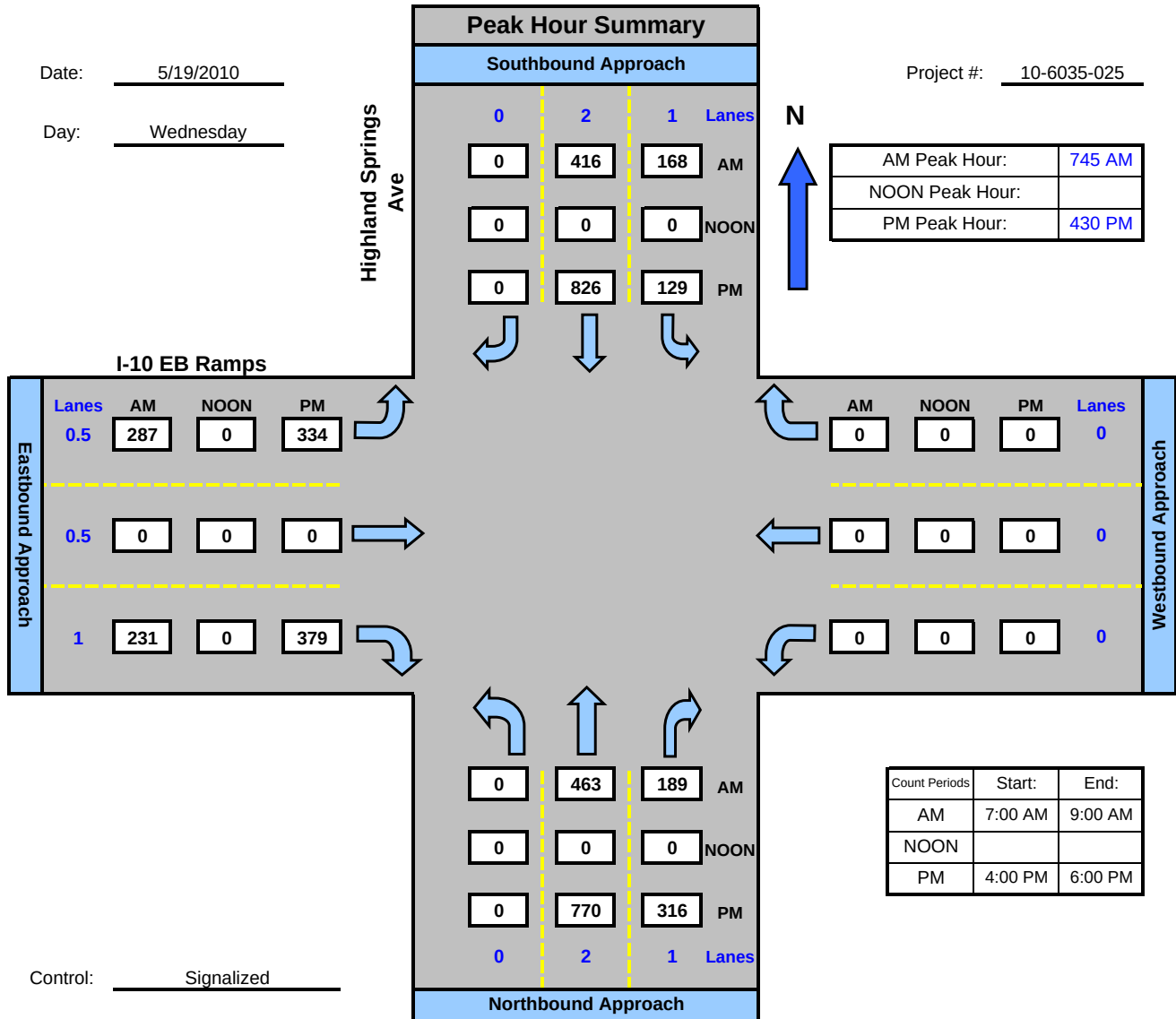
National Data & Surveying Services

Highland Springs Ave and I-10 EB Ramps , City of Banning

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-025



Intersection Turning Movement

Prepared by:



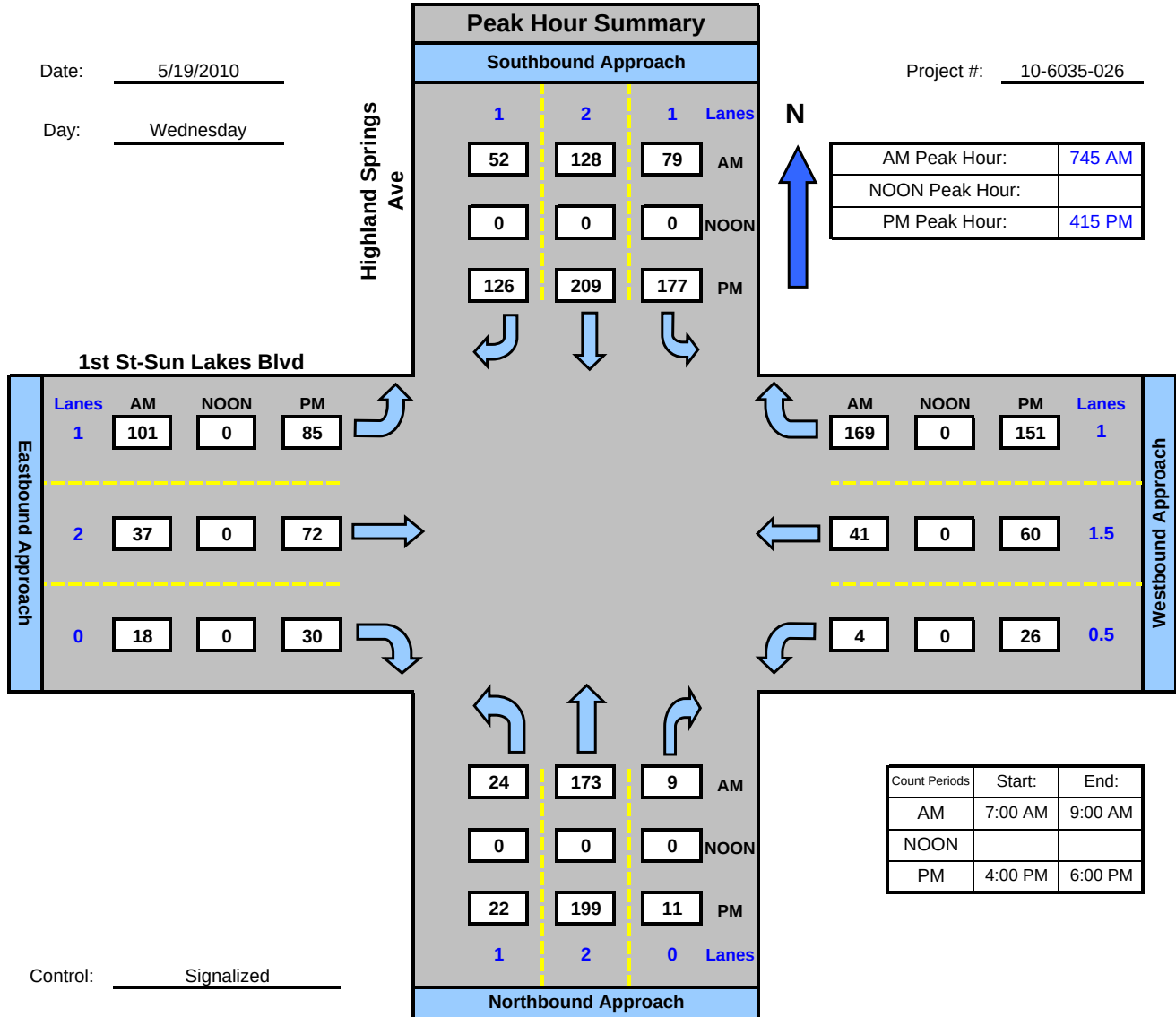
National Data & Surveying Services

Highland Springs Ave and 1st St-Sun Lakes Blvd , City of Banning

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-026



Intersection Turning Movement

Prepared by:



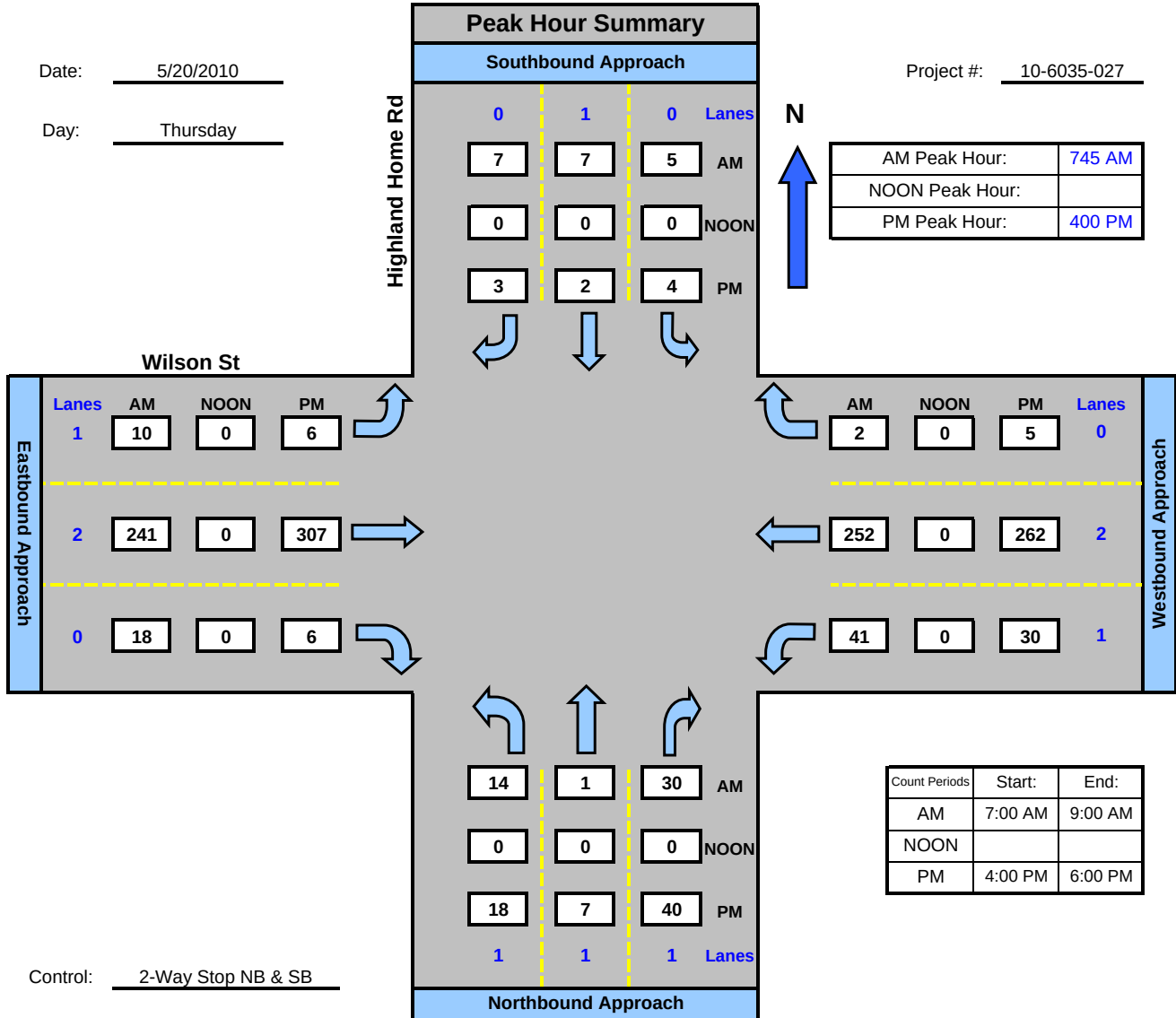
National Data & Surveying Services

Highland Home Rd and Wilson St, City of Banning

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-027



Intersection Turning Movement

Prepared by:



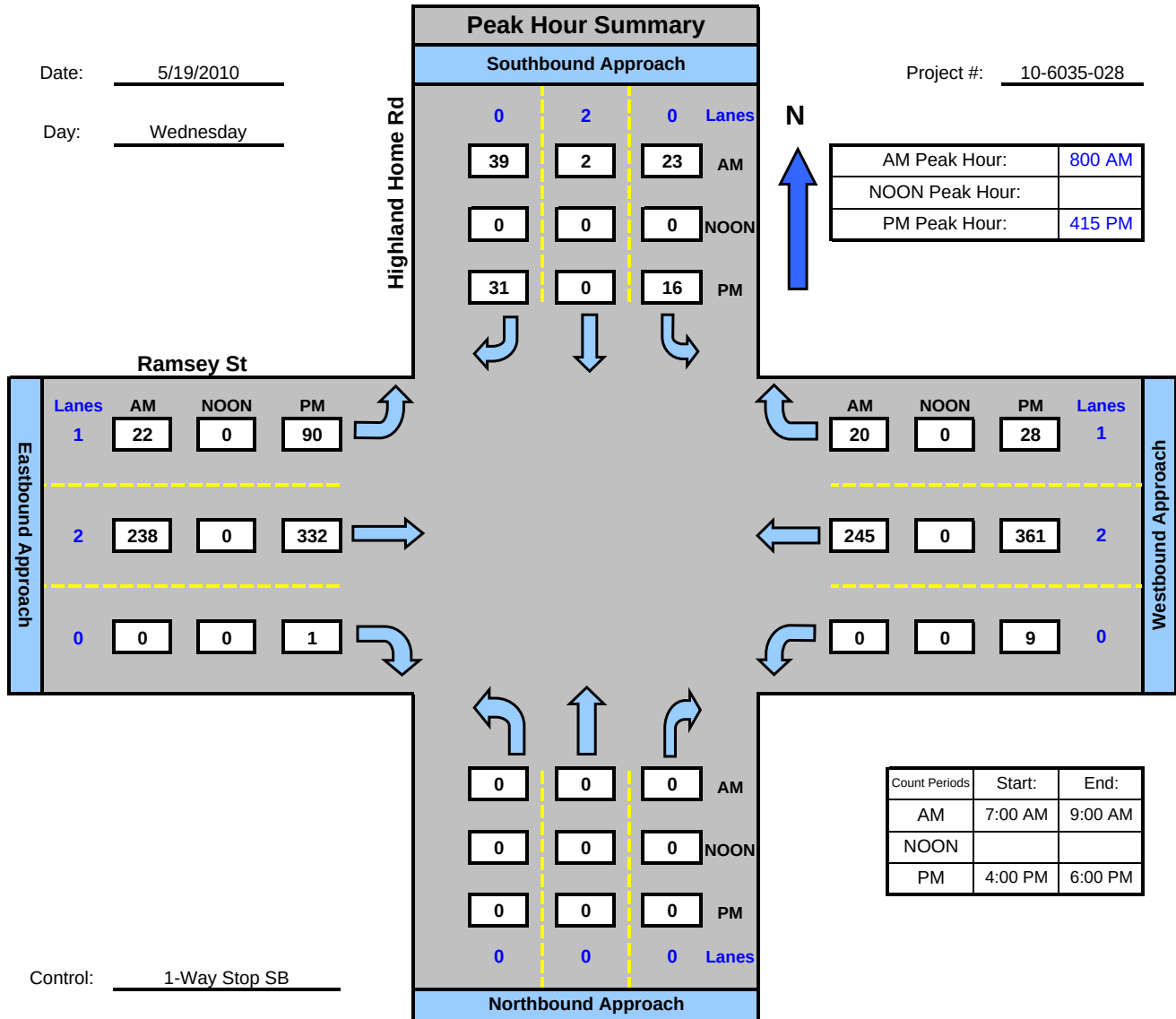
National Data & Surveying Services

Highland Home Rd and Ramsey St , City of Banning

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-028



Intersection Turning Movement

Prepared by:



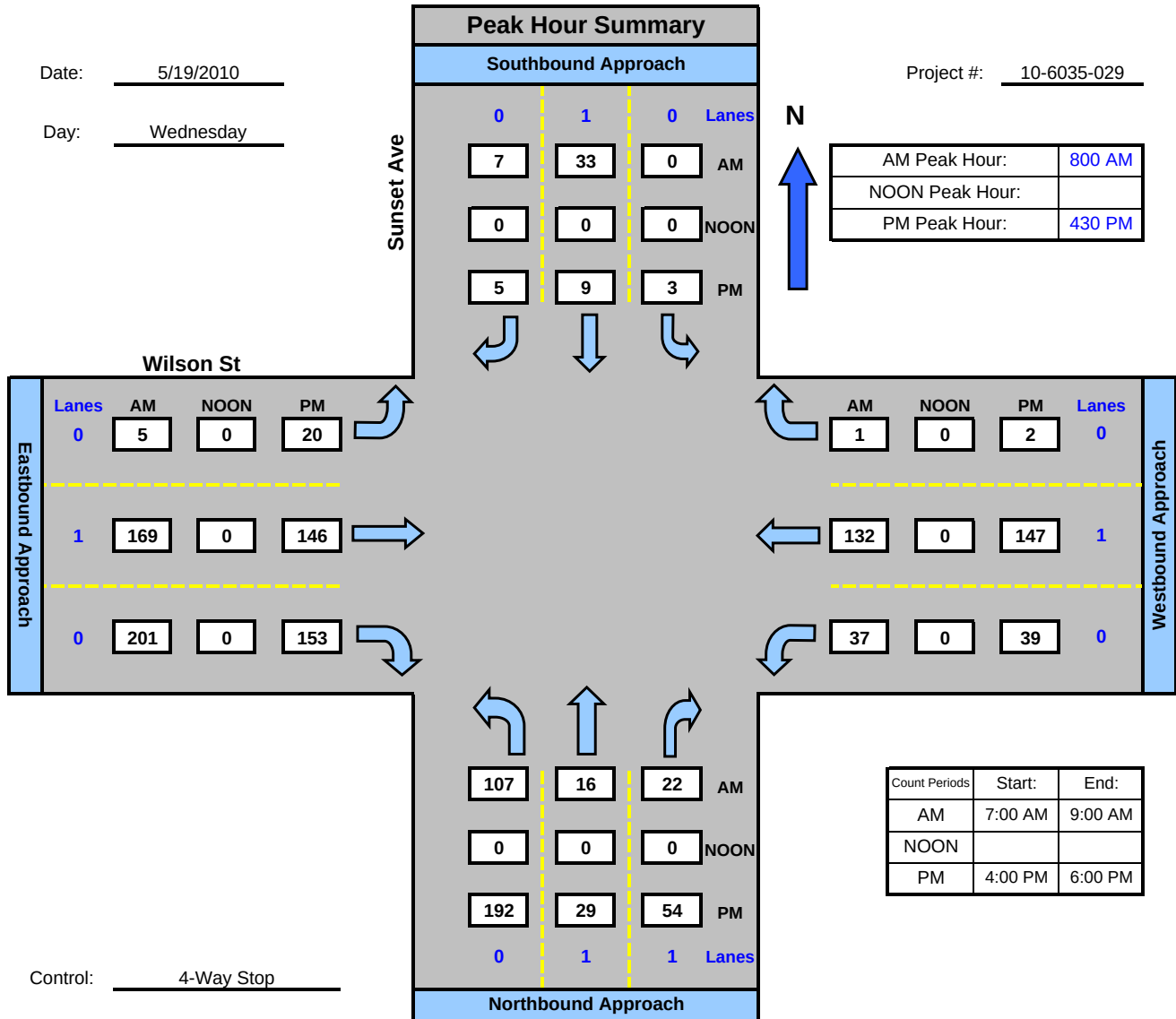
National Data & Surveying Services

Sunset Ave and Wilson St , City of Banning

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-029



Intersection Turning Movement

Prepared by:



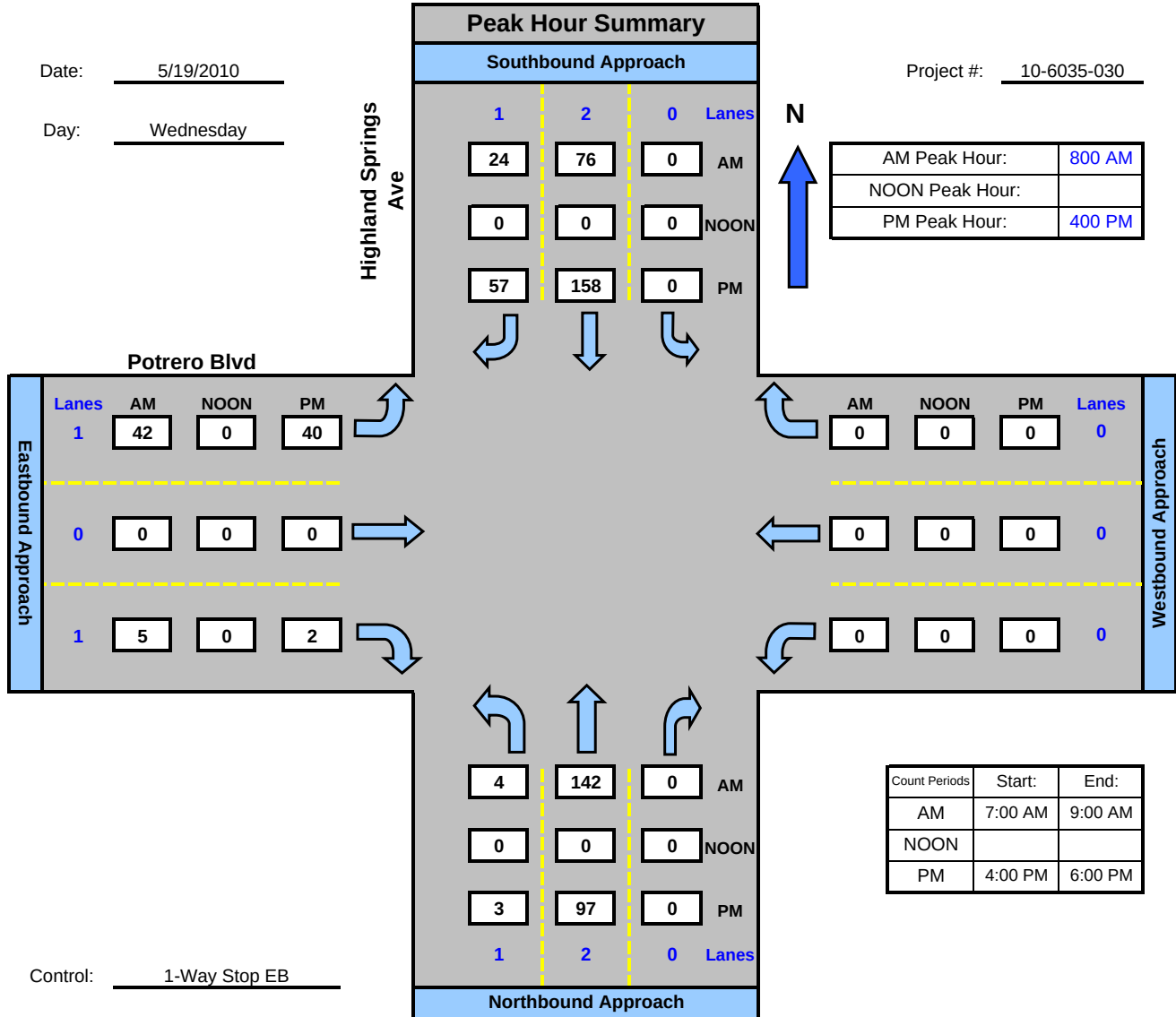
National Data & Surveying Services

Highland Springs Ave and Potrero Blvd , City of Banning

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-030



Intersection Turning Movement

Prepared by:



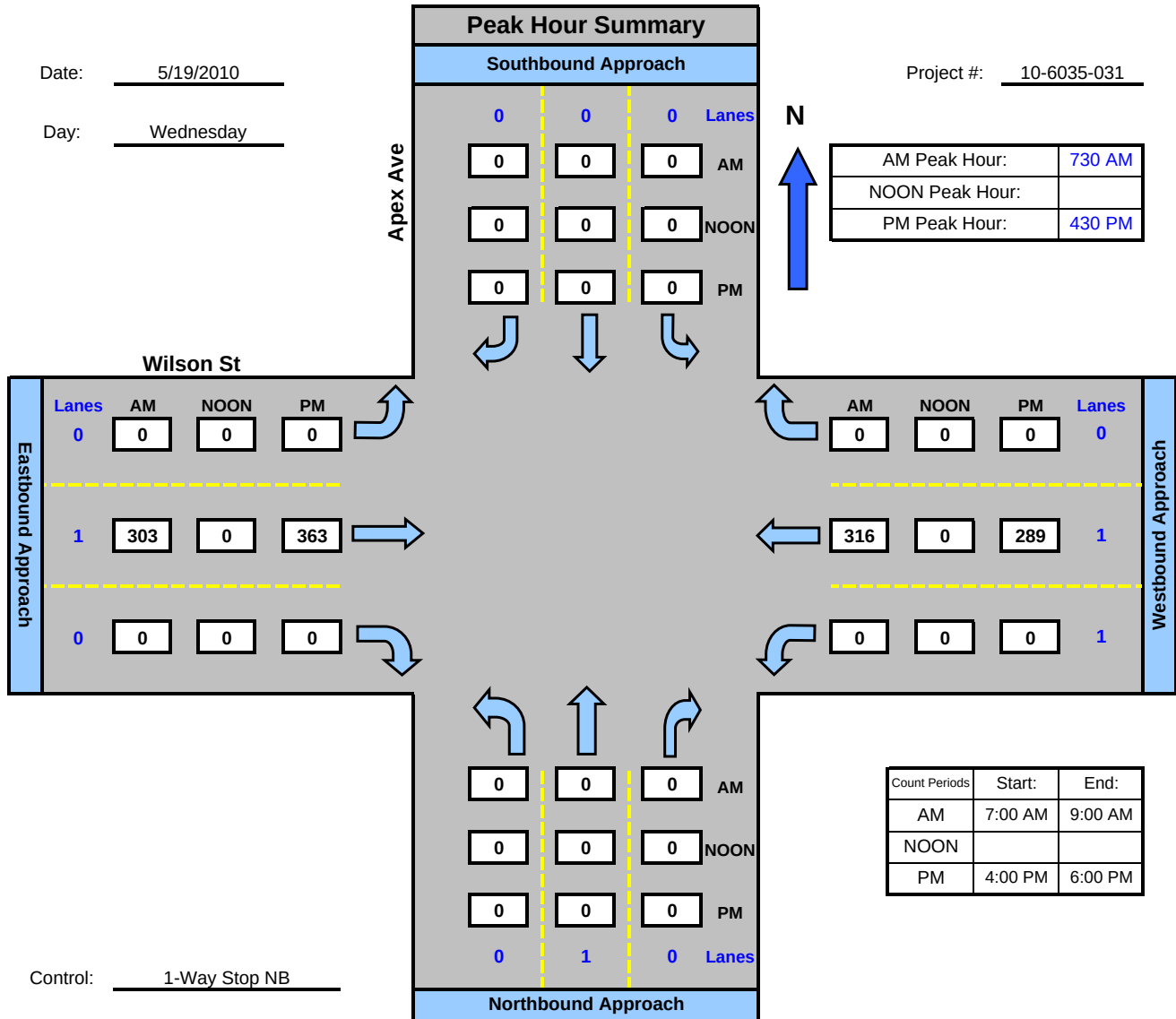
National Data & Surveying Services

Apex Ave and Wilson St , City of Banning

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-031



Intersection Turning Movement

Prepared by:



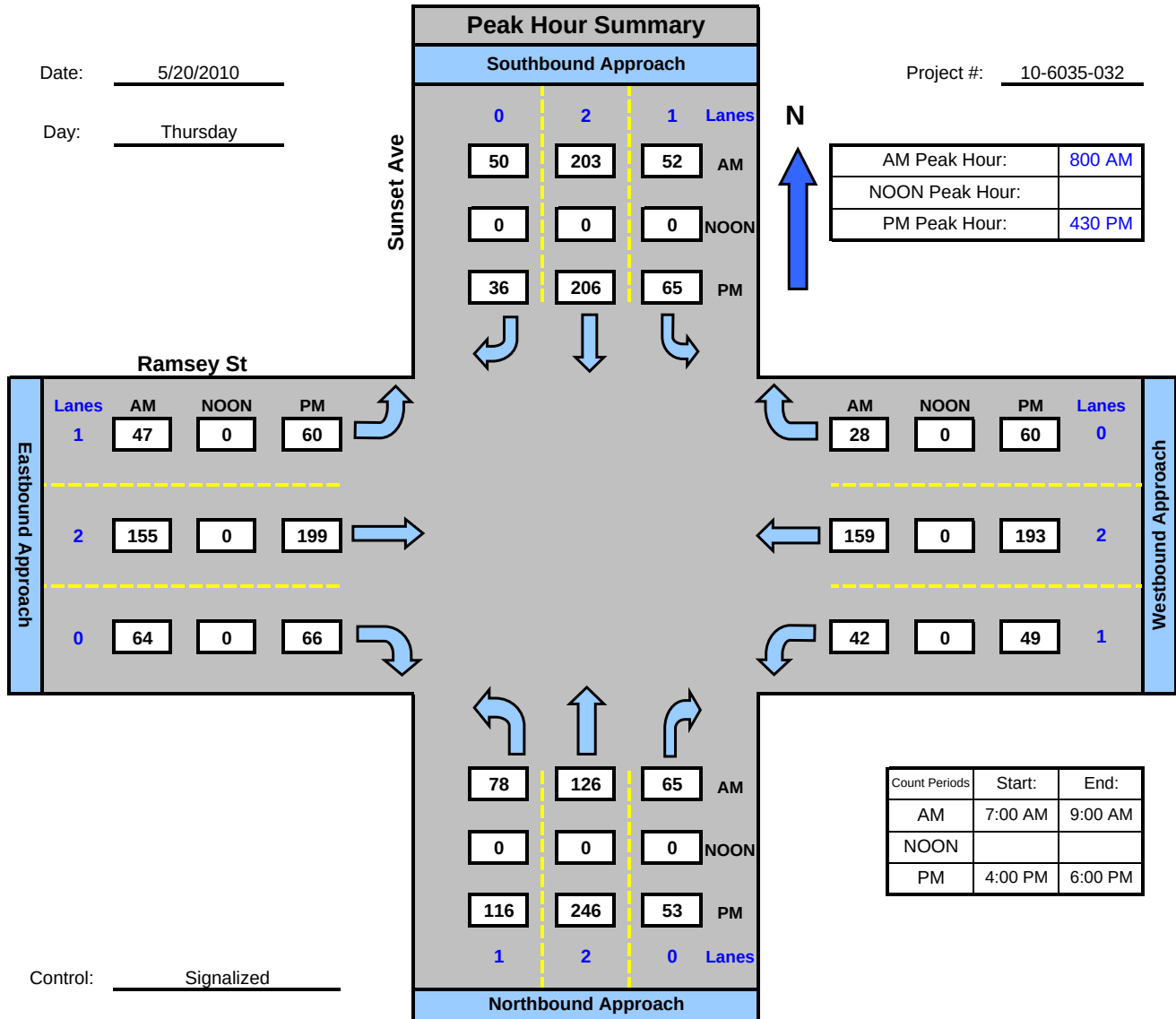
National Data & Surveying Services

Sunset Ave and Ramsey St , City of Banning

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-032



Intersection Turning Movement

Prepared by:



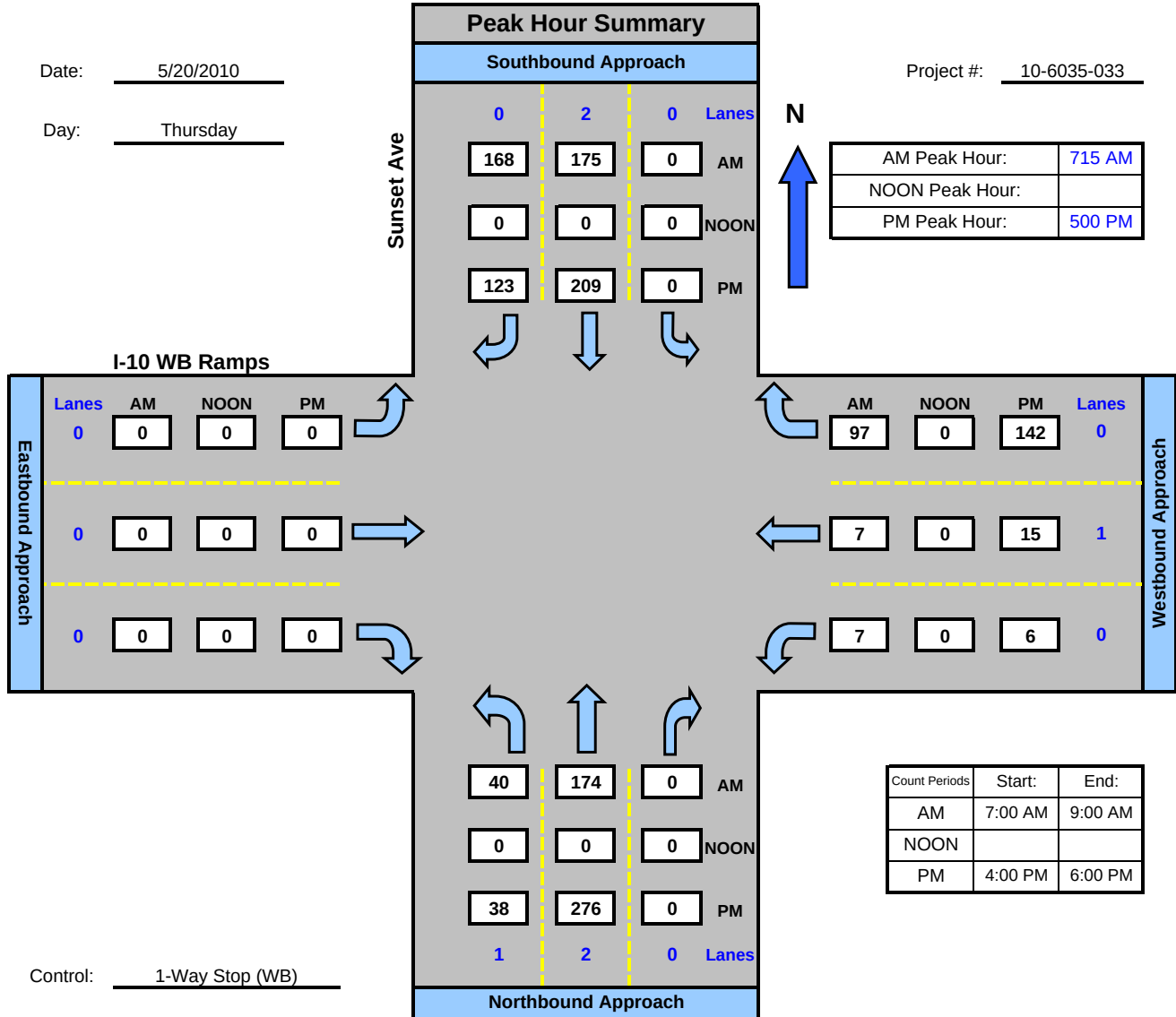
National Data & Surveying Services

Sunset Ave and I-10 WB Ramps , City of Banning

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-033



Intersection Turning Movement

Prepared by:



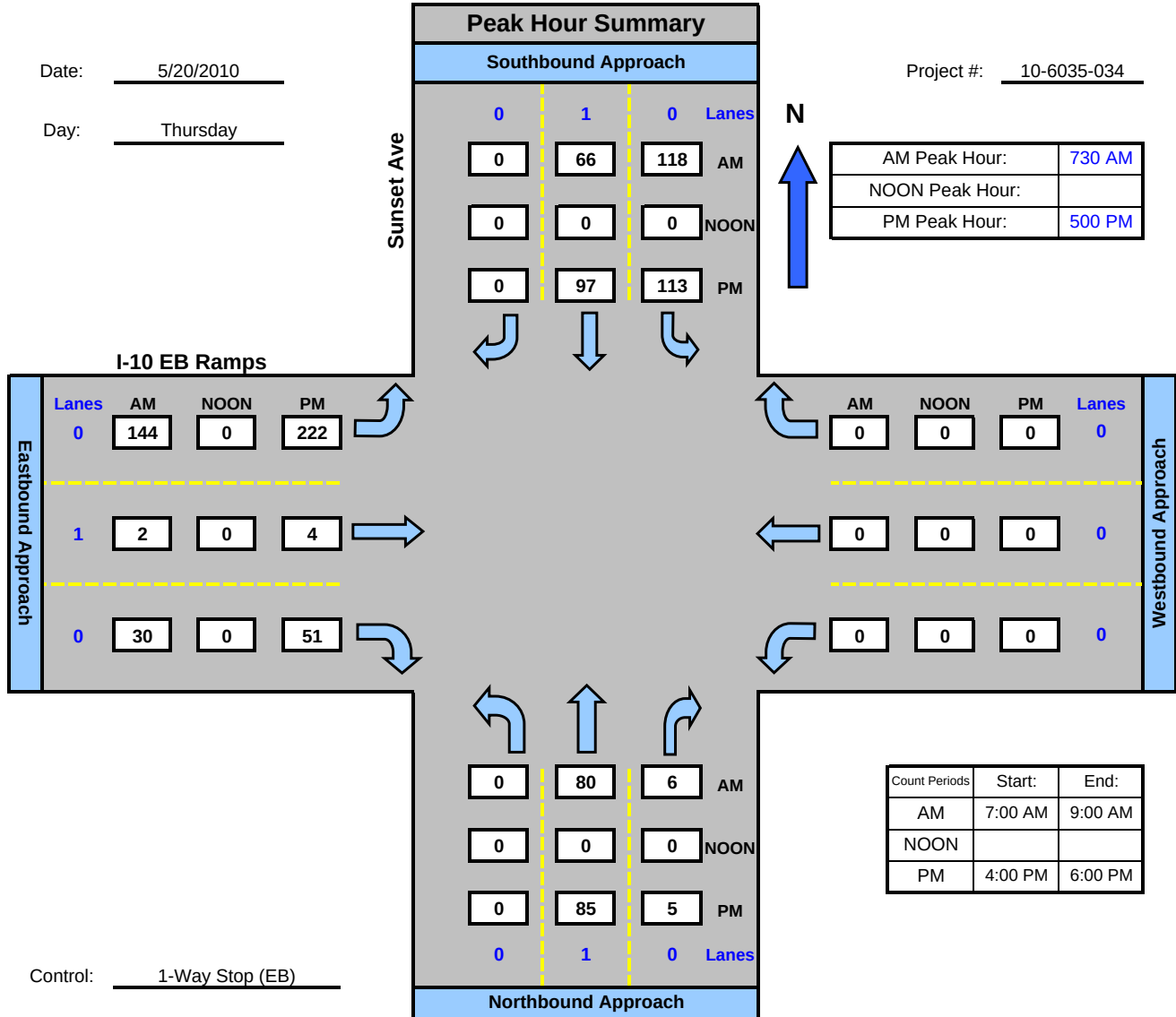
National Data & Surveying Services

Sunset Ave and I-10 EB Ramps , City of Banning

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-034



Intersection Turning Movement

Prepared by:



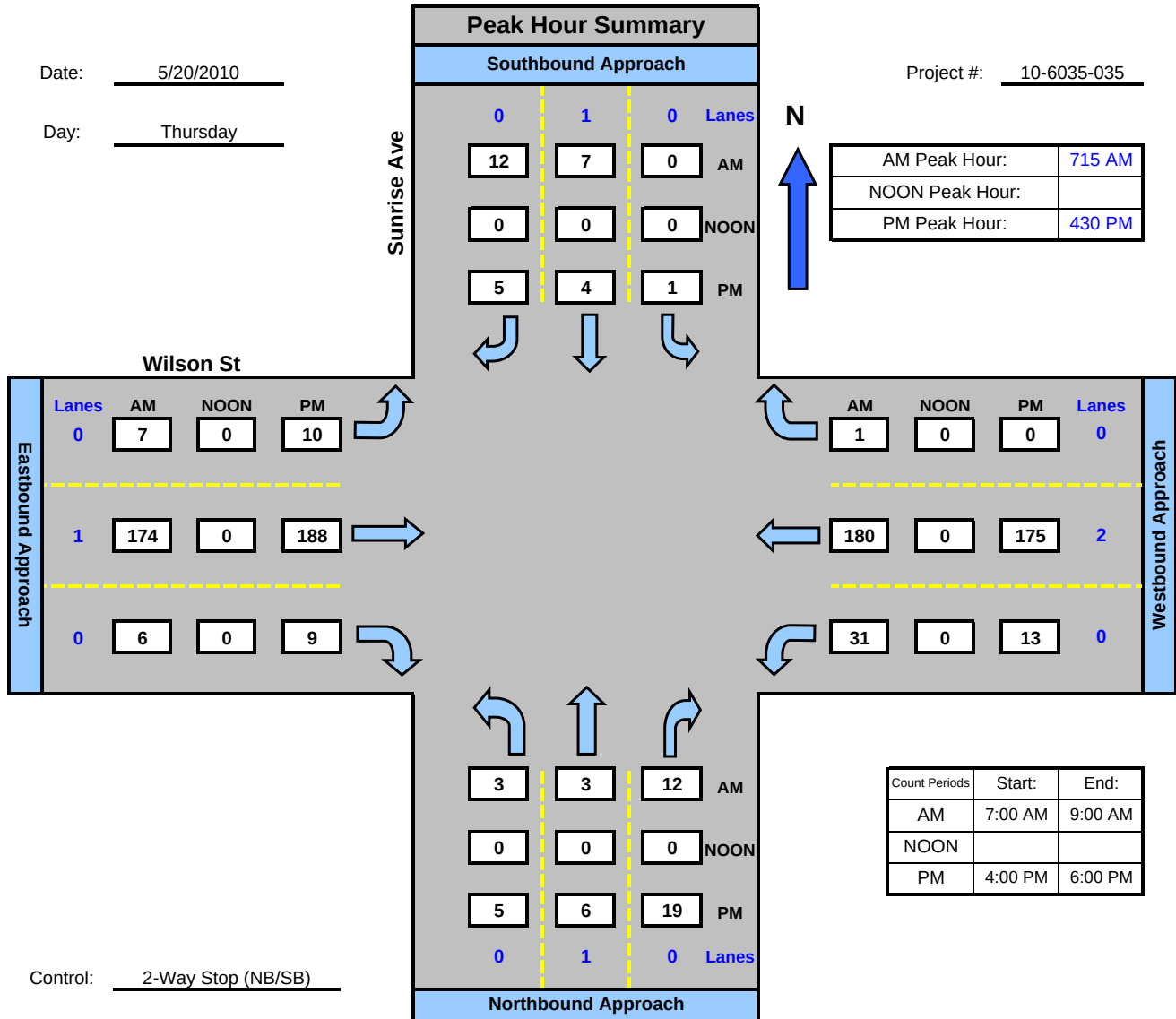
National Data & Surveying Services

Sunrise Ave and Wilson St., City of Banning

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-035



Intersection Turning Movement

Prepared by:



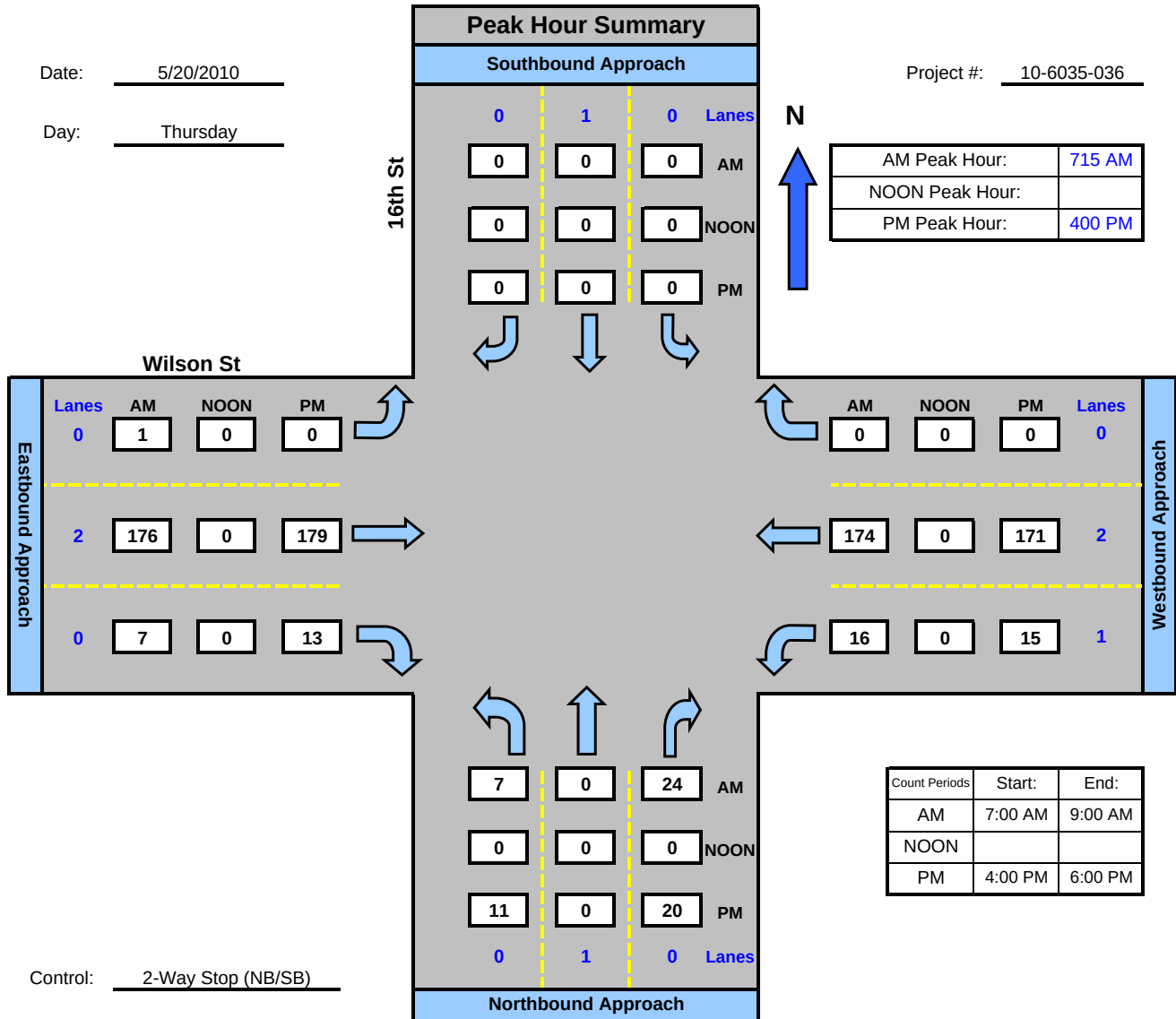
National Data & Surveying Services

16th St and Wilson St , City of Banning

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-036



Intersection Turning Movement

Prepared by:



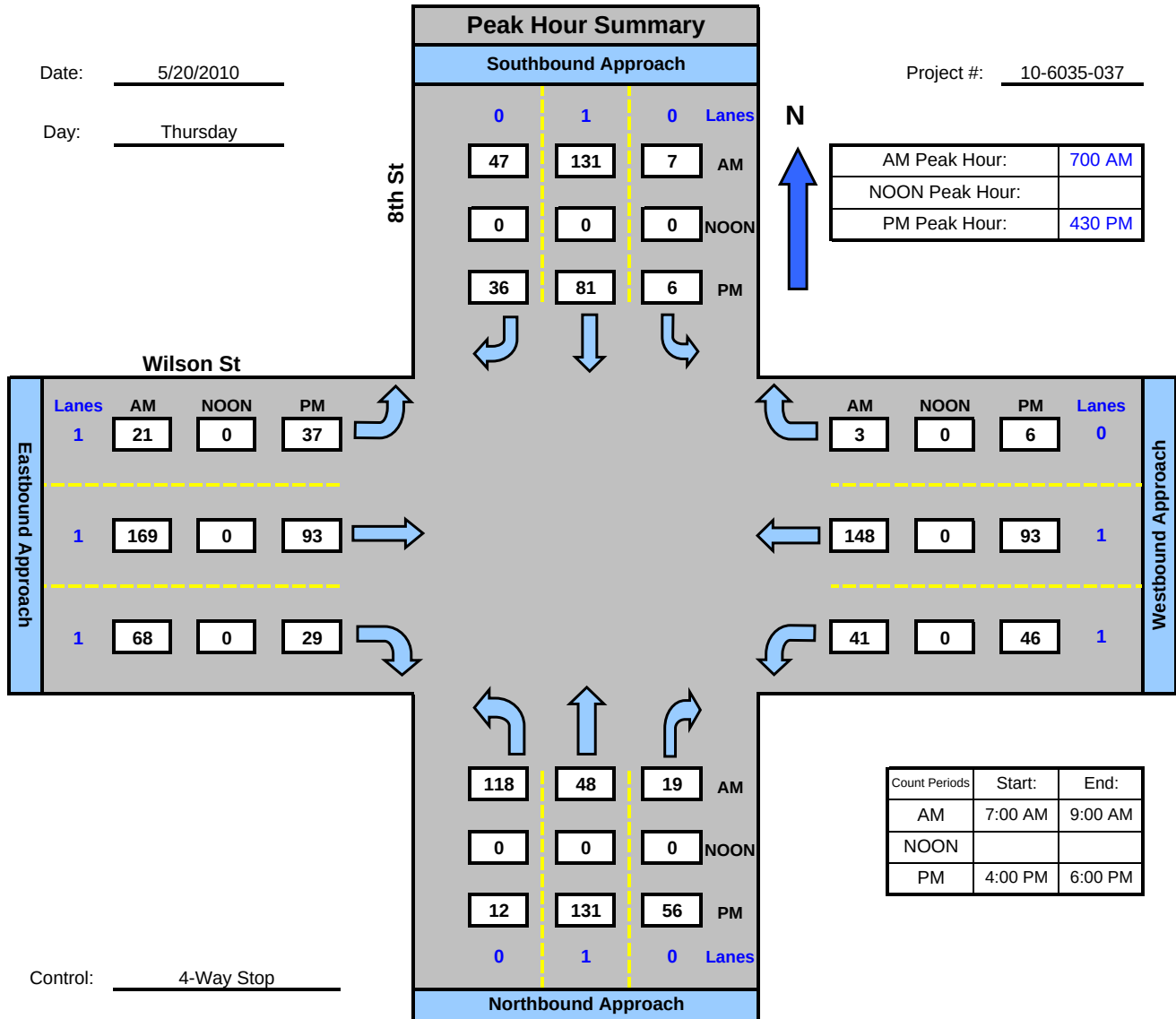
National Data & Surveying Services

8th St and Wilson St, City of Banning

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-037



Intersection Turning Movement

Prepared by:



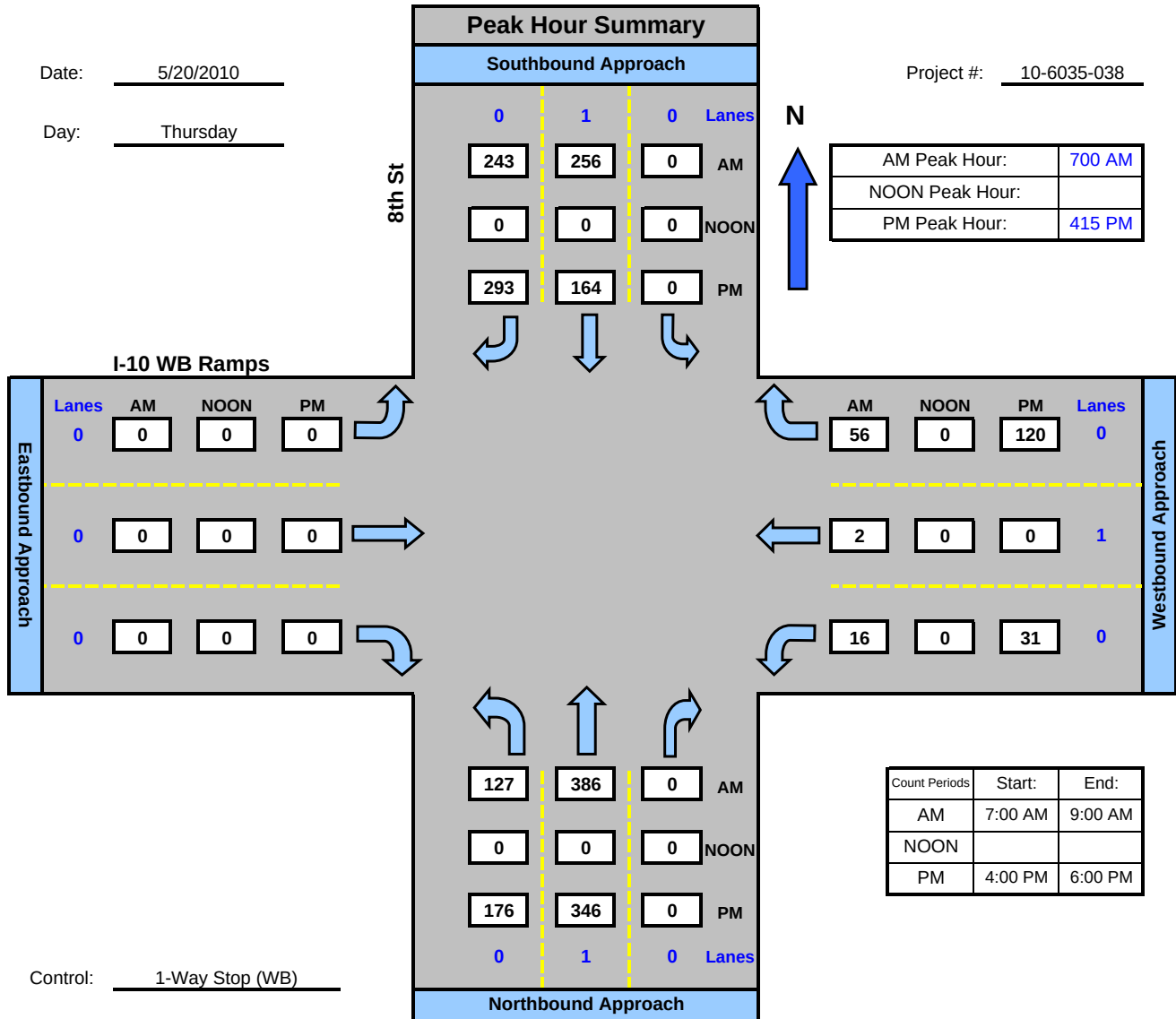
National Data & Surveying Services

8th St and I-10 WB Ramps , City of Banning

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-038



Intersection Turning Movement

Prepared by:



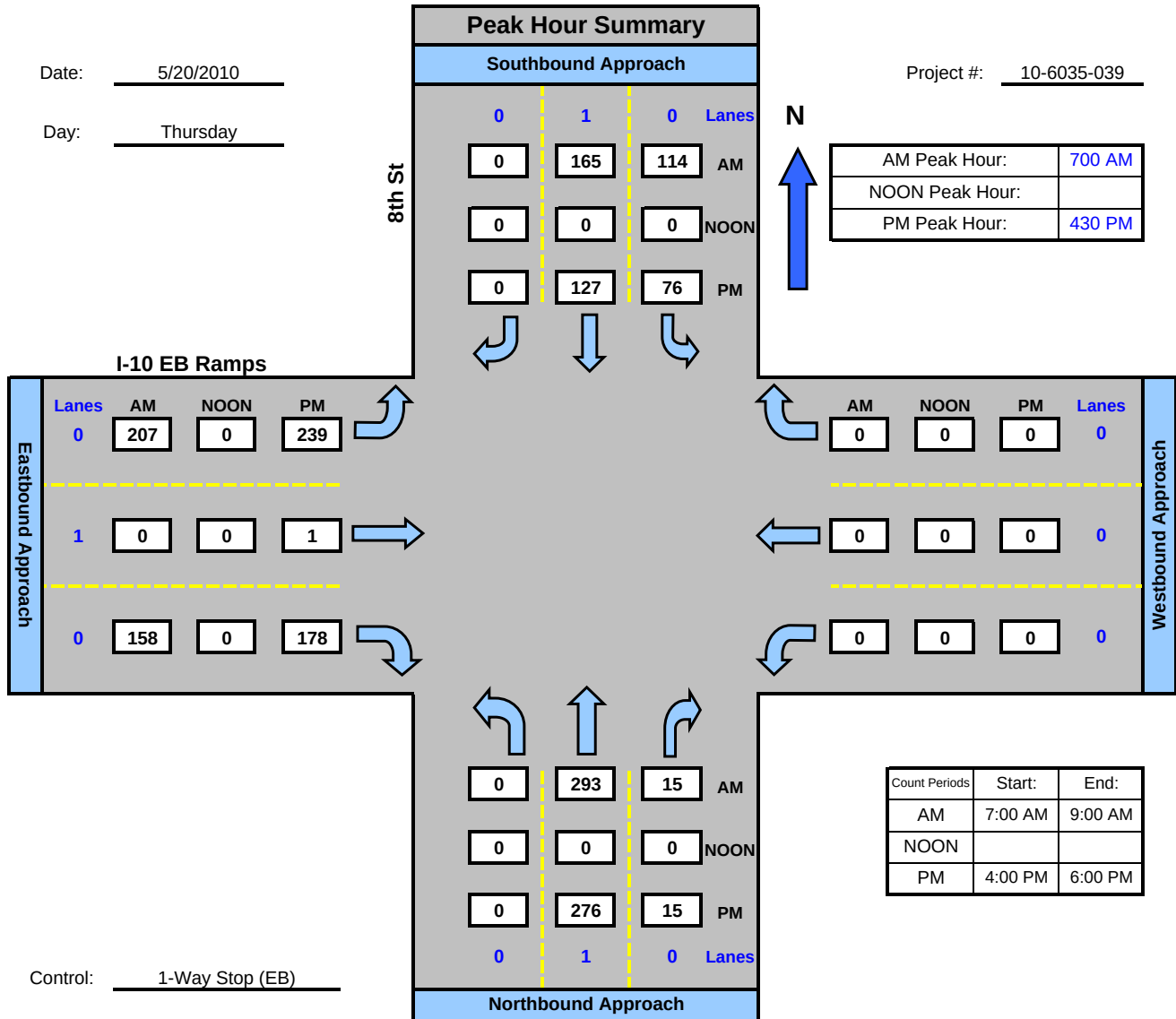
National Data & Surveying Services

8th St and I-10 EB Ramps , City of Banning

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-039



Intersection Turning Movement

Prepared by:



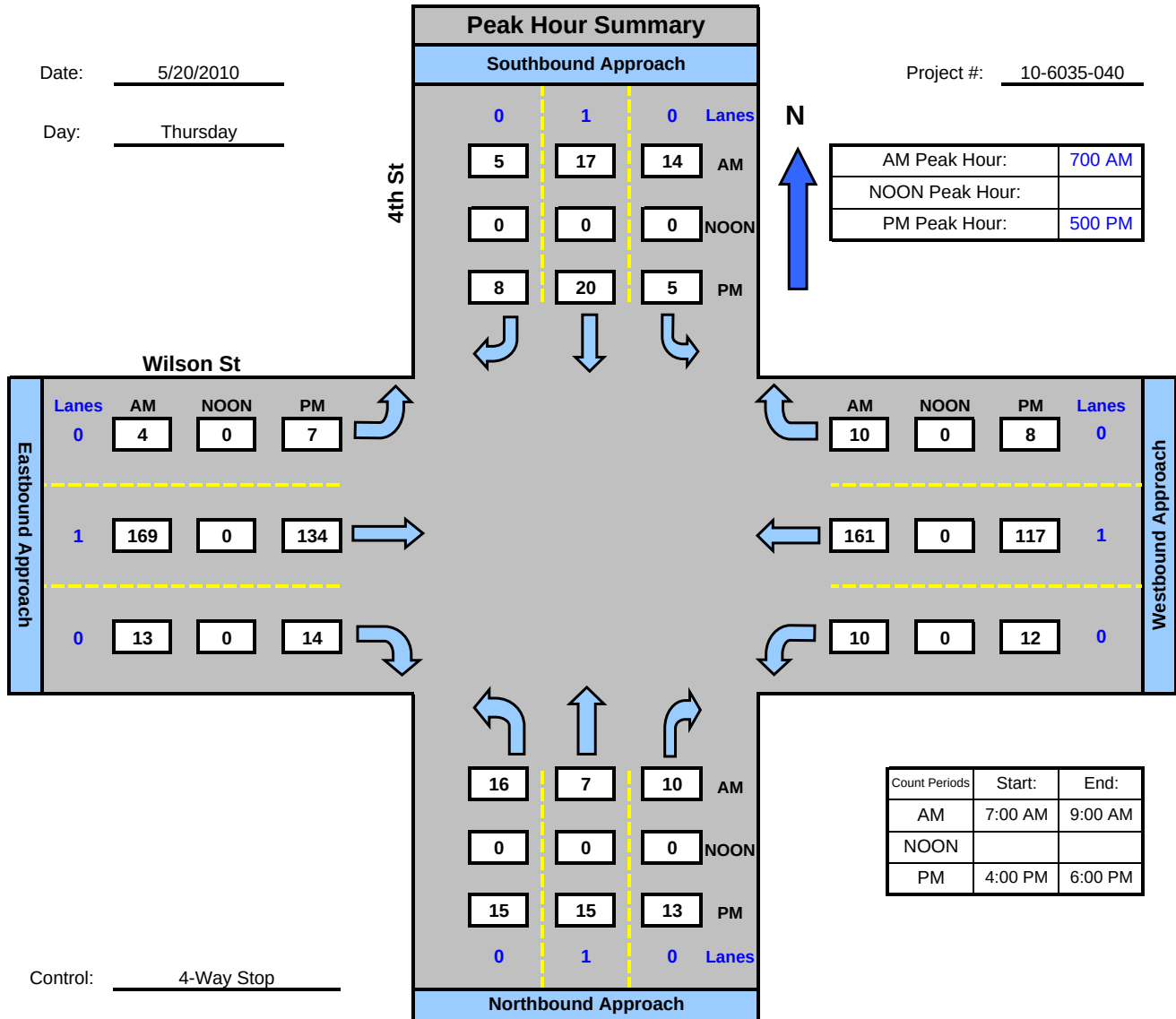
National Data & Surveying Services

4th St and Wilson St, City of Banning

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-040



Intersection Turning Movement

Prepared by:



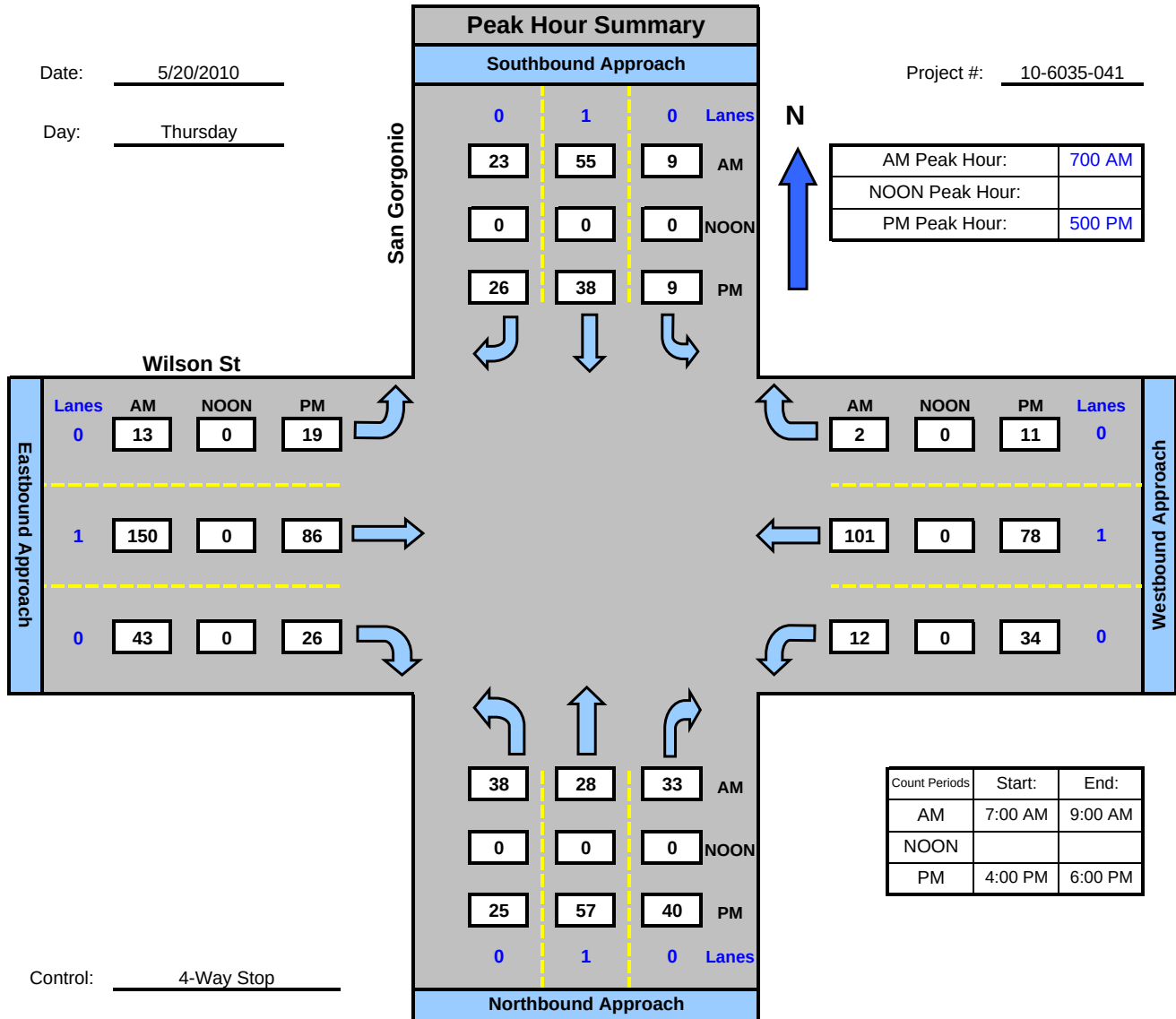
National Data & Surveying Services

San Gorgonio and Wilson St , City of Banning

Date: 5/20/2010

Day: Thursday

Project #: 10-6035-041



Intersection Turning Movement

Prepared by:



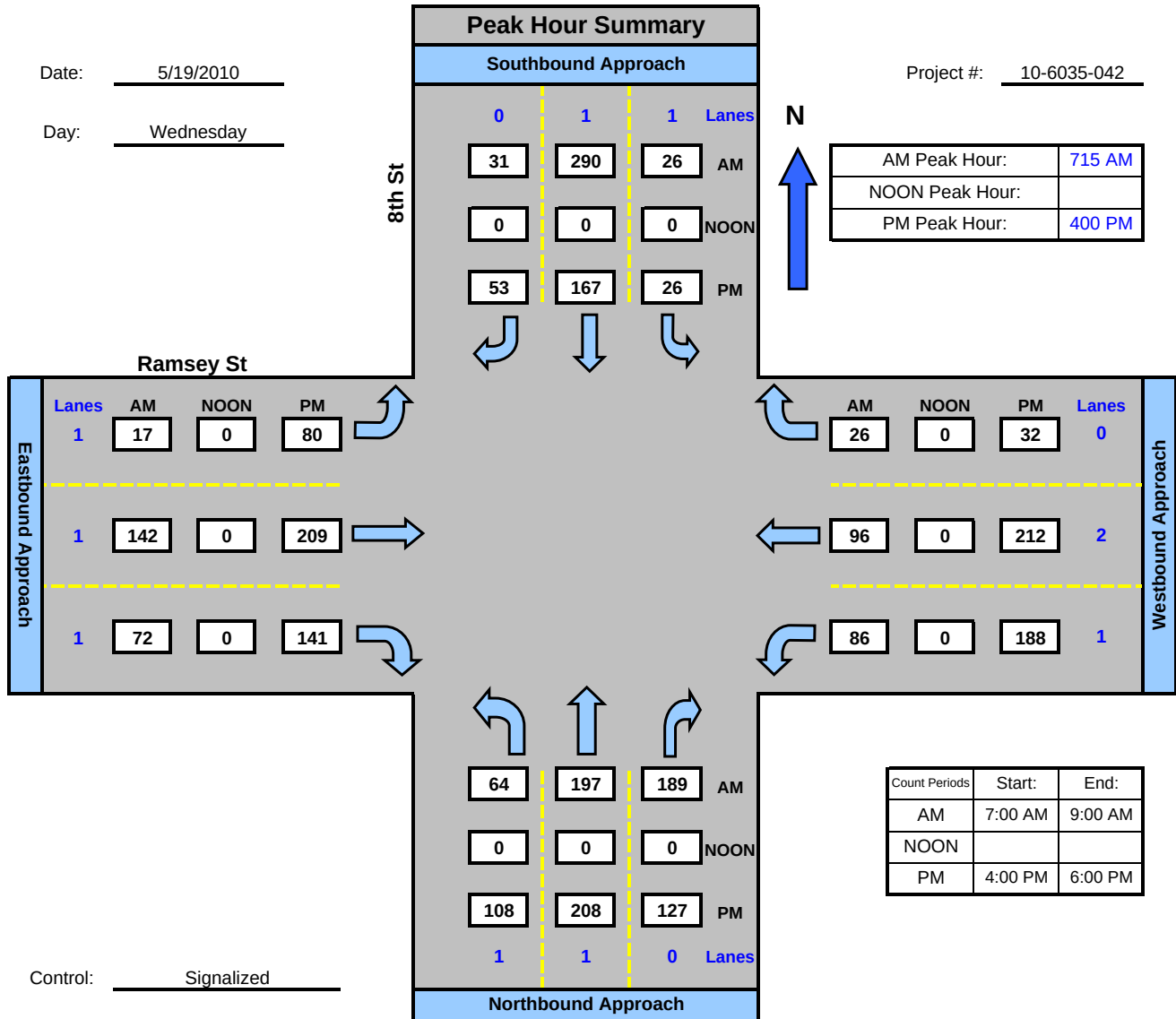
National Data & Surveying Services

8th St and Ramsey St , City of Banning

Date: 5/19/2010

Day: Wednesday

Project #: 10-6035-042



APPENDIX B

VOLUME DEVELOPMENT WORKSHEETS

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	143	31	174	345	70	415
SBT	0	0	0	1	0	1
SBR	30	0	30	47	0	47
EBL	0	0	0	0	0	0
EBT	188	62	250	175	140	315
EBR	117	0	117	120	0	120
WBL	300	0	300	170	0	170
WBT	205	121	326	239	98	337
WBR	0	0	0	0	0	0
North Leg						
Approach	173	31	204	393	70	463
Departure	0	0	0	0	0	0
Total	173	31	204	393	70	463
South Leg						
Approach	0	0	0	0	0	0
Departure	417	0	417	291	0	291
Total	417	0	417	291	0	291
East Leg						
Approach	505	121	626	409	98	507
Departure	331	93	424	520	210	730
Total	836	214	1,050	929	308	1,237
West Leg						
Approach	305	62	367	295	140	435
Departure	235	121	356	286	98	384
Total	540	183	723	581	238	819
Total Approaches						
Approach	983	214	1,197	1,097	308	1,405
Departure	983	214	1,197	1,097	308	1,405
Total	1,966	428	2,394	2,194	616	2,810

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
2	I-10 Westbound Ramps/Oak Valley Pkwy.						
	NBL	85	0	85	179	0	179
	NBT	1	0	1	0	0	0
	NBR	125	0	125	189	0	189
	SBL	0	0	0	0	0	0
	SBT	0	0	0	0	0	0
	SBR	0	0	0	0	0	0
	EBL	59	0	59	26	0	26
	EBT	272	93	365	484	210	694
	EBR	0	0	0	0	0	0
	WBL	0	0	0	0	0	0
	WBT	425	121	546	228	98	326
	WBR	485	61	546	184	49	233
North Leg							
	Approach	0	0	0	0	0	0
	Departure	545	61	606	210	49	259
	Total	545	61	606	210	49	259
South Leg							
	Approach	211	0	211	368	0	368
	Departure	0	0	0	0	0	0
	Total	211	0	211	368	0	368
East Leg							
	Approach	910	182	1,092	412	147	559
	Departure	397	93	490	673	210	883
	Total	1,307	275	1,582	1,085	357	1,442
West Leg							
	Approach	331	93	424	510	210	720
	Departure	510	121	631	407	98	505
	Total	841	214	1,055	917	308	1,225
Total Approaches							
	Approach	1,452	275	1,727	1,290	357	1,647
	Departure	1,452	275	1,727	1,290	357	1,647
	Total	2,904	550	3,454	2,580	714	3,294

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
3 Elm Ave./Oak Valley Pkwy.-14th St.						
NBL	60	0	60	32	0	32
NBT	5	0	5	10	0	10
NBR	53	0	53	45	0	45
SBL	1	0	1	4	0	4
SBT	3	0	3	4	0	4
SBR	0	0	0	6	0	6
EBL	1	0	1	6	0	6
EBT	271	124	395	358	280	638
EBR	42	0	42	28	0	28
WBL	90	0	90	36	0	36
WBT	497	243	740	283	196	479
WBR	1	0	1	38	0	38
North Leg						
Approach	4	0	4	14	0	14
Departure	7	0	7	54	0	54
Total	11	0	11	68	0	68
South Leg						
Approach	118	0	118	87	0	87
Departure	135	0	135	68	0	68
Total	253	0	253	155	0	155
East Leg						
Approach	588	243	831	357	196	553
Departure	325	124	449	407	280	687
Total	913	367	1,280	764	476	1,240
West Leg						
Approach	314	124	438	392	280	672
Departure	557	243	800	321	196	517
Total	871	367	1,238	713	476	1,189
Total Approaches						
Approach	1,024	367	1,391	850	476	1,326
Departure	1,024	367	1,391	850	476	1,326
Total	2,048	734	2,782	1,700	952	2,652

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
4	Beaumont Ave./Oak Valley Pkwy.-14th St.						
	NBL	34	0	34	74	0	74
	NBT	286	0	286	316	0	316
	NBR	31	0	31	81	0	81
	SBL	98	16	114	62	35	97
	SBT	425	0	425	204	0	204
	SBR	281	0	281	108	0	108
	EBL	145	0	145	128	0	128
	EBT	150	124	274	245	280	525
	EBR	36	0	36	51	0	51
	WBL	71	0	71	102	0	102
	WBT	282	243	525	219	196	415
	WBR	67	30	97	71	24	95
North Leg							
	Approach	804	16	820	374	35	409
	Departure	498	30	528	515	24	539
	Total	1,302	46	1,348	889	59	948
South Leg							
	Approach	351	0	351	471	0	471
	Departure	532	0	532	357	0	357
	Total	883	0	883	828	0	828
East Leg							
	Approach	420	273	693	392	220	612
	Departure	279	140	419	388	315	703
	Total	699	413	1,112	780	535	1,315
West Leg							
	Approach	331	124	455	424	280	704
	Departure	597	243	840	401	196	597
	Total	928	367	1,295	825	476	1,301
Total Approaches							
	Approach	1,906	413	2,319	1,661	535	2,196
	Departure	1,906	413	2,319	1,661	535	2,196
	Total	3,812	826	4,638	3,322	1,070	4,392

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
5	Beaumont Ave./8th St.						
	NBL	12	0	12	13	0	13
	NBT	214	0	214	415	0	415
	NBR	22	0	22	22	0	22
	SBL	45	0	45	27	0	27
	SBT	353	0	353	278	0	278
	SBR	31	0	31	36	0	36
	EBL	20	0	20	51	0	51
	EBT	37	78	115	31	175	206
	EBR	6	0	6	17	0	17
	WBL	16	0	16	20	0	20
	WBT	20	152	172	34	122	156
	WBR	23	0	23	47	0	47
North Leg							
	Approach	429	0	429	341	0	341
	Departure	257	0	257	513	0	513
	Total	686	0	686	854	0	854
South Leg							
	Approach	248	0	248	450	0	450
	Departure	375	0	375	315	0	315
	Total	623	0	623	765	0	765
East Leg							
	Approach	59	152	211	101	122	223
	Departure	104	78	182	80	175	255
	Total	163	230	393	181	297	478
West Leg							
	Approach	63	78	141	99	175	274
	Departure	63	152	215	83	122	205
	Total	126	230	356	182	297	479
Total Approaches							
	Approach	799	230	1,029	991	297	1,288
	Departure	799	230	1,029	991	297	1,288
	Total	1,598	460	2,058	1,982	594	2,576

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
6	Beaumont Ave./I-10 Westbound Ramps					
NBL	409	0	409	324	0	324
NBT	264	0	264	400	0	400
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	262	0	262	320	0	320
SBR	127	0	127	132	0	132
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	147	121	268	310	98	408
WBT	0	0	0	1	0	1
WBR	61	0	61	95	0	95
North Leg						
Approach	389	0	389	452	0	452
Departure	325	0	325	495	0	495
Total	714	0	714	947	0	947
South Leg						
Approach	673	0	673	724	0	724
Departure	409	121	530	630	98	728
Total	1,082	121	1,203	1,354	98	1,452
East Leg						
Approach	208	121	329	406	98	504
Departure	0	0	0	0	0	0
Total	208	121	329	406	98	504
West Leg						
Approach	0	0	0	0	0	0
Departure	536	0	536	457	0	457
Total	536	0	536	457	0	457
Total Approaches						
Approach	1,270	121	1,391	1,582	98	1,680
Departure	1,270	121	1,391	1,582	98	1,680
Total	2,540	242	2,782	3,164	196	3,360

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
7	Beaumont Ave./I-10 Eastbound Ramps					
NBL	0	0	0	0	0	0
NBT	556	0	556	452	0	452
NBR	500	62	562	311	140	451
SBL	79	0	79	98	0	98
SBT	303	121	424	532	98	630
SBR	0	0	0	0	0	0
EBL	126	0	126	272	0	272
EBT	0	0	0	0	0	0
EBR	382	0	382	600	0	600
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	382	121	503	630	98	728
Departure	682	0	682	724	0	724
Total	1,064	121	1,185	1,354	98	1,452
South Leg						
Approach	1,056	62	1,118	763	140	903
Departure	685	121	806	1,132	98	1,230
Total	1,741	183	1,924	1,895	238	2,133
East Leg						
Approach	0	0	0	0	0	0
Departure	579	62	641	409	140	549
Total	579	62	641	409	140	549
West Leg						
Approach	508	0	508	872	0	872
Departure	0	0	0	0	0	0
Total	508	0	508	872	0	872
Total Approaches						
Approach	1,946	183	2,129	2,265	238	2,503
Departure	1,946	183	2,129	2,265	238	2,503
Total	3,892	366	4,258	4,530	476	5,006

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
8	Beaumont Ave./1st St.					
NBL	30	0	30	9	0	9
NBT	856	62	918	604	140	744
NBR	291	0	291	203	0	203
SBL	123	0	123	164	0	164
SBT	536	121	657	970	98	1,068
SBR	22	0	22	16	0	16
EBL	28	0	28	20	0	20
EBT	29	0	29	65	0	65
EBR	5	0	5	36	0	36
WBL	209	0	209	336	0	336
WBT	85	0	85	118	0	118
WBR	123	0	123	124	0	124
North Leg						
Approach	681	121	802	1,150	98	1,248
Departure	1,007	62	1,069	748	140	888
Total	1,688	183	1,871	1,898	238	2,136
South Leg						
Approach	1,177	62	1,239	816	140	956
Departure	750	121	871	1,342	98	1,440
Total	1,927	183	2,110	2,158	238	2,396
East Leg						
Approach	417	0	417	578	0	578
Departure	443	0	443	432	0	432
Total	860	0	860	1,010	0	1,010
West Leg						
Approach	62	0	62	121	0	121
Departure	137	0	137	143	0	143
Total	199	0	199	264	0	264
Total Approaches						
Approach	2,337	183	2,520	2,665	238	2,903
Departure	2,337	183	2,520	2,665	238	2,903
Total	4,674	366	5,040	5,330	476	5,806

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
9	Beaumont Ave./Westward Ave.					
NBL	0	0	0	0	0	0
NBT	1,177	47	1,224	816	105	921
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	750	91	841	1,342	73	1,415
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	750	91	841	1,342	73	1,415
Departure	1,177	47	1,224	816	105	921
Total	1,927	138	2,065	2,158	178	2,336
South Leg						
Approach	1,177	47	1,224	816	105	921
Departure	750	91	841	1,342	73	1,415
Total	1,927	138	2,065	2,158	178	2,336
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	1,927	138	2,065	2,158	178	2,336
Departure	1,927	138	2,065	2,158	178	2,336
Total	3,854	276	4,130	4,316	356	4,672

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
10 Lamb Canyon Rd./California Ave.						
NBL	234	0	234	155	0	155
NBT	1,162	31	1,193	813	70	883
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	730	61	791	1,339	49	1,388
SBR	1	0	1	1	0	1
EBL	1	0	1	1	0	1
EBT	0	0	0	0	0	0
EBR	65	0	65	126	0	126
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	731	61	792	1,340	49	1,389
Departure	1,163	31	1,194	814	70	884
Total	1,894	92	1,986	2,154	119	2,273
South Leg						
Approach	1,396	31	1,427	968	70	1,038
Departure	795	61	856	1,465	49	1,514
Total	2,191	92	2,283	2,433	119	2,552
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	66	0	66	127	0	127
Departure	235	0	235	156	0	156
Total	301	0	301	283	0	283
Total Approaches						
Approach	2,193	92	2,285	2,435	119	2,554
Departure	2,193	92	2,285	2,435	119	2,554
Total	4,386	184	4,570	4,870	238	5,108

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
11 Palm Ave./Oak Valley Pkwy.-14th St.						
NBL	41	0	41	36	0	36
NBT	117	0	117	40	0	40
NBR	30	0	30	14	0	14
SBL	108	0	108	44	0	44
SBT	105	0	105	36	0	36
SBR	98	0	98	50	0	50
EBL	51	0	51	53	0	53
EBT	196	155	351	323	351	674
EBR	46	0	46	44	0	44
WBL	31	0	31	12	0	12
WBT	275	304	579	286	245	531
WBR	103	0	103	69	0	69
North Leg						
Approach	311	0	311	130	0	130
Departure	271	0	271	162	0	162
Total	582	0	582	292	0	292
South Leg						
Approach	188	0	188	90	0	90
Departure	182	0	182	92	0	92
Total	370	0	370	182	0	182
East Leg						
Approach	409	304	713	367	245	612
Departure	334	155	489	381	351	732
Total	743	459	1,202	748	596	1,344
West Leg						
Approach	293	155	448	420	351	771
Departure	414	304	718	372	245	617
Total	707	459	1,166	792	596	1,388
Total Approaches						
Approach	1,201	459	1,660	1,007	596	1,603
Departure	1,201	459	1,660	1,007	596	1,603
Total	2,402	918	3,320	2,014	1,192	3,206

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
12	Palm Ave./8th St.						
	NBL	19	0	19	13	0	13
	NBT	120	0	120	68	0	68
	NBR	32	16	48	16	35	51
	SBL	9	0	9	23	0	23
	SBT	113	0	113	67	0	67
	SBR	11	0	11	8	0	8
	EBL	30	0	30	3	0	3
	EBT	41	93	134	57	210	267
	EBR	43	0	43	23	0	23
	WBL	88	30	118	16	24	40
	WBT	37	182	219	77	147	224
	WBR	15	0	15	17	0	17
North Leg							
	Approach	133	0	133	98	0	98
	Departure	165	0	165	88	0	88
	Total	298	0	298	186	0	186
South Leg							
	Approach	171	16	187	97	35	132
	Departure	244	30	274	106	24	130
	Total	415	46	461	203	59	262
East Leg							
	Approach	140	212	352	110	171	281
	Departure	82	109	191	96	245	341
	Total	222	321	543	206	416	622
West Leg							
	Approach	114	93	207	83	210	293
	Departure	67	182	249	98	147	245
	Total	181	275	456	181	357	538
Total Approaches							
	Approach	558	321	879	388	416	804
	Departure	558	321	879	388	416	804
	Total	1,116	642	1,758	776	832	1,608

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
13	Pennsylvania Ave./Oak Valley Pkwy.-14th St.					
NBL	100	0	100	106	0	106
NBT	0	0	0	0	0	0
NBR	94	0	94	66	0	66
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	226	171	397	269	386	655
EBR	96	0	96	69	0	69
WBL	122	0	122	51	0	51
WBT	292	334	626	220	269	489
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	194	0	194	172	0	172
Departure	218	0	218	120	0	120
Total	412	0	412	292	0	292
East Leg						
Approach	414	334	748	271	269	540
Departure	320	171	491	335	386	721
Total	734	505	1,239	606	655	1,261
West Leg						
Approach	322	171	493	338	386	724
Departure	392	334	726	326	269	595
Total	714	505	1,219	664	655	1,319
Total Approaches						
Approach	930	505	1,435	781	655	1,436
Departure	930	505	1,435	781	655	1,436
Total	1,860	1,010	2,870	1,562	1,310	2,872

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
14 Pennsylvania Ave./8th St.						
NBL	29	0	29	27	0	27
NBT	171	0	171	260	0	260
NBR	17	16	33	22	35	57
SBL	83	0	83	34	0	34
SBT	226	0	226	148	0	148
SBR	29	0	29	7	0	7
EBL	25	0	25	18	0	18
EBT	78	109	187	63	245	308
EBR	20	0	20	20	0	20
WBL	23	30	53	26	24	50
WBT	80	213	293	50	171	221
WBR	53	0	53	50	0	50
North Leg						
Approach	338	0	338	189	0	189
Departure	249	0	249	328	0	328
Total	587	0	587	517	0	517
South Leg						
Approach	217	16	233	309	35	344
Departure	269	30	299	194	24	218
Total	486	46	532	503	59	562
East Leg						
Approach	156	243	399	126	195	321
Departure	178	125	303	119	280	399
Total	334	368	702	245	475	720
West Leg						
Approach	123	109	232	101	245	346
Departure	138	213	351	84	171	255
Total	261	322	583	185	416	601
Total Approaches						
Approach	834	368	1,202	725	475	1,200
Departure	834	368	1,202	725	475	1,200
Total	1,668	736	2,404	1,450	950	2,400

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
15 Pennsylvania Ave./I-10 Westbound Ramp						
NBL	0	0	0	0	0	0
NBT	217	62	279	271	140	411
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	386	121	507	368	98	466
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	125	0	125	225	0	225
WBT	0	0	0	0	0	0
WBR	174	0	174	265	0	265
North Leg						
Approach	386	121	507	368	98	466
Departure	391	62	453	536	140	676
Total	777	183	960	904	238	1,142
South Leg						
Approach	217	62	279	271	140	411
Departure	511	121	632	593	98	691
Total	728	183	911	864	238	1,102
East Leg						
Approach	299	0	299	490	0	490
Departure	0	0	0	0	0	0
Total	299	0	299	490	0	490
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	902	183	1,085	1,129	238	1,367
Departure	902	183	1,085	1,129	238	1,367
Total	1,804	366	2,170	2,258	476	2,734

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
16 Pennsylvania Ave/I-10 Eastbound Ramp						
NBL	0	0	0	0	0	0
NBT	231	62	293	275	140	415
NBR	103	0	103	89	0	89
SBL	215	0	215	173	0	173
SBT	298	121	419	425	98	523
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	513	121	634	598	98	696
Departure	231	62	293	275	140	415
Total	744	183	927	873	238	1,111
South Leg						
Approach	334	62	396	364	140	504
Departure	298	121	419	425	98	523
Total	632	183	815	789	238	1,027
East Leg						
Approach	0	0	0	0	0	0
Departure	318	0	318	262	0	262
Total	318	0	318	262	0	262
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	847	183	1,030	962	238	1,200
Departure	847	183	1,030	962	238	1,200
Total	1,694	366	2,060	1,924	476	2,400

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
17	Pennsylvania Ave./3rd St.						
	NBL	7	0	7	2	0	2
	NBT	322	62	384	342	140	482
	NBR	0	0	0	0	0	0
	SBL	0	0	0	0	0	0
	SBT	276	121	397	403	98	501
	SBR	26	0	26	39	0	39
	EBL	17	0	17	21	0	21
	EBT	0	0	0	0	0	0
	EBR	2	0	2	2	0	2
	WBL	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBR	0	0	0	0	0	0
North Leg							
	Approach	302	121	423	442	98	540
	Departure	339	62	401	363	140	503
	Total	641	183	824	805	238	1,043
South Leg							
	Approach	329	62	391	344	140	484
	Departure	278	121	399	405	98	503
	Total	607	183	790	749	238	987
East Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
West Leg							
	Approach	19	0	19	23	0	23
	Departure	33	0	33	41	0	41
	Total	52	0	52	64	0	64
Total Approaches							
	Approach	650	183	833	809	238	1,047
	Departure	650	183	833	809	238	1,047
	Total	1,300	366	1,666	1,618	476	2,094

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
18 Cherry Ave./Oak Valley Pkwy.-14th St.						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	289	0	289	170	0	170
SBT	0	0	0	0	0	0
SBR	181	0	181	59	0	59
EBL	124	0	124	102	0	102
EBT	190	171	361	259	386	645
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	211	334	545	197	269	466
WBR	229	0	229	126	0	126
North Leg						
Approach	470	0	470	229	0	229
Departure	353	0	353	228	0	228
Total	823	0	823	457	0	457
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	440	334	774	323	269	592
Departure	479	171	650	429	386	815
Total	919	505	1,424	752	655	1,407
West Leg						
Approach	314	171	485	361	386	747
Departure	392	334	726	256	269	525
Total	706	505	1,211	617	655	1,272
Total Approaches						
Approach	1,224	505	1,729	913	655	1,568
Departure	1,224	505	1,729	913	655	1,568
Total	2,448	1,010	3,458	1,826	1,310	3,136

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
19 Starlight Ave/ Oak Valley Pkwy.-14th St.						
NBL	160	0	160	64	0	64
NBT	4	0	4	2	0	2
NBR	9	0	9	8	0	8
SBL	1	16	17	0	35	35
SBT	6	0	6	4	0	4
SBR	8	0	8	6	0	6
EBL	7	0	7	7	0	7
EBT	201	186	387	191	421	612
EBR	127	0	127	67	0	67
WBL	15	0	15	4	0	4
WBT	167	364	531	189	294	483
WBR	1	30	31	2	24	26
North Leg						
Approach	15	16	31	10	35	45
Departure	12	30	42	11	24	35
Total	27	46	73	21	59	80
South Leg						
Approach	173	0	173	74	0	74
Departure	148	0	148	75	0	75
Total	321	0	321	149	0	149
East Leg						
Approach	183	394	577	195	318	513
Departure	211	202	413	199	456	655
Total	394	596	990	394	774	1,168
West Leg						
Approach	335	186	521	265	421	686
Departure	335	364	699	259	294	553
Total	670	550	1,220	524	715	1,239
Total Approaches						
Approach	706	596	1,302	544	774	1,318
Departure	706	596	1,302	544	774	1,318
Total	1,412	1,192	2,604	1,088	1,548	2,636

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
20 Highland Springs Ave./Brookside Ave.						
NBL	176	61	237	151	49	200
NBT	27	30	57	98	24	122
NBR	0	31	31	0	70	70
SBL	0	124	124	0	280	280
SBT	68	16	84	58	35	93
SBR	1	0	1	0	0	0
EBL	1	0	1	2	0	2
EBT	0	31	31	0	70	70
EBR	185	31	216	113	70	183
WBL	0	61	61	0	49	49
WBT	0	61	61	0	49	49
WBR	0	243	243	0	196	196
North Leg						
Approach	69	140	209	58	315	373
Departure	28	273	301	100	220	320
Total	97	413	510	158	535	693
South Leg						
Approach	203	122	325	249	143	392
Departure	253	108	361	171	154	325
Total	456	230	686	420	297	717
East Leg						
Approach	0	365	365	0	294	294
Departure	0	186	186	0	420	420
Total	0	551	551	0	714	714
West Leg						
Approach	186	62	248	115	140	255
Departure	177	122	299	151	98	249
Total	363	184	547	266	238	504
Total Approaches						
Approach	458	689	1,147	422	892	1,314
Departure	458	689	1,147	422	892	1,314
Total	916	1,378	2,294	844	1,784	2,628

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
21 Highland Springs Ave./16th St.-Cougar Way						
NBL	0	0	0	0	0	0
NBT	203	138	341	249	178	427
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	253	138	391	171	178	349
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	253	138	391	171	178	349
Departure	203	138	341	249	178	427
Total	456	276	732	420	356	776
South Leg						
Approach	203	138	341	249	178	427
Departure	253	138	391	171	178	349
Total	456	276	732	420	356	776
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	456	276	732	420	356	776
Departure	456	276	732	420	356	776
Total	912	552	1,464	840	712	1,552

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
22 Highland Springs Ave./F St.						
NBL	0	0	0	0	0	0
NBT	191	92	283	236	119	355
NBR	0	233	233	0	526	526
SBL	0	16	16	0	35	35
SBT	243	92	335	158	119	277
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	456	456	0	367	367
WBT	0	0	0	0	0	0
WBR	0	30	30	0	24	24
North Leg						
Approach	243	108	351	158	154	312
Departure	191	122	313	236	143	379
Total	434	230	664	394	297	691
South Leg						
Approach	191	325	516	236	645	881
Departure	243	548	791	158	486	644
Total	434	873	1,307	394	1,131	1,525
East Leg						
Approach	0	486	486	0	391	391
Departure	0	249	249	0	561	561
Total	0	735	735	0	952	952
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	434	919	1,353	394	1,190	1,584
Departure	434	919	1,353	394	1,190	1,584
Total	868	1,838	2,706	788	2,380	3,168

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.						
NBL	124	91	215	204	73	277
NBT	185	248	433	233	561	794
NBR	0	78	78	0	175	175
SBL	0	31	31	0	70	70
SBT	234	486	720	155	391	546
SBR	9	30	39	3	24	27
EBL	6	16	22	3	35	38
EBT	0	140	140	0	315	315
EBR	204	47	251	122	105	227
WBL	0	152	152	0	122	122
WBT	0	273	273	0	220	220
WBR	0	61	61	0	49	49
North Leg						
Approach	243	547	790	158	485	643
Departure	191	325	516	236	645	881
Total	434	872	1,306	394	1,130	1,524
South Leg						
Approach	309	417	726	437	809	1,246
Departure	438	685	1,123	277	618	895
Total	747	1,102	1,849	714	1,427	2,141
East Leg						
Approach	0	486	486	0	391	391
Departure	0	249	249	0	560	560
Total	0	735	735	0	951	951
West Leg						
Approach	210	203	413	125	455	580
Departure	133	394	527	207	317	524
Total	343	597	940	332	772	1,104
Total Approaches						
Approach	762	1,653	2,415	720	2,140	2,860
Departure	762	1,653	2,415	720	2,140	2,860
Total	1,524	3,306	4,830	1,440	4,280	5,720

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
24 Highland Springs Ave./Starlight Ave.-A St.						
NBL	26	0	26	145	0	145
NBT	287	264	551	541	596	1,137
NBR	0	124	124	0	280	280
SBL	0	47	47	0	105	105
SBT	515	516	1,031	342	416	758
SBR	20	121	141	3	98	101
EBL	17	62	79	2	140	142
EBT	0	78	78	0	175	175
EBR	169	0	169	75	0	75
WBL	0	243	243	0	196	196
WBT	0	152	152	0	122	122
WBR	0	91	91	0	73	73
North Leg						
Approach	535	684	1,219	345	619	964
Departure	304	417	721	543	809	1,352
Total	839	1,101	1,940	888	1,428	2,316
South Leg						
Approach	313	388	701	686	876	1,562
Departure	684	759	1,443	417	612	1,029
Total	997	1,147	2,144	1,103	1,488	2,591
East Leg						
Approach	0	486	486	0	391	391
Departure	0	249	249	0	560	560
Total	0	735	735	0	951	951
West Leg						
Approach	186	140	326	77	315	392
Departure	46	273	319	148	220	368
Total	232	413	645	225	535	760
Total Approaches						
Approach	1,034	1,698	2,732	1,108	2,201	3,309
Departure	1,034	1,698	2,732	1,108	2,201	3,309
Total	2,068	3,396	5,464	2,216	4,402	6,618

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
25 Highland Springs Ave./8th St.-Wilson St.						
NBL	57	0	57	47	0	47
NBT	149	342	491	541	771	1,312
NBR	116	109	225	179	245	424
SBL	150	30	180	93	24	117
SBT	398	668	1,066	317	538	855
SBR	93	61	154	11	49	60
EBL	19	31	50	11	70	81
EBT	94	47	141	63	105	168
EBR	101	0	101	49	0	49
WBL	141	213	354	135	171	306
WBT	88	91	179	62	73	135
WBR	116	16	132	117	35	152
North Leg						
Approach	641	759	1,400	421	611	1,032
Departure	284	389	673	669	876	1,545
Total	925	1,148	2,073	1,090	1,487	2,577
South Leg						
Approach	322	451	773	767	1,016	1,783
Departure	640	881	1,521	501	709	1,210
Total	962	1,332	2,294	1,268	1,725	2,993
East Leg						
Approach	345	320	665	314	279	593
Departure	360	186	546	335	374	709
Total	705	506	1,211	649	653	1,302
West Leg						
Approach	214	78	292	123	175	298
Departure	238	152	390	120	122	242
Total	452	230	682	243	297	540
Total Approaches						
Approach	1,522	1,608	3,130	1,625	2,081	3,706
Departure	1,522	1,608	3,130	1,625	2,081	3,706
Total	3,044	3,216	6,260	3,250	4,162	7,412

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
26 Highland Springs Ave./6th St.-Ramsey St.						
NBL	105	0	105	182	0	182
NBT	405	404	809	542	911	1,453
NBR	159	0	159	124	0	124
SBL	110	61	171	74	49	123
SBT	489	790	1,279	447	636	1,083
SBR	48	30	78	102	24	126
EBL	74	16	90	140	35	175
EBT	124	0	124	199	0	199
EBR	145	0	145	189	0	189
WBL	127	0	127	221	0	221
WBT	98	0	98	210	0	210
WBR	33	31	64	97	70	167
North Leg						
Approach	647	881	1,528	623	709	1,332
Departure	512	451	963	779	1,016	1,795
Total	1,159	1,332	2,491	1,402	1,725	3,127
South Leg						
Approach	669	404	1,073	848	911	1,759
Departure	761	790	1,551	857	636	1,493
Total	1,430	1,194	2,624	1,705	1,547	3,252
East Leg						
Approach	258	31	289	528	70	598
Departure	393	61	454	397	49	446
Total	651	92	743	925	119	1,044
West Leg						
Approach	343	16	359	528	35	563
Departure	251	30	281	494	24	518
Total	594	46	640	1,022	59	1,081
Total Approaches						
Approach	1,917	1,332	3,249	2,527	1,725	4,252
Departure	1,917	1,332	3,249	2,527	1,725	4,252
Total	3,834	2,664	6,498	5,054	3,450	8,504

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
27 Highland Springs Ave./I-10 Westbound Ramps						
NBL	211	0	211	296	0	296
NBT	571	357	928	813	806	1,619
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	462	395	857	613	318	931
SBR	265	395	660	302	318	620
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	138	0	138	335	0	335
WBT	0	0	0	0	0	0
WBR	141	47	188	217	105	322
North Leg						
Approach	727	790	1,517	915	636	1,551
Departure	712	404	1,116	1,030	911	1,941
Total	1,439	1,194	2,633	1,945	1,547	3,492
South Leg						
Approach	782	357	1,139	1,109	806	1,915
Departure	600	395	995	948	318	1,266
Total	1,382	752	2,134	2,057	1,124	3,181
East Leg						
Approach	279	47	326	552	105	657
Departure	0	0	0	0	0	0
Total	279	47	326	552	105	657
West Leg						
Approach	0	0	0	0	0	0
Departure	476	395	871	598	318	916
Total	476	395	871	598	318	916
Total Approaches						
Approach	1,788	1,194	2,982	2,576	1,547	4,123
Departure	1,788	1,194	2,982	2,576	1,547	4,123
Total	3,576	2,388	5,964	5,152	3,094	8,246

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
28	Highland Springs Ave./I-10 Eastbound Ramps						
	NBL	0	0	0	0	0	0
	NBT	483	155	638	770	351	1,121
	NBR	189	0	189	316	0	316
	SBL	173	91	264	129	73	202
	SBT	427	304	731	826	245	1,071
	SBR	0	0	0	0	0	0
	EBL	299	202	501	334	456	790
	EBT	0	0	0	0	0	0
	EBR	231	0	231	379	0	379
	WBL	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBR	0	0	0	0	0	0
North Leg							
	Approach	600	395	995	955	318	1,273
	Departure	782	357	1,139	1,104	807	1,911
	Total	1,382	752	2,134	2,059	1,125	3,184
South Leg							
	Approach	672	155	827	1,086	351	1,437
	Departure	658	304	962	1,205	245	1,450
	Total	1,330	459	1,789	2,291	596	2,887
East Leg							
	Approach	0	0	0	0	0	0
	Departure	362	91	453	445	73	518
	Total	362	91	453	445	73	518
West Leg							
	Approach	530	202	732	713	456	1,169
	Departure	0	0	0	0	0	0
	Total	530	202	732	713	456	1,169
Total Approaches							
	Approach	1,802	752	2,554	2,754	1,125	3,879
	Departure	1,802	752	2,554	2,754	1,125	3,879
	Total	3,604	1,504	5,108	5,508	2,250	7,758

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
29 Highland Springs Ave./1st St.-Sun Lakes Blvd.						
NBL	24	0	24	22	0	22
NBT	173	78	251	199	175	374
NBR	9	0	9	11	0	11
SBL	79	30	109	177	24	201
SBT	128	152	280	209	122	331
SBR	52	0	52	126	0	126
EBL	101	0	101	85	0	85
EBT	37	0	37	72	0	72
EBR	18	0	18	30	0	30
WBL	4	0	4	26	0	26
WBT	41	0	41	60	0	60
WBR	169	16	185	151	35	186
North Leg						
Approach	259	182	441	512	146	658
Departure	443	94	537	435	210	645
Total	702	276	978	947	356	1,303
South Leg						
Approach	206	78	284	232	175	407
Departure	150	152	302	265	122	387
Total	356	230	586	497	297	794
East Leg						
Approach	214	16	230	237	35	272
Departure	125	30	155	260	24	284
Total	339	46	385	497	59	556
West Leg						
Approach	156	0	156	187	0	187
Departure	117	0	117	208	0	208
Total	273	0	273	395	0	395
Total Approaches						
Approach	835	276	1,111	1,168	356	1,524
Departure	835	276	1,111	1,168	356	1,524
Total	1,670	552	2,222	2,336	712	3,048

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
30 Highland Springs Ave./Potrero Blvd.						
NBL	4	0	4	3	0	3
NBT	142	47	189	97	105	202
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	76	91	167	158	73	231
SBR	24	30	54	57	24	81
EBL	42	16	58	40	35	75
EBT	0	0	0	0	0	0
EBR	5	0	5	2	0	2
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	100	121	221	215	97	312
Departure	184	63	247	137	140	277
Total	284	184	468	352	237	589
South Leg						
Approach	146	47	193	100	105	205
Departure	81	91	172	160	73	233
Total	227	138	365	260	178	438
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	47	16	63	42	35	77
Departure	28	30	58	60	24	84
Total	75	46	121	102	59	161
Total Approaches						
Approach	293	184	477	357	237	594
Departure	293	184	477	357	237	594
Total	586	368	954	714	474	1,188

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
31	C St.-Apex Ave./Wilson St.						
	NBL	6	0	6	1	0	1
	NBT	0	0	0	0	0	0
	NBR	0	0	0	0	0	0
	SBL	0	121	121	0	98	98
	SBT	0	0	0	0	0	0
	SBR	0	213	213	0	171	171
	EBL	0	109	109	0	245	245
	EBT	303	77	380	363	129	492
	EBR	1	0	1	4	0	4
	WBL	0	0	0	0	0	0
	WBT	316	107	423	289	108	397
	WBR	0	62	62	0	140	140
North Leg							
	Approach	0	334	334	0	269	269
	Departure	0	171	171	0	385	385
	Total	0	505	505	0	654	654
South Leg							
	Approach	6	0	6	1	0	1
	Departure	1	0	1	4	0	4
	Total	7	0	7	5	0	5
East Leg							
	Approach	316	169	485	289	248	537
	Departure	303	198	501	363	227	590
	Total	619	367	986	652	475	1,127
West Leg							
	Approach	304	186	490	367	374	741
	Departure	322	320	642	290	279	569
	Total	626	506	1,132	657	653	1,310
Total Approaches							
	Approach	626	689	1,315	657	891	1,548
	Departure	626	689	1,315	657	891	1,548
	Total	1,252	1,378	2,630	1,314	1,782	3,096

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
32	Highland Home Rd./Northern Loop						
	NBL		140	140		315	315
	NBT	13	61	74	18	49	67
	NBR		0	0		0	0
	SBL		0	0		0	0
	SBT	19	31	50	9	70	79
	SBR		155	155		351	351
	EBL		304	304		245	245
	EBT		0	0		0	0
	EBR		273	273		220	220
	WBL		0	0		0	0
	WBT		0	0		0	0
	WBR		0	0		0	0
	North Leg						
	Approach	19	186	205	9	421	430
	Departure	13	365	378	18	294	312
	Total	32	551	583	27	715	742
	South Leg						
	Approach	13	201	214	18	364	382
	Departure	19	304	323	9	290	299
	Total	32	505	537	27	654	681
	East Leg						
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
	West Leg						
	Approach	0	577	577	0	465	465
	Departure	0	295	295	0	666	666
	Total	0	872	872	0	1,131	1,131
	Total Approaches						
	Approach	32	964	996	27	1,250	1,277
	Departure	32	964	996	27	1,250	1,277
	Total	64	1,928	1,992	54	2,500	2,554

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
33 Highland Home Rd./Beaumont Rd.-G St						
NBL		0	0		0	0
NBT	13	124	137	18	280	298
NBR		61	61		94	94
SBL		61	61		94	94
SBT	19	243	262	9	196	205
SBR		0	0		0	0
EBL		0	0		0	0
EBT		0	0		0	0
EBR		0	0		0	0
WBL		77	77		84	84
WBT		0	0		0	0
WBR		77	77		84	84
North Leg						
Approach	19	304	323	9	290	299
Departure	13	201	214	18	364	382
Total	32	505	537	27	654	681
South Leg						
Approach	13	185	198	18	374	392
Departure	19	320	339	9	280	289
Total	32	505	537	27	654	681
East Leg						
Approach	0	154	154	0	168	168
Departure	0	122	122	0	188	188
Total	0	276	276	0	356	356
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	32	643	675	27	832	859
Departure	32	643	675	27	832	859
Total	64	1,286	1,350	54	1,664	1,718

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
34	Highland Home Rd./F St.						
	NBL		124	124		280	280
	NBT	13	185	198	18	375	393
	NBR		0	0		0	0
	SBL		0	0		0	0
	SBT	19	320	339	9	280	289
	SBR		0	0		0	0
	EBL		0	0		0	0
	EBT		0	0		0	0
	EBR		243	243		196	196
	WBL		0	0		0	0
	WBT		0	0		0	0
	WBR		0	0		0	0
	North Leg						
	Approach	19	320	339	9	280	289
	Departure	13	185	198	18	375	393
	Total	32	505	537	27	655	682
	South Leg						
	Approach	13	309	322	18	655	673
	Departure	19	563	582	9	476	485
	Total	32	872	904	27	1,131	1,158
	East Leg						
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
	West Leg						
	Approach	0	243	243	0	196	196
	Departure	0	124	124	0	280	280
	Total	0	367	367	0	476	476
	Total Approaches						
	Approach	32	872	904	27	1,131	1,158
	Departure	32	872	904	27	1,131	1,158
	Total	64	1,744	1,808	54	2,262	2,316

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
35	Highland Home Rd./D St.						
	NBL		109	109		245	245
	NBT	13	280	293	18	631	649
	NBR		0	0		0	0
	SBL		0	0		0	0
	SBT	19	547	566	9	440	449
	SBR		16	16		35	35
	EBL		30	30		24	24
	EBT		0	0		0	0
	EBR		213	213		171	171
	WBL		0	0		0	0
	WBT		0	0		0	0
	WBR		0	0		0	0
North Leg							
	Approach	19	563	582	9	475	484
	Departure	13	310	323	18	655	673
	Total	32	873	905	27	1,130	1,157
South Leg							
	Approach	13	389	402	18	876	894
	Departure	19	760	779	9	611	620
	Total	32	1,149	1,181	27	1,487	1,514
East Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
West Leg							
	Approach	0	243	243	0	195	195
	Departure	0	125	125	0	280	280
	Total	0	368	368	0	475	475
Total Approaches							
	Approach	32	1,195	1,227	27	1,546	1,573
	Departure	32	1,195	1,227	27	1,546	1,573
	Total	64	2,390	2,454	54	3,092	3,146

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
36	Highland Home Rd./Wilson St.						
	NBL	14	62	76	18	140	158
	NBT	1	155	156	7	351	358
	NBR	30	0	30	40	0	40
	SBL	5	364	369	4	294	298
	SBT	7	304	311	2	245	247
	SBR	7	91	98	3	73	76
	EBL	10	47	57	6	105	111
	EBT	241	30	271	307	24	331
	EBR	18	121	139	6	98	104
	WBL	41	0	41	30	0	30
	WBT	252	16	268	262	35	297
	WBR	2	186	188	5	421	426
North Leg							
	Approach	19	759	778	9	612	621
	Departure	13	388	401	18	877	895
	Total	32	1,147	1,179	27	1,489	1,516
South Leg							
	Approach	45	217	262	65	491	556
	Departure	66	425	491	38	343	381
	Total	111	642	753	103	834	937
East Leg							
	Approach	295	202	497	297	456	753
	Departure	276	394	670	351	318	669
	Total	571	596	1,167	648	774	1,422
West Leg							
	Approach	269	198	467	319	227	546
	Departure	273	169	442	283	248	531
	Total	542	367	909	602	475	1,077
Total Approaches							
	Approach	628	1,376	2,004	690	1,786	2,476
	Departure	628	1,376	2,004	690	1,786	2,476
	Total	1,256	2,752	4,008	1,380	3,572	4,952

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
37 Highland Home Rd./Ramsey St.						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	23	425	448	16	342	358
SBT	2	0	2	0	0	0
SBR	39	0	39	31	0	31
EBL	22	0	22	90	0	90
EBT	238	61	299	332	49	381
EBR	0	0	0	1	0	1
WBL	0	0	0	9	0	9
WBT	245	31	276	361	70	431
WBR	20	217	237	28	491	519
North Leg						
Approach	64	425	489	47	342	389
Departure	42	217	259	118	491	609
Total	106	642	748	165	833	998
South Leg						
Approach	0	0	0	0	0	0
Departure	2	0	2	10	0	10
Total	2	0	2	10	0	10
East Leg						
Approach	265	248	513	398	561	959
Departure	261	486	747	348	391	739
Total	526	734	1,260	746	952	1,698
West Leg						
Approach	260	61	321	423	49	472
Departure	284	31	315	392	70	462
Total	544	92	636	815	119	934
Total Approaches						
Approach	589	734	1,323	868	952	1,820
Departure	589	734	1,323	868	952	1,820
Total	1,178	1,468	2,646	1,736	1,904	3,640

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
38	Sunset Ave./Wilson St.						
	NBL	107	16	123	192	35	227
	NBT	16	0	16	29	0	29
	NBR	22	0	22	54	0	54
	SBL	0	0	0	3	0	3
	SBT	33	0	33	9	0	9
	SBR	7	31	38	5	70	75
	EBL	5	61	66	20	49	69
	EBT	169	243	412	146	196	342
	EBR	201	30	231	153	24	177
	WBL	37	0	37	39	0	39
	WBT	132	124	256	147	280	427
	WBR	1	0	1	2	0	2
North Leg							
	Approach	40	31	71	17	70	87
	Departure	22	61	83	51	49	100
	Total	62	92	154	68	119	187
South Leg							
	Approach	145	16	161	275	35	310
	Departure	271	30	301	201	24	225
	Total	416	46	462	476	59	535
East Leg							
	Approach	170	124	294	188	280	468
	Departure	191	243	434	203	196	399
	Total	361	367	728	391	476	867
West Leg							
	Approach	375	334	709	319	269	588
	Departure	246	171	417	344	385	729
	Total	621	505	1,126	663	654	1,317
Total Approaches							
	Approach	730	505	1,235	799	654	1,453
	Departure	730	505	1,235	799	654	1,453
	Total	1,460	1,010	2,470	1,598	1,308	2,906

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
39	Sunset Ave./Ramsey St.						
	NBL	78	124	202	116	280	396
	NBT	126	0	126	246	0	246
	NBR	65	0	65	53	0	53
	SBL	52	30	82	65	24	89
	SBT	203	0	203	206	0	206
	SBR	50	0	50	36	0	36
	EBL	47	0	47	60	0	60
	EBT	155	91	246	199	73	272
	EBR	64	243	307	66	196	262
	WBL	42	0	42	49	0	49
	WBT	159	47	206	193	105	298
	WBR	28	16	44	60	35	95
North Leg							
	Approach	305	30	335	307	24	331
	Departure	201	16	217	366	35	401
	Total	506	46	552	673	59	732
South Leg							
	Approach	269	124	393	415	280	695
	Departure	309	243	552	321	196	517
	Total	578	367	945	736	476	1,212
East Leg							
	Approach	229	63	292	302	140	442
	Departure	272	121	393	317	97	414
	Total	501	184	685	619	237	856
West Leg							
	Approach	266	334	600	325	269	594
	Departure	287	171	458	345	385	730
	Total	553	505	1,058	670	654	1,324
Total Approaches							
	Approach	1,069	551	1,620	1,349	713	2,062
	Departure	1,069	551	1,620	1,349	713	2,062
	Total	2,138	1,102	3,240	2,698	1,426	4,124

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
40 Sunset Ave./I-10 Westbound Ramps						
NBL	40	0	40	38	0	38
NBT	174	78	252	276	175	451
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	175	243	418	209	196	405
SBR	168	0	168	123	0	123
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	7	0	7	6	0	6
WBT	7	0	7	15	0	15
WBR	97	47	144	142	105	247
North Leg						
Approach	343	243	586	332	196	528
Departure	271	125	396	418	280	698
Total	614	368	982	750	476	1,226
South Leg						
Approach	214	78	292	314	175	489
Departure	182	243	425	215	196	411
Total	396	321	717	529	371	900
East Leg						
Approach	111	47	158	163	105	268
Departure	0	0	0	0	0	0
Total	111	47	158	163	105	268
West Leg						
Approach	0	0	0	0	0	0
Departure	215	0	215	176	0	176
Total	215	0	215	176	0	176
Total Approaches						
Approach	668	368	1,036	809	476	1,285
Departure	668	368	1,036	809	476	1,285
Total	1,336	736	2,072	1,618	952	2,570

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
41	Sunset Ave./I-10 Eastbound Ramps						
	NBL	0	0	0	0	0	0
	NBT	80	78	158	85	175	260
	NBR	6	0	6	5	0	5
	SBL	118	91	209	113	73	186
	SBT	66	152	218	97	122	219
	SBR	0	0	0	0	0	0
	EBL	144	0	144	222	0	222
	EBT	2	0	2	4	0	4
	EBR	30	0	30	51	0	51
	WBL	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBR	0	0	0	0	0	0
North Leg							
	Approach	184	243	427	210	195	405
	Departure	224	78	302	307	175	482
	Total	408	321	729	517	370	887
South Leg							
	Approach	86	78	164	90	175	265
	Departure	96	152	248	148	122	270
	Total	182	230	412	238	297	535
East Leg							
	Approach	0	0	0	0	0	0
	Departure	126	91	217	122	73	195
	Total	126	91	217	122	73	195
West Leg							
	Approach	176	0	176	277	0	277
	Departure	0	0	0	0	0	0
	Total	176	0	176	277	0	277
Total Approaches							
	Approach	446	321	767	577	370	947
	Departure	446	321	767	577	370	947
	Total	892	642	1,534	1,154	740	1,894

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
42 Sunrise Ave./Wilson St.						
NBL	3	16	19	5	35	40
NBT	3	0	3	6	0	6
NBR	12	0	12	19	0	19
SBL	0	0	0	1	0	1
SBT	7	0	7	4	0	4
SBR	12	0	12	5	0	5
EBL	7	0	7	10	0	10
EBT	174	243	417	188	196	384
EBR	6	30	36	9	24	33
WBL	31	0	31	13	0	13
WBT	180	124	304	175	280	455
WBR	1	0	1	0	0	0
North Leg						
Approach	19	0	19	10	0	10
Departure	11	0	11	16	0	16
Total	30	0	30	26	0	26
South Leg						
Approach	18	16	34	30	35	65
Departure	44	30	74	26	24	50
Total	62	46	108	56	59	115
East Leg						
Approach	212	124	336	188	280	468
Departure	186	243	429	208	196	404
Total	398	367	765	396	476	872
West Leg						
Approach	187	273	460	207	220	427
Departure	195	140	335	185	315	500
Total	382	413	795	392	535	927
Total Approaches						
Approach	436	413	849	435	535	970
Departure	436	413	849	435	535	970
Total	872	826	1,698	870	1,070	1,940

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
43	16th St./Wilson St.						
	NBL	7	16	23	11	35	46
	NBT	0	0	0	0	0	0
	NBR	24	0	24	20	0	20
	SBL	0	0	0	0	0	0
	SBT	0	0	0	0	0	0
	SBR	0	0	0	0	0	0
	EBL	1	0	1	0	0	0
	EBT	176	182	358	179	147	326
	EBR	7	30	37	13	24	37
	WBL	16	0	16	15	0	15
	WBT	174	93	267	171	210	381
	WBR	0	0	0	0	0	0
North Leg							
	Approach	0	0	0	0	0	0
	Departure	1	0	1	0	0	0
	Total	1	0	1	0	0	0
South Leg							
	Approach	31	16	47	31	35	66
	Departure	23	30	53	28	24	52
	Total	54	46	100	59	59	118
East Leg							
	Approach	190	93	283	186	210	396
	Departure	200	182	382	199	147	346
	Total	390	275	665	385	357	742
West Leg							
	Approach	184	212	396	192	171	363
	Departure	181	109	290	182	245	427
	Total	365	321	686	374	416	790
Total Approaches							
	Approach	405	321	726	409	416	825
	Departure	405	321	726	409	416	825
	Total	810	642	1,452	818	832	1,650

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
44	8th St./Wilson St.						
	NBL	118	0	118	12	0	12
	NBT	48	0	48	131	0	131
	NBR	19	0	19	56	0	56
	SBL	7	0	7	6	0	6
	SBT	131	0	131	81	0	81
	SBR	47	0	47	36	0	36
	EBL	21	0	21	37	0	37
	EBT	169	152	321	93	122	215
	EBR	68	0	68	29	0	29
	WBL	41	0	41	46	0	46
	WBT	148	78	226	93	175	268
	WBR	3	0	3	6	0	6
North Leg							
	Approach	185	0	185	123	0	123
	Departure	72	0	72	174	0	174
	Total	257	0	257	297	0	297
South Leg							
	Approach	185	0	185	199	0	199
	Departure	240	0	240	156	0	156
	Total	425	0	425	355	0	355
East Leg							
	Approach	192	78	270	145	175	320
	Departure	195	152	347	155	122	277
	Total	387	230	617	300	297	597
West Leg							
	Approach	258	152	410	159	122	281
	Departure	313	78	391	141	175	316
	Total	571	230	801	300	297	597
Total Approaches							
	Approach	820	230	1,050	626	297	923
	Departure	820	230	1,050	626	297	923
	Total	1,640	460	2,100	1,252	594	1,846

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
45	8th St./Ramsey St.						
	NBL	64	30	94	108	24	132
	NBT	197	0	197	208	0	208
	NBR	189	30	219	127	24	151
	SBL	26	0	26	26	0	26
	SBT	290	0	290	167	0	167
	SBR	31	0	31	53	0	53
	EBL	17	0	17	80	0	80
	EBT	142	0	142	209	0	209
	EBR	72	16	88	141	35	176
	WBL	86	16	102	188	35	223
	WBT	96	0	96	212	0	212
	WBR	26	0	26	32	0	32
North Leg							
	Approach	347	0	347	246	0	246
	Departure	240	0	240	320	0	320
	Total	587	0	587	566	0	566
South Leg							
	Approach	450	60	510	443	48	491
	Departure	448	32	480	496	70	566
	Total	898	92	990	939	118	1,057
East Leg							
	Approach	208	16	224	432	35	467
	Departure	357	30	387	362	24	386
	Total	565	46	611	794	59	853
West Leg							
	Approach	231	16	247	430	35	465
	Departure	191	30	221	373	24	397
	Total	422	46	468	803	59	862
Total Approaches							
	Approach	1,236	92	1,328	1,551	118	1,669
	Departure	1,236	92	1,328	1,551	118	1,669
	Total	2,472	184	2,656	3,102	236	3,338

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
46	8th St./I-10 Westbound Ramps						
	NBL	127	16	143	176	35	211
	NBT	386	61	447	346	49	395
	NBR	0	0	0	0	0	0
	SBL	0	0	0	0	0	0
	SBT	256	0	256	164	0	164
	SBR	243	31	274	293	70	363
	EBL	0	0	0	0	0	0
	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	16	0	16	31	0	31
	WBT	2	0	2	0	0	0
	WBR	56	0	56	120	0	120
North Leg							
	Approach	499	31	530	457	70	527
	Departure	442	61	503	466	49	515
	Total	941	92	1,033	923	119	1,042
South Leg							
	Approach	513	77	590	522	84	606
	Departure	272	0	272	195	0	195
	Total	785	77	862	717	84	801
East Leg							
	Approach	74	0	74	151	0	151
	Departure	0	0	0	0	0	0
	Total	74	0	74	151	0	151
West Leg							
	Approach	0	0	0	0	0	0
	Departure	372	47	419	469	105	574
	Total	372	47	419	469	105	574
Total Approaches							
	Approach	1,086	108	1,194	1,130	154	1,284
	Departure	1,086	108	1,194	1,130	154	1,284
	Total	2,172	216	2,388	2,260	308	2,568

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
47	8th St./I-10 Eastbound Ramps						
	NBL	0	0	0	0	0	0
	NBT	293	16	309	276	35	311
	NBR	15	0	15	15	0	15
	SBL	114	0	114	76	0	76
	SBT	165	0	165	127	0	127
	SBR	0	0	0	0	0	0
	EBL	207	61	268	239	49	288
	EBT	0	0	0	1	0	1
	EBR	158	30	188	178	24	202
	WBL	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBR	0	0	0	0	0	0
North Leg							
	Approach	279	0	279	203	0	203
	Departure	500	77	577	515	84	599
	Total	779	77	856	718	84	802
South Leg							
	Approach	308	16	324	291	35	326
	Departure	323	30	353	305	24	329
	Total	631	46	677	596	59	655
East Leg							
	Approach	0	0	0	0	0	0
	Departure	129	0	129	92	0	92
	Total	129	0	129	92	0	92
West Leg							
	Approach	365	91	456	418	73	491
	Departure	0	0	0	0	0	0
	Total	365	91	456	418	73	491
Total Approaches							
	Approach	952	107	1,059	912	108	1,020
	Departure	952	107	1,059	912	108	1,020
	Total	1,904	214	2,118	1,824	216	2,040

Table B-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
48	4th St./Wilson St.						
	NBL	16	0	16	15	0	15
	NBT	7	0	7	15	0	15
	NBR	10	0	10	13	0	13
	SBL	14	0	14	5	0	5
	SBT	17	0	17	20	0	20
	SBR	5	0	5	8	0	8
	EBL	4	0	4	7	0	7
	EBT	169	152	321	134	122	256
	EBR	13	0	13	14	0	14
	WBL	10	0	10	12	0	12
	WBT	161	78	239	117	175	292
	WBR	10	0	10	8	0	8
North Leg							
	Approach	36	0	36	33	0	33
	Departure	21	0	21	30	0	30
	Total	57	0	57	63	0	63
South Leg							
	Approach	33	0	33	43	0	43
	Departure	40	0	40	46	0	46
	Total	73	0	73	89	0	89
East Leg							
	Approach	181	78	259	137	175	312
	Departure	193	152	345	152	122	274
	Total	374	230	604	289	297	586
West Leg							
	Approach	186	152	338	155	122	277
	Departure	182	78	260	140	175	315
	Total	368	230	598	295	297	592
Total Approaches							
	Approach	436	230	666	368	297	665
	Departure	436	230	666	368	297	665
	Total	872	460	1,332	736	594	1,330

Table B-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total Vehicles	Project Trips	Existing With Project	Existing Total Vehicles	Project Trips	Existing With Project
49 San Geronio Ave./Wilson St.						
NBL	38	0	38	25	0	25
NBT	28	0	28	57	0	57
NBR	33	0	33	40	0	40
SBL	9	0	9	9	0	9
SBT	55	0	55	38	0	38
SBR	23	16	39	26	35	61
EBL	13	30	43	19	24	43
EBT	150	121	271	86	98	184
EBR	43	0	43	26	0	26
WBL	12	0	12	34	0	34
WBT	101	62	163	78	140	218
WBR	2	0	2	11	0	11
North Leg						
Approach	87	16	103	73	35	108
Departure	43	30	73	87	24	111
Total	130	46	176	160	59	219
South Leg						
Approach	99	0	99	122	0	122
Departure	110	0	110	98	0	98
Total	209	0	209	220	0	220
East Leg						
Approach	115	62	177	123	140	263
Departure	192	121	313	135	98	233
Total	307	183	490	258	238	496
West Leg						
Approach	206	151	357	131	122	253
Departure	162	78	240	129	175	304
Total	368	229	597	260	297	557
Total Approaches						
Approach	507	229	736	449	297	746
Departure	507	229	736	449	297	746
Total	1,014	458	1,472	898	594	1,492

Table B-2
Volume Balancing For Existing Conditions
City of Yucaipa Housing Element Update

	P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume
28 Highland Springs Ave./I-10 Eastbound Ramps			
NBL	0		0
NBT	463	20	483
NBR	189		189
SBL	168	5	173
SBT	416	11	427
SBR	0		0
EBL	287	12	299
EBT	0		0
EBR	231		231
WBL	0		0
WBT	0		0
WBR	0		0
North Leg			
Approach	584	16	600
Departure	750	32	782
Total	1,334	48	1,382
South Leg			
Approach	652	20	672
Departure	647	11	658
Total	1,299	31	1,330
East Leg			
Approach	0	0	0
Departure	357	5	362
Total	357	5	362
West Leg			
Approach	518	12	530
Departure	0	0	0
Total	518	12	530
Total Approaches			
Approach	1,754	48	1,802
Departure	1,754	48	1,802
Total	3,508	96	3,604

Table B-2
Volume Balancing For Existing Conditions
City of Yucaipa Housing Element Update

	P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume
7 Beaumont Ave./I-10 Eastbound Ramps			
NBL	0		0
NBT	461	-9	452
NBR	311		311
SBL	92	6	98
SBT	499	33	532
SBR	0		0
EBL	277	-5	272
EBT	0		0
EBR	600		600
WBL	0		0
WBT	0		0
WBR	0		0
North Leg			
Approach	591	39	630
Departure	738	-14	724
Total	1,329	25	1,354
South Leg			
Approach	772	-9	763
Departure	1,099	33	1,132
Total	1,871	24	1,895
East Leg			
Approach	0	0	0
Departure	403	6	409
Total	403	6	409
West Leg			
Approach	877	-5	872
Departure	0	0	0
Total	877	-5	872
Total Approaches			
Approach	2,240	25	2,265
Departure	2,240	25	2,265
Total	4,480	50	4,530

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
1	I-10 Eastbound Ramps/San Timeteo Canyon Dr.						
	NBL	0		0	0		0
	NBT	0		0	0		0
	NBR	19	-19	0	59	-59	0
	SBL	433		433	1,315		1,315
	SBT	11	-11	0	8	-8	0
	SBR	615	11	626	683	8	691
	EBL	0		0	0		0
	EBT	2,366	-804	1,562	2,473	-606	1,867
	EBR	16	788	804	12	594	606
	WBL	31	368	399	19	186	205
	WBT	1,996	31	2,027	1,978	19	1,997
	WBR	399	-399	0	205	-205	0
North Leg							
	Approach	1,059	0	1,059	2,006	0	2,006
	Departure	399	-399	0	205	-205	0
	Total	1,458	-399	1,059	2,211	-205	2,006
South Leg							
	Approach	19	-19	0	59	-59	0
	Departure	58	1,145	1,203	39	772	811
	Total	77	1,126	1,203	98	713	811
East Leg							
	Approach	2,426	0	2,426	2,202	0	2,202
	Departure	2,818	-823	1,995	3,847	-665	3,182
	Total	5,244	-823	4,421	6,049	-665	5,384
West Leg							
	Approach	2,382	-16	2,366	2,485	-12	2,473
	Departure	2,611	42	2,653	2,661	27	2,688
	Total	4,993	26	5,019	5,146	15	5,161
Total Approaches							
	Approach	5,886	-35	5,851	6,752	-71	6,681
	Departure	5,886	-35	5,851	6,752	-71	6,681
	Total	11,772	-70	11,702	13,504	-142	13,362

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
2	I-10 Westbound Ramps/Oak Valley Pkwy.						
	NBL	399		399	513		513
	NBT	0		0	0		0
	NBR	320		320	1,026		1,026
	SBL	0		0	0		0
	SBT	0		0	0		0
	SBR	0		0	0		0
	EBL	0	735	735	0	344	344
	EBT	1,293		1,293	2,834		2,834
	EBR	735	-735	0	344	-344	0
	WBL	0		0	0		0
	WBT	3,234	-1,436	1,798	2,437	-824	1,613
	WBR	0	1,436	1,436	0	824	824
North Leg							
	Approach	0	0	0	0	0	0
	Departure	0	2,171	2,171	0	1,168	1,168
	Total	0	2,171	2,171	0	1,168	1,168
South Leg							
	Approach	719	0	719	1,539	0	1,539
	Departure	735	-735	0	344	-344	0
	Total	1,454	-735	719	1,883	-344	1,539
East Leg							
	Approach	3,234	0	3,234	2,437	0	2,437
	Departure	1,613	0	1,613	3,860	0	3,860
	Total	4,847	0	4,847	6,297	0	6,297
West Leg							
	Approach	2,028	0	2,028	3,178	0	3,178
	Departure	3,633	-1,436	2,197	2,950	-824	2,126
	Total	5,661	-1,436	4,225	6,128	-824	5,304
Total Approaches							
	Approach	5,981	0	5,981	7,154	0	7,154
	Departure	5,981	0	5,981	7,154	0	7,154
	Total	11,962	0	11,962	14,308	0	14,308

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
6	Beaumont Ave./I-10 Westbound Ramps						
	NBL	642	2,595	3,237	397	1,447	1,844
	NBT	703	78	781	2,219	257	2,476
	NBR	0		0	0		0
	SBL	0		0	0		0
	SBT	1,130		1,130	1,311		1,311
	SBR	250	147	397	223	146	369
	EBL	0		0	0		0
	EBT	0		0	0		0
	EBR	0		0	0		0
	WBL	277	1,000	1,277	290	1,088	1,378
	WBT	0		0	0		0
	WBR	409		409	338		338
North Leg							
	Approach	1,380	147	1,527	1,534	146	1,680
	Departure	1,112	78	1,190	2,557	257	2,814
	Total	2,492	225	2,717	4,091	403	4,494
South Leg							
	Approach	1,345	2,673	4,018	2,616	1,704	4,320
	Departure	1,407	1,000	2,407	1,601	1,088	2,689
	Total	2,752	3,673	6,425	4,217	2,792	7,009
East Leg							
	Approach	686	1,000	1,686	628	1,088	1,716
	Departure	0	0	0	0	0	0
	Total	686	1,000	1,686	628	1,088	1,716
West Leg							
	Approach	0	0	0	0	0	0
	Departure	892	2,742	3,634	620	1,593	2,213
	Total	892	2,742	3,634	620	1,593	2,213
Total Approaches							
	Approach	3,411	3,820	7,231	4,778	2,938	7,716
	Departure	3,411	3,820	7,231	4,778	2,938	7,716
	Total	6,822	7,640	14,462	9,556	5,876	15,432

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
7	Beaumont Ave./I-10 Eastbound Ramps						
	NBL	0		0	0		0
	NBT	1,089	2,595	3,684	1,706	1,447	3,153
	NBR	223	1,075	1,298	360	1,533	1,893
	SBL	342		342	292		292
	SBT	1,065	1,000	2,065	1,309	1,005	2,314
	SBR	0		0	0		0
	EBL	256	78	334	910	257	1,167
	EBT	0		0	0		0
	EBR	453	1,178	1,631	484	2,552	3,036
	WBL	0		0	0		0
	WBT	0		0	0		0
	WBR	0		0	0		0
North Leg							
	Approach	1,407	1,000	2,407	1,601	1,005	2,606
	Departure	1,345	2,673	4,018	2,616	1,704	4,320
	Total	2,752	3,673	6,425	4,217	2,709	6,926
South Leg							
	Approach	1,312	3,670	4,982	2,066	2,980	5,046
	Departure	1,518	2,178	3,696	1,793	3,557	5,350
	Total	2,830	5,848	8,678	3,859	6,537	10,396
East Leg							
	Approach	0	0	0	0	0	0
	Departure	565	1,075	1,640	652	1,533	2,185
	Total	565	1,075	1,640	652	1,533	2,185
West Leg							
	Approach	709	1,256	1,965	1,394	2,808	4,202
	Departure	0	0	0	0	0	0
	Total	709	1,256	1,965	1,394	2,808	4,202
Total Approaches							
	Approach	3,428	5,926	9,354	5,061	6,793	11,854
	Departure	3,428	5,926	9,354	5,061	6,793	11,854
	Total	6,856	11,852	18,708	10,122	13,587	23,709

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
8	Beaumont Ave./1st St.						
	NBL	72		72	43		43
	NBT	1,160	3,520	4,680	1,316	2,755	4,071
	NBR	176		176	108		108
	SBL	144	154	298	337	216	553
	SBT	1,000	2,024	3,024	1,240	3,342	4,582
	SBR	143		143	151		151
	EBL	45		45	306		306
	EBT	69		69	509		509
	EBR	11		11	17		17
	WBL	347		347	245		245
	WBT	189		189	512		512
	WBR	71	150	221	239	225	464
North Leg							
	Approach	1,287	2,178	3,465	1,728	3,558	5,286
	Departure	1,276	3,670	4,946	1,861	2,980	4,841
	Total	2,563	5,848	8,411	3,589	6,538	10,127
South Leg							
	Approach	1,408	3,520	4,928	1,467	2,755	4,222
	Departure	1,358	2,024	3,382	1,502	3,342	4,844
	Total	2,766	5,544	8,310	2,969	6,097	9,066
East Leg							
	Approach	607	150	757	996	225	1,221
	Departure	389	154	543	954	216	1,170
	Total	996	304	1,300	1,950	441	2,391
West Leg							
	Approach	125	0	125	832	0	832
	Departure	404	0	404	706	0	706
	Total	529	0	529	1,538	0	1,538
Total Approaches							
	Approach	3,427	5,848	9,275	5,023	6,538	11,561
	Departure	3,427	5,848	9,275	5,023	6,538	11,561
	Total	6,854	11,696	18,550	10,046	13,076	23,122

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
9	Beaumont Ave./Westward Ave.						
	NBL	51		51	29		29
	NBT	819	3,520	4,339	886	2,755	3,641
	NBR	76		76	469		469
	SBL	46		46	97		97
	SBT	918	2,024	2,942	936	3,342	4,278
	SBR	396		396	469		469
	EBL	341		341	420		420
	EBT	35		35	449		449
	EBR	6		6	15		15
	WBL	163		163	362		362
	WBT	63		63	221		221
	WBR	248		248	161		161
North Leg							
	Approach	1,360	2,024	3,384	1,502	3,342	4,844
	Departure	1,408	3,520	4,928	1,467	2,755	4,222
	Total	2,768	5,544	8,312	2,969	6,097	9,066
South Leg							
	Approach	946	3,520	4,466	1,384	2,755	4,139
	Departure	1,087	2,024	3,111	1,313	3,342	4,655
	Total	2,032	5,544	7,576	2,697	6,097	8,794
East Leg							
	Approach	474	0	474	744	0	744
	Departure	157	0	157	1,015	0	1,015
	Total	631	0	631	1,759	0	1,759
West Leg							
	Approach	382	0	382	884	0	884
	Departure	510	0	510	719	0	719
	Total	891	0	891	1,603	0	1,603
Total Approaches							
	Approach	3,161	5,544	8,705	4,514	6,097	10,611
	Departure	3,161	5,544	8,705	4,514	6,097	10,611
	Total	6,323	11,088	17,411	9,028	12,194	21,222

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
10	Lamb Canyon Rd./California Ave.						
	NBL	378		378	310		310
	NBT	711	3,520	4,231	1,254	2,755	4,009
	NBR	4		4	20		20
	SBL	56		56	187		187
	SBT	1,026	2,024	3,050	1,111	3,342	4,453
	SBR	0		0	0		0
	EBL	0		0	0		0
	EBT	14		14	124		124
	EBR	253		253	394		394
	WBL	20		20	8		8
	WBT	89		89	60		60
	WBR	184		184	100		100
North Leg							
	Approach	1,082	2,024	3,106	1,298	3,342	4,640
	Departure	895	3,520	4,415	1,354	2,755	4,109
	Total	1,977	5,544	7,521	2,652	6,097	8,749
South Leg							
	Approach	1,093	3,520	4,613	1,584	2,755	4,339
	Departure	1,299	2,024	3,323	1,513	3,342	4,855
	Total	2,392	5,544	7,936	3,097	6,097	9,194
East Leg							
	Approach	293	0	293	168	0	168
	Departure	74	0	74	331	0	331
	Total	367	0	367	499	0	499
West Leg							
	Approach	267	0	267	518	0	518
	Departure	467	0	467	370	0	370
	Total	734	0	734	888	0	888
Total Approaches							
	Approach	2,735	5,544	8,279	3,568	6,097	9,665
	Departure	2,735	5,544	8,279	3,568	6,097	9,665
	Total	5,470	11,088	16,558	7,136	12,194	19,330

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
15	Pennsylvania Ave./I-10 Westbound Ramp						
	NBL	286	-286	0	412	-412	0
	NBT	487	-253	234	1,099	-364	735
	NBR	0		0	0		0
	SBL	0		0	0		0
	SBT	708		708	816		816
	SBR	590	-590	0	383	-383	0
	EBL	0		0	0		0
	EBT	0		0	0		0
	EBR	0		0	0		0
	WBL	111		111	80		80
	WBT	0		0	0		0
	WBR	106		106	151		151
North Leg							
	Approach	1,298	-590	708	1,199	-383	816
	Departure	593	-253	340	1,250	-364	886
	Total	1,891	-843	1,048	2,449	-747	1,702
South Leg							
	Approach	773	-539	234	1,511	-776	735
	Departure	819	0	819	896	0	896
	Total	1,592	-539	1,053	2,407	-776	1,631
East Leg							
	Approach	217	0	217	231	0	231
	Departure	0	0	0	0	0	0
	Total	217	0	217	231	0	231
West Leg							
	Approach	0	0	0	0	0	0
	Departure	876	-876	0	795	-795	0
	Total	876	-876	0	795	-795	0
Total Approaches							
	Approach	2,288	-1,129	1,159	2,941	-1,159	1,782
	Departure	2,288	-1,129	1,159	2,941	-1,159	1,782
	Total	4,576	-2,258	2,318	5,882	-2,318	3,564

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
16	Pennsylvania Ave/I-10 Eastbound Ramp						
	NBL	0		0	0		0
	NBT	520	-286	234	1,148	-412	736
	NBR	117		117	50		50
	SBL	205		205	134		134
	SBT	615		615	763		763
	SBR	0		0	0		0
	EBL	253	-253	0	364	-364	0
	EBT	0		0	0		0
	EBR	304	-304	0	430	-430	0
	WBL	0		0	0		0
	WBT	0		0	0		0
	WBR	0		0	0		0
North Leg							
	Approach	820	0	820	897	0	897
	Departure	773	-539	234	1,512	-776	736
	Total	1,593	-539	1,054	2,409	-776	1,633
South Leg							
	Approach	637	-286	351	1,198	-412	786
	Departure	919	-304	615	1,193	-430	763
	Total	1,556	-590	966	2,391	-842	1,549
East Leg							
	Approach	0	0	0	0	0	0
	Departure	322	0	322	184	0	184
	Total	322	0	322	184	0	184
West Leg							
	Approach	557	-557	0	794	-794	0
	Departure	0	0	0	0	0	0
	Total	557	-557	0	794	-794	0
Total Approaches							
	Approach	2,014	-843	1,171	2,889	-1,206	1,683
	Departure	2,014	-843	1,171	2,889	-1,206	1,683
	Total	4,028	-1,686	2,342	5,778	-2,412	3,366

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
17	Pennsylvania Ave./3rd St.						
	NBL	0		0	12		12
	NBT	575	-223	352	1,003	-217	786
	NBR	0		0	4	-4	0
	SBL	173	-173	0	167	-167	0
	SBT	747	-131	616	1,018	-263	755
	SBR	-1	1	0	8		8
	EBL	0		0	0	13	13
	EBT	0		0	13	-13	0
	EBR	0		0	0		0
	WBL	0	0	0	9	-9	0
	WBT	1	-1	0	44	-44	0
	WBR	63	-63	0	195	-195	0
North Leg							
	Approach	919	-303	616	1,193	-430	763
	Departure	638	-286	352	1,198	-399	799
	Total	1,557	-589	968	2,391	-829	1,562
South Leg							
	Approach	575	-223	352	1,019	-221	798
	Departure	747	-131	616	1,027	-272	755
	Total	1,322	-354	968	2,046	-493	1,553
East Leg							
	Approach	64	-64	0	248	-248	0
	Departure	173	-173	0	184	-184	0
	Total	237	-237	0	432	-432	0
West Leg							
	Approach	0	0	0	13	0	13
	Departure	0	0	0	64	-44	20
	Total	0	0	0	77	-44	33
Total Approaches							
	Approach	1,558	-590	968	2,473	-899	1,574
	Departure	1,558	-590	968	2,473	-899	1,574
	Total	3,116	-1,180	1,936	4,946	-1,798	3,148

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
25	Highland Springs Ave./8th St.-Wilson St.						
	NBL	6	87	93	20	54	74
	NBT	343		343	706		706
	NBR	155		155	119		119
	SBL	174		174	336		336
	SBT	536		536	411		411
	SBR	50		50	110		110
	EBL	33		33	96		96
	EBT	115		115	603		603
	EBR	14	222	236	20	118	138
	WBL	517		517	160		160
	WBT	199		199	438		438
	WBR	123		123	323		323
North Leg							
	Approach	760	0	760	857	0	857
	Departure	499	0	499	1,125	0	1,125
	Total	1,259	0	1,259	1,982	0	1,982
South Leg							
	Approach	504	87	591	845	54	899
	Departure	1,067	222	1,289	591	118	709
	Total	1,571	309	1,880	1,436	172	1,608
East Leg							
	Approach	839	0	839	921	0	921
	Departure	444	0	444	1,058	0	1,058
	Total	1,283	0	1,283	1,979	0	1,979
West Leg							
	Approach	162	222	384	719	118	837
	Departure	255	87	342	568	54	622
	Total	417	309	726	1,287	172	1,459
Total Approaches							
	Approach	2,265	309	2,574	3,342	172	3,514
	Departure	2,265	309	2,574	3,342	172	3,514
	Total	4,530	618	5,148	6,684	344	7,028

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
26	Highland Springs Ave./6th St.-Ramsey St.						
	NBL	275	87	362	512	54	566
	NBT	718	87	805	767	54	821
	NBR	461		461	596		596
	SBL	142		142	260		260
	SBT	1,024	222	1,246	569	118	687
	SBR	36		36	39		39
	EBL	20		20	46		46
	EBT	221		221	608		608
	EBR	306	222	528	347	118	465
	WBL	428		428	577		577
	WBT	144		144	608		608
	WBR	71		71	206		206
North Leg							
	Approach	1,202	222	1,424	868	118	986
	Departure	809	87	896	1,019	54	1,073
	Total	2,011	309	2,320	1,887	172	2,059
South Leg							
	Approach	1,454	175	1,629	1,875	107	1,982
	Departure	1,758	443	2,201	1,493	237	1,730
	Total	3,212	618	3,830	3,368	344	3,712
East Leg							
	Approach	643	0	643	1,391	0	1,391
	Departure	824	0	824	1,464	0	1,464
	Total	1,467	0	1,467	2,855	0	2,855
West Leg							
	Approach	547	222	769	1,001	118	1,119
	Departure	455	87	542	1,159	54	1,213
	Total	1,002	309	1,311	2,160	172	2,332
Total Approaches							
	Approach	3,846	618	4,464	5,135	344	5,479
	Departure	3,846	618	4,464	5,135	344	5,479
	Total	7,692	1,235	8,927	10,270	688	10,958

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
27	Highland Springs Ave./I-10 Westbound Ramps						
	NBL	583	136	719	330	187	517
	NBT	1,039	175	1,214	1,222	107	1,329
	NBR	0		0	0		0
	SBL	0		0	0		0
	SBT	1,004		1,004	1,132		1,132
	SBR	754	443	1,197	361	237	598
	EBL	0		0	0		0
	EBT	0		0	0		0
	EBR	0		0	0		0
	WBL	391		391	347		347
	WBT	0		0	0		0
	WBR	414		414	652		652
North Leg							
	Approach	1,758	443	2,201	1,493	237	1,730
	Departure	1,453	175	1,628	1,874	107	1,981
	Total	3,211	618	3,829	3,367	344	3,711
South Leg							
	Approach	1,622	311	1,933	1,552	294	1,846
	Departure	1,395	0	1,395	1,479	0	1,479
	Total	3,017	311	3,328	3,031	294	3,325
East Leg							
	Approach	805	0	805	999	0	999
	Departure	0	0	0	0	0	0
	Total	805	0	805	999	0	999
West Leg							
	Approach	0	0	0	0	0	0
	Departure	1,337	579	1,916	691	424	1,115
	Total	1,337	579	1,916	691	424	1,115
Total Approaches							
	Approach	4,185	754	4,939	4,044	531	4,575
	Departure	4,185	754	4,939	4,044	531	4,575
	Total	8,370	1,508	9,878	8,088	1,062	9,150

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
28	Highland Springs Ave./I-10 Eastbound Ramps						
	NBL	0		0	0		0
	NBT	1,053	136	1,189	1,172	187	1,359
	NBR	482		482	409		409
	SBL	480		480	387		387
	SBT	914		914	1,092		1,092
	SBR	0		0	0		0
	EBL	570	175	745	381	107	488
	EBT	0		0	0		0
	EBR	442	150	592	480	214	694
	WBL	0		0	0		0
	WBT	0		0	0		0
	WBR	0		0	0		0
North Leg							
	Approach	1,394	0	1,394	1,479	0	1,479
	Departure	1,623	311	1,934	1,553	294	1,847
	Total	3,017	311	3,328	3,032	294	3,326
South Leg							
	Approach	1,535	136	1,671	1,581	187	1,768
	Departure	1,356	150	1,506	1,572	214	1,786
	Total	2,891	286	3,177	3,153	401	3,554
East Leg							
	Approach	0	0	0	0	0	0
	Departure	962	0	962	796	0	796
	Total	962	0	962	796	0	796
West Leg							
	Approach	1,012	325	1,337	861	322	1,183
	Departure	0	0	0	0	0	0
	Total	1,012	325	1,337	861	322	1,183
Total Approaches							
	Approach	3,941	461	4,402	3,921	509	4,430
	Departure	3,941	461	4,402	3,921	509	4,430
	Total	7,882	922	8,804	7,842	1,017	8,859

**Table B-3 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		Model		Adjusted Model	Model		Adjusted Model
		Without Project	Adjustments	Without Project	Without Project	Adjustments	Without Project
29	Highland Springs Ave./1st St.-Sun Lakes Blvd.						
	NBL	152		152	188		188
	NBT	953		953	617		617
	NBR	70		70	272		272
	SBL	191		191	386		386
	SBT	494		494	773		773
	SBR	39	150	189	36	214	250
	EBL	32	136	168	81	187	268
	EBT	101		101	923		923
	EBR	47		47	266		266
	WBL	76		76	343		343
	WBT	277		277	847		847
	WBR	308		308	335		335
North Leg							
	Approach	724	150	874	1,195	214	1,409
	Departure	1,293	136	1,429	1,033	187	1,220
	Total	2,017	286	2,303	2,228	401	2,629
South Leg							
	Approach	1,175	0	1,175	1,077	0	1,077
	Departure	617	0	617	1,382	0	1,382
	Total	1,792	0	1,792	2,459	0	2,459
East Leg							
	Approach	661	0	661	1,525	0	1,525
	Departure	362	0	362	1,581	0	1,581
	Total	1,023	0	1,023	3,106	0	3,106
West Leg							
	Approach	180	136	316	1,270	187	1,457
	Departure	468	150	618	1,071	214	1,285
	Total	648	286	934	2,341	401	2,742
Total Approaches							
	Approach	2,740	286	3,026	5,067	401	5,468
	Departure	2,740	286	3,026	5,067	401	5,468
	Total	5,480	572	6,052	10,134	802	10,936

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
	Model	Model	Model	Existing	Adjusted Model		Model	Model	Model	Existing	Adjusted Model
	Volume	Project Trips	Without Project	Volumes	Without Project		Volume	Project Trips	Without Project	Volumes	Without Project
1	I-10 Eastbound Ramps/San Timeteo Canyon Dr.										
	NBL		0	0	0				0	0	0
	NBT		0	0	0				0	0	0
	NBR		0	0	0				0	0	0
	SBL		433	143	433				1,315	345	1,315
	SBT	Refer Table B-6 for Buildout Without Project Model Volume Adjustments	0	0	0		Refer Table B-6 for Buildout Without Project Model Volume Adjustments	0	1	1	
	SBR		626	30	626			691	47	691	
	EBL		0	0	0			0	0	0	
	EBT		1,562	188	1,562			1,867	175	1,867	
	EBR		804	117	804			606	120	606	
	WBL		399	300	399			205	170	205	
	WBT		2,027	205	2,027			1,997	239	1,997	
	WBR		0	0	0			0	0	0	
North Leg											
	Approach	1,094	35	1,059	173	1,059	2,130	124	2,006	393	2,007
	Departure	399	0	0	0	0	205	0	0	0	0
	Total	1,493	35	1,059	173	1,059	2,335	124	2,006	393	2,007
South Leg											
	Approach	20	1	0	0	0	62	3	0	0	0
	Departure	61	3	1,203	417	1,203	40	1	811	291	812
	Total	81	4	1,203	417	1,203	102	4	811	291	812
East Leg											
	Approach	2,510	84	2,426	505	2,426	2,283	81	2,202	409	2,202
	Departure	2,910	92	1,995	331	1,995	4,070	223	3,182	520	3,182
	Total	5,420	176	4,421	836	4,421	6,353	304	5,384	929	5,384
West Leg											
	Approach	2,438	56	2,366	305	2,366	2,581	96	2,473	295	2,473
	Departure	2,692	81	2,653	235	2,653	2,741	80	2,688	286	2,688
	Total	5,130	137	5,019	540	5,019	5,322	176	5,161	581	5,161
Total Approaches											
	Approach	6,062	176	5,851	983	5,851	7,056	304	6,681	1,097	6,682
	Departure	6,062	176	5,851	983	5,851	7,056	304	6,681	1,097	6,682
	Total	12,124	352	11,702	1,966	11,702	14,112	608	13,362	2,194	13,364

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
2	I-10 Westbound Ramps/Oak Valley Pkwy.										
	NBL			399	85	399			513	179	513
	NBT			0	1	1			0	0	0
	NBR			320	125	320			1,026	189	1,026
	SBL			0	0	0			0	0	0
	SBT			0	0	0			0	0	0
	SBR	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>		0	0	0	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>		0	0	0
	EBL			735	59	735			344	26	344
	EBT			1,293	272	1,293			2,834	484	2,834
	EBR			0	0	0			0	0	0
	WBL			0	0	0			0	0	0
	WBT			1,798	425	1,798			1,613	228	1,613
	WBR			1,436	485	1,436			824	184	824
North Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	2,171	545	2,172	0	0	1,168	210	1,168
	Total	0	0	2,171	545	2,172	0	0	1,168	210	1,168
South Leg											
	Approach	728	9	719	211	720	1,552	13	1,539	368	1,539
	Departure	735	0	0	0	0	344	0	0	0	0
	Total	1,463	9	719	211	720	1,896	13	1,539	368	1,539
East Leg											
	Approach	3,539	305	3,234	910	3,234	2,580	143	2,437	412	2,437
	Departure	1,691	78	1,613	397	1,613	4,066	206	3,860	673	3,860
	Total	5,230	383	4,847	1,307	4,847	6,646	349	6,297	1,085	6,297
West Leg											
	Approach	2,105	77	2,028	331	2,028	3,384	206	3,178	510	3,178
	Departure	3,946	313	2,197	510	2,197	3,106	156	2,126	407	2,126
	Total	6,051	390	4,225	841	4,225	6,490	362	5,304	917	5,304
Total Approaches											
	Approach	6,372	391	5,981	1,452	5,982	7,516	362	7,154	1,290	7,154
	Departure	6,372	391	5,981	1,452	5,982	7,516	362	7,154	1,290	7,154
	Total	12,744	782	11,962	2,904	11,964	15,032	724	14,308	2,580	14,308

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour				P.M. Peak Hour					
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
3	Elm Ave./Oak Valley Pkwy.-14th St.										
	NBL	264	0	264	60	264	265	0	265	32	265
	NBT	82	0	82	5	82	263	0	263	10	263
	NBR	11	2	9	53	53	11	1	10	45	45
	SBL	46	5	41	1	41	62	12	50	4	50
	SBT	119	0	119	3	119	201	0	201	4	201
	SBR	260	0	260	0	260	218	0	218	6	218
	EBL	143	0	143	1	143	277	0	277	6	277
	EBT	714	113	601	271	601	1,509	247	1,262	358	1,262
	EBR	188	0	188	42	188	328	0	328	28	328
	WBL	9	0	9	90	90	12	3	9	36	36
	WBT	1,272	331	941	497	941	1,085	195	890	283	890
	WBR	52	11	41	1	41	70	7	63	38	63
North Leg											
	Approach	425	5	420	4	420	481	12	469	14	469
	Departure	277	11	266	7	266	610	7	603	54	603
	Total	702	16	686	11	686	1,091	19	1,072	68	1,072
South Leg											
	Approach	357	2	355	118	399	539	1	538	87	573
	Departure	316	0	316	135	397	541	3	538	68	565
	Total	673	2	671	253	796	1,080	4	1,076	155	1,138
East Leg											
	Approach	1,333	342	991	588	1,072	1,167	205	962	357	989
	Departure	771	120	651	325	695	1,582	260	1,322	407	1,357
	Total	2,104	462	1,642	913	1,767	2,749	465	2,284	764	2,346
West Leg											
	Approach	1,045	113	932	314	932	2,114	247	1,867	392	1,867
	Departure	1,796	331	1,465	557	1,465	1,568	195	1,373	321	1,373
	Total	2,841	444	2,397	871	2,397	3,682	442	3,240	713	3,240
Total Approaches											
	Approach	3,160	462	2,698	1,024	2,823	4,301	465	3,836	850	3,898
	Departure	3,160	462	2,698	1,024	2,823	4,301	465	3,836	850	3,898
	Total	6,320	924	5,396	2,048	5,646	8,602	930	7,672	1,700	7,796

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

	A.M. Peak Hour					P.M. Peak Hour				
	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
4	Beaumont Ave./Oak Valley Pkwy.-14th St.									
NBL	24	0	24	34	34	127	0	127	74	127
NBT	217	0	217	286	286	553	0	553	316	553
NBR	12	0	12	31	31	136	1	135	81	135
SBL	212	26	186	98	186	116	31	85	62	85
SBT	514	0	514	425	514	409	0	409	204	409
SBR	139	0	139	281	281	90	0	90	108	108
EBL	82	0	82	145	145	90	0	90	128	128
EBT	645	128	517	150	517	1,458	271	1,187	245	1,187
EBR	66	0	66	36	66	36	0	36	51	51
WBL	20	0	20	71	71	78	0	78	102	102
WBT	1,167	351	816	282	816	996	218	778	219	778
WBR	152	18	134	67	134	141	36	105	71	105
North Leg										
Approach	865	26	839	804	981	615	31	584	374	602
Departure	451	18	433	498	565	784	36	748	515	786
Total	1,316	44	1,272	1,302	1,546	1,399	67	1,332	889	1,388
South Leg										
Approach	253	0	253	351	351	816	1	815	471	815
Departure	600	0	600	532	651	523	0	523	357	562
Total	853	0	853	883	1,002	1,339	1	1,338	828	1,377
East Leg										
Approach	1,339	369	970	420	1,021	1,215	254	961	392	985
Departure	869	154	715	279	734	1,710	303	1,407	388	1,407
Total	2,208	523	1,685	699	1,755	2,925	557	2,368	780	2,392
West Leg										
Approach	793	128	665	331	728	1,584	271	1,313	424	1,366
Departure	1,330	351	979	597	1,131	1,213	218	995	401	1,013
Total	2,123	479	1,644	928	1,859	2,797	489	2,308	825	2,379
Total Approaches										
Approach	3,250	523	2,727	1,906	3,081	4,230	557	3,673	1,661	3,768
Departure	3,250	523	2,727	1,906	3,081	4,230	557	3,673	1,661	3,768
Total	6,500	1,046	5,454	3,812	6,162	8,460	1,114	7,346	3,322	7,536

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

	A.M. Peak Hour					P.M. Peak Hour				
	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
5 Beaumont Ave./8th St.										
NBL	14	0	14	12	14	243	0	243	13	243
NBT	267	0	267	214	267	881	0	881	415	881
NBR	3	2	1	22	22	43	4	39	22	39
SBL	62	5	57	45	57	55	8	47	27	47
SBT	695	0	695	353	695	503	0	503	278	503
SBR	27	0	27	31	31	23	0	23	36	36
EBL	14	0	14	20	20	19	0	19	51	51
EBT	73	8	65	37	65	396	135	261	31	261
EBR	16	0	16	6	16	166	0	166	17	166
WBL	8	2	6	16	16	32	22	10	20	20
WBT	183	23	160	20	160	612	83	529	34	529
WBR	27	5	22	23	23	44	8	36	47	47
North Leg										
Approach	784	5	779	429	783	581	8	573	341	586
Departure	308	5	303	257	310	944	8	936	513	979
Total	1,092	10	1,082	686	1,093	1,525	16	1,509	854	1,565
South Leg										
Approach	284	2	282	248	303	1,167	4	1,163	450	1,163
Departure	719	2	717	375	727	701	22	679	315	689
Total	1,003	4	999	623	1,030	1,868	26	1,842	765	1,852
East Leg										
Approach	218	30	188	59	199	688	113	575	101	596
Departure	138	15	123	104	144	494	147	347	80	347
Total	356	45	311	163	343	1,182	260	922	181	943
West Leg										
Approach	103	8	95	63	101	581	135	446	99	478
Departure	224	23	201	63	205	878	83	795	83	808
Total	327	31	296	126	306	1,459	218	1,241	182	1,286
Total Approaches										
Approach	1,389	45	1,344	799	1,386	3,017	260	2,757	991	2,823
Departure	1,389	45	1,344	799	1,386	3,017	260	2,757	991	2,823
Total	2,778	90	2,688	1,598	2,772	6,034	520	5,514	1,982	5,646

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
	Model	Model	Model	Existing	Adjusted Model		Model	Model	Model	Existing	Adjusted Model
	Volume	Project Trips	Without Project	Volumes	Without Project		Volume	Project Trips	Without Project	Volumes	Without Project
6	Beaumont Ave./I-10 Westbound Ramps										
NBL			3,237	409	3,237				1,844	324	1,844
NBT			781	264	781				2,476	400	2,476
NBR			0	0	0				0	0	0
SBL			0	0	0				0	0	0
SBT			1,130	262	1,130				1,311	320	1,311
SBR		<i>Refer Table B-6 for Buildout</i>	397	127	397			<i>Refer Table B-6 for Buildout</i>	369	132	369
EBL		<i>Without Project Model</i>	0	0	0			<i>Without Project Model</i>	0	0	0
EBT		<i>Volume Adjustments</i>	0	0	0			<i>Volume Adjustments</i>	0	0	0
EBR			0	0	0				0	0	0
WBL			1,277	147	1,277				1,378	310	1,378
WBT			0	0	0				0	1	1
WBR			409	61	409				338	95	338
North Leg											
Approach	1,381	1	1,527	389	1,527		1,554	20	1,680	452	1,680
Departure	1,136	24	1,190	325	1,190		2,574	17	2,814	495	2,814
Total	2,517	25	2,717	714	2,717		4,128	37	4,494	947	4,494
South Leg											
Approach	1,347	2	4,018	673	4,018		2,622	6	4,320	724	4,320
Departure	1,484	77	2,407	409	2,407		1,677	76	2,689	630	2,689
Total	2,831	79	6,425	1,082	6,425		4,299	82	7,009	1,354	7,009
East Leg											
Approach	784	98	1,686	208	1,686		695	67	1,716	406	1,717
Departure	0	0	0	0	0		0	0	0	0	0
Total	784	98	1,686	208	1,686		695	67	1,716	406	1,717
West Leg											
Approach	0	0	0	0	0		0	0	0	0	0
Departure	892	0	3,634	536	3,634		620	0	2,213	457	2,214
Total	892	0	3,634	536	3,634		620	0	2,213	457	2,214
Total Approaches											
Approach	3,512	101	7,231	1,270	7,231		4,871	93	7,716	1,582	7,717
Departure	3,512	101	7,231	1,270	7,231		4,871	93	7,716	1,582	7,717
Total	7,024	202	14,462	2,540	14,462		9,742	186	15,432	3,164	15,434

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
7	Beaumont Ave./I-10 Eastbound Ramps										
	NBL			0	0	0			0	0	0
	NBT			3,684	556	3,684			3,153	452	3,153
	NBR			1,298	500	1,298			1,893	311	1,893
	SBL			342	79	342			292	98	292
	SBT			2,065	303	2,065			2,314	532	2,314
	SBR	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>			0	0	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>			0	0
	EBL				334	126				1,167	272
	EBT				0	0				0	0
	EBR				1,631	382				3,036	600
	WBL			0	0	0			0	0	0
	WBT			0	0	0			0	0	0
	WBR			0	0	0			0	0	0
North Leg											
	Approach	1,484	77	2,407	382	2,407	1,677	76	2,606	630	2,606
	Departure	1,347	2	4,018	682	4,018	2,622	6	4,320	724	4,320
	Total	2,831	79	6,425	1,064	6,425	4,299	82	6,926	1,354	6,926
South Leg											
	Approach	1,344	32	4,982	1,056	4,982	2,131	65	5,046	763	5,046
	Departure	1,595	77	3,696	685	3,696	1,869	76	5,350	1,132	5,350
	Total	2,939	109	8,678	1,741	8,678	4,000	141	10,396	1,895	10,396
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	595	30	1,640	579	1,640	711	59	2,185	409	2,185
	Total	595	30	1,640	579	1,640	711	59	2,185	409	2,185
West Leg											
	Approach	709	0	1,965	508	1,965	1,394	0	4,202	872	4,202
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	709	0	1,965	508	1,965	1,394	0	4,202	872	4,202
Total Approaches											
	Approach	3,537	109	9,354	1,946	9,354	5,202	141	11,854	2,265	11,854
	Departure	3,537	109	9,354	1,946	9,354	5,202	141	11,854	2,265	11,854
	Total	7,074	218	18,708	3,892	18,708	10,404	282	23,709	4,530	23,709

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
8	Beaumont Ave./1st St.										
	NBL			72	30	72			43	9	43
	NBT			4,680	856	4,680			4,071	604	4,071
	NBR			176	291	291			108	203	203
	SBL			298	123	298			553	164	553
	SBT			3,024	536	3,024			4,582	970	4,582
	SBR	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>			143	22	143	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>			151
	EBL				45	28	45				20
	EBT				69	29	69				65
	EBR				11	5	11				36
	WBL				347	209	347				336
	WBT			189	85	189			512	118	512
	WBR			221	123	221			464	124	464
North Leg											
	Approach	1,349	62	3,465	681	3,465	1,794	66	5,286	1,150	5,286
	Departure	1,302	26	4,946	1,007	4,946	1,908	47	4,841	748	4,841
	Total	2,651	88	8,411	1,688	8,411	3,702	113	10,127	1,898	10,127
South Leg											
	Approach	1,432	24	4,928	1,177	5,043	1,503	36	4,222	816	4,317
	Departure	1,413	55	3,382	750	3,382	1,575	73	4,844	1,342	4,954
	Total	2,845	79	8,310	1,927	8,425	3,078	109	9,066	2,158	9,271
East Leg											
	Approach	619	12	757	417	757	1,011	15	1,221	578	1,312
	Departure	389	0	543	443	658	955	1	1,170	432	1,265
	Total	1,008	12	1,300	860	1,415	1,966	16	2,391	1,010	2,577
West Leg											
	Approach	127	2	125	62	125	844	12	832	121	851
	Departure	423	19	404	137	404	714	8	706	143	706
	Total	550	21	529	199	529	1,558	20	1,538	264	1,557
Total Approaches											
	Approach	3,527	100	9,275	2,337	9,390	5,152	129	11,561	2,665	11,766
	Departure	3,527	100	9,275	2,337	9,390	5,152	129	11,561	2,665	11,766
	Total	7,054	200	18,550	4,674	18,780	10,304	258	23,122	5,330	23,532

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
	Model	Model	Model	Existing	Adjusted Model		Model	Model	Model	Existing	Adjusted Model
	Volume	Project Trips	Without Project	Volumes	Without Project		Volume	Project Trips	Without Project	Volumes	Without Project
9	Beaumont Ave./Westward Ave.										
NBL			51	0	51				29	0	29
NBT			4,339	1,177	4,339				3,641	816	3,641
NBR			76	0	76				469	0	469
SBL			46	0	46				97	0	97
SBT			2,942	750	2,942				4,278	1,342	4,278
SBR		<i>Refer Table B-6 for Buildout</i>	396	0	396			<i>Refer Table B-6 for Buildout</i>	469	0	469
EBL		<i>Without Project Model</i>	341	0	341			<i>Without Project Model</i>	420	0	420
EBT		<i>Volume Adjustments</i>	35	0	35			<i>Volume Adjustments</i>	449	0	449
EBR			6	0	6				15	0	15
WBL			163	0	163				362	0	362
WBT			63	0	63				221	0	221
WBR			248	0	248				161	0	161
North Leg											
Approach	1,414	54	3,384	750	3,384		1,575	73	4,844	1,342	4,844
Departure	1,432	24	4,928	1,177	4,928		1,503	36	4,222	816	4,222
Total	2,846	78	8,312	1,927	8,312		3,078	109	9,066	2,158	9,066
South Leg											
Approach	903	8	4,466	1,177	4,466		1,405	50	4,139	816	4,139
Departure	1,103	22	3,111	750	3,111		1,342	44	4,655	1,342	4,655
Total	2,006	30	7,576	1,927	7,576		2,747	94	8,794	2,158	8,794
East Leg											
Approach	474	0	474	0	474		744	0	744	0	744
Departure	157	0	157	0	157		1,072	57	1,015	0	1,015
Total	631	0	631	0	631		1,816	57	1,759	0	1,759
West Leg											
Approach	392	16	382	0	382		911	42	884	0	884
Departure	491	32	510	0	510		718	28	719	0	719
Total	883	48	891	0	891		1,629	70	1,603	0	1,603
Total Approaches											
Approach	3,183	78	8,705	1,927	8,705		4,635	165	10,611	2,158	10,611
Departure	3,183	78	8,705	1,927	8,705		4,635	165	10,611	2,158	10,611
Total	6,366	156	17,411	3,854	17,411		9,270	330	21,222	4,316	21,222

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour				P.M. Peak Hour					
	Model	Model	Model	Existing	Adjusted Model	Model	Model	Model	Existing	Adjusted Model	
	Volume	Project Trips	Without Project	Volumes	Without Project	Volume	Project Trips	Without Project	Volumes	Without Project	
10	Lamb Canyon Rd./California Ave.										
	NBL		378	234	378			310	155	310	
	NBT		4,231	1,162	4,231			4,009	813	4,009	
	NBR		4	0	4			20	0	20	
	SBL		56	0	56			187	0	187	
	SBT	Refer Table B-6 for Buildout Without Project Model Volume Adjustments	3,050	730	3,050	Refer Table B-6 for Buildout Without Project Model Volume Adjustments	4,453	1,339	4,453		
	SBR		0	1	1		0	1	1		
	EBL		0	1	1		0	1	1		
	EBT		14	0	14		124	0	124		
	EBR		253	65	253			394	126	394	
	WBL		20	0	20			8	0	8	
	WBT		89	0	89			60	0	60	
	WBR		184	0	184			100	0	100	
North Leg											
	Approach	1,104	22	3,106	731	3,107	1,342	44	4,640	1,340	4,641
	Departure	903	8	4,415	1,163	4,416	1,404	50	4,109	814	4,110
	Total	2,007	30	7,521	1,894	7,523	2,746	94	8,749	2,154	8,751
South Leg											
	Approach	1,094	1	4,613	1,396	4,613	1,627	43	4,339	968	4,339
	Departure	1,320	21	3,323	795	3,323	1,549	36	4,855	1,465	4,855
	Total	2,414	22	7,936	2,191	7,936	3,176	79	9,194	2,433	9,194
East Leg											
	Approach	301	8	293	0	293	175	7	168	0	168
	Departure	76	2	74	0	74	339	8	331	0	331
	Total	377	10	367	0	367	514	15	499	0	499
West Leg											
	Approach	267	0	267	66	268	518	0	518	127	519
	Departure	467	0	467	235	468	370	0	370	156	371
	Total	734	0	734	301	736	888	0	888	283	890
Total Approaches											
	Approach	2,766	31	8,279	2,193	8,281	3,662	94	9,665	2,435	9,667
	Departure	2,766	31	8,279	2,193	8,281	3,662	94	9,665	2,435	9,667
	Total	5,532	62	16,558	4,386	16,562	7,324	188	19,330	4,870	19,334

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

	A.M. Peak Hour					P.M. Peak Hour				
	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
11 Palm Ave./Oak Valley Pkwy.-14th St.										
NBL	139	0	139	41	139	108	0	108	36	108
NBT	38	0	38	117	117	284	15	269	40	269
NBR	86	6	80	30	80	211	8	203	14	203
SBL	79	3	76	108	108	45	1	44	44	44
SBT	46	0	46	105	105	244	2	242	36	242
SBR	29	0	29	98	98	59	0	59	50	59
EBL	7	0	7	51	51	109	0	109	53	109
EBT	698	164	534	196	534	1,350	326	1,024	323	1,024
EBR	155	0	155	46	155	226	0	226	44	226
WBL	214	8	206	31	206	55	6	49	12	49
WBT	1,127	388	739	275	739	1,046	273	773	286	773
WBR	19	1	18	103	103	248	21	227	69	227
North Leg										
Approach	154	3	151	311	311	348	3	345	130	345
Departure	64	1	63	271	271	641	36	605	162	605
Total	218	4	214	582	582	989	39	950	292	950
South Leg										
Approach	263	6	257	188	336	603	23	580	90	580
Departure	415	8	407	182	466	525	8	517	92	517
Total	678	14	664	370	802	1,128	31	1,097	182	1,097
East Leg										
Approach	1,360	397	963	409	1,048	1,349	300	1,049	367	1,049
Departure	863	173	690	334	722	1,606	335	1,271	381	1,271
Total	2,223	570	1,653	743	1,770	2,955	635	2,320	748	2,320
West Leg										
Approach	860	164	696	293	740	1,685	326	1,359	420	1,359
Departure	1,295	388	907	414	976	1,213	273	940	372	940
Total	2,155	552	1,603	707	1,716	2,898	599	2,299	792	2,299
Total Approaches										
Approach	2,637	570	2,067	1,201	2,435	3,985	652	3,333	1,007	3,333
Departure	2,637	570	2,067	1,201	2,435	3,985	652	3,333	1,007	3,333
Total	5,274	1,140	4,134	2,402	4,870	7,970	1,304	6,666	2,014	6,666

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
12	Palm Ave./8th St.										
	NBL	9	0	9	19	19	19	0	19	13	19
	NBT	152	0	152	120	152	476	0	476	68	476
	NBR	114	30	84	32	84	174	87	87	16	87
	SBL	85	2	83	9	83	46	5	41	23	41
	SBT	381	0	381	113	381	368	0	368	67	368
	SBR	14	1	13	11	13	104	0	104	8	104
	EBL	7	0	7	30	30	51	0	51	3	51
	EBT	103	18	85	41	85	401	157	244	57	244
	EBR	22	0	22	43	43	66	0	66	23	66
	WBL	88	2	86	88	88	152	3	149	16	149
	WBT	215	34	181	37	181	556	122	434	77	434
	WBR	36	2	34	15	34	217	3	214	17	214
North Leg											
	Approach	480	3	477	133	477	518	5	513	98	513
	Departure	195	2	193	165	216	744	3	741	88	741
	Total	675	5	670	298	693	1,262	8	1,254	186	1,254
South Leg											
	Approach	275	30	245	171	255	669	87	582	97	582
	Departure	491	2	489	244	512	586	3	583	106	583
	Total	766	32	734	415	767	1,255	90	1,165	203	1,165
East Leg											
	Approach	339	38	301	140	303	925	128	797	110	797
	Departure	302	50	252	82	252	621	249	372	96	372
	Total	641	88	553	222	555	1,546	377	1,169	206	1,169
West Leg											
	Approach	132	18	114	114	158	518	157	361	83	361
	Departure	238	35	203	67	213	679	122	557	98	557
	Total	370	53	317	181	371	1,197	279	918	181	918
Total Approaches											
	Approach	1,226	89	1,137	558	1,193	2,630	377	2,253	388	2,253
	Departure	1,226	89	1,137	558	1,193	2,630	377	2,253	388	2,253
	Total	2,452	178	2,274	1,116	2,386	5,260	754	4,506	776	4,506

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

	A.M. Peak Hour					P.M. Peak Hour				
	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
13	Pennsylvania Ave./Oak Valley Pkwy.-14th St.									
NBL	3	0	3	100	100	131	0	131	106	131
NBT	0	0	0	0	0	0	0	0	0	0
NBR	29	4	25	94	94	277	6	271	66	271
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	776	182	594	226	594	1,469	348	1,121	269	1,121
EBR	87	0	87	96	96	15	0	15	69	69
WBL	165	1	164	122	164	194	8	186	51	186
WBT	1,218	404	814	292	814	1,187	315	872	220	872
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	32	4	28	194	194	408	6	402	172	402
Departure	252	1	251	218	260	209	8	201	120	255
Total	284	5	279	412	454	617	14	603	292	657
East Leg										
Approach	1,383	405	978	414	978	1,381	323	1,058	271	1,058
Departure	805	186	619	320	688	1,746	354	1,392	335	1,392
Total	2,188	591	1,597	734	1,666	3,127	677	2,450	606	2,450
West Leg										
Approach	863	182	681	322	690	1,484	348	1,136	338	1,190
Departure	1,221	404	817	392	914	1,318	315	1,003	326	1,003
Total	2,084	586	1,498	714	1,604	2,802	663	2,139	664	2,193
Total Approaches										
Approach	2,278	591	1,687	930	1,862	3,273	677	2,596	781	2,650
Departure	2,278	591	1,687	930	1,862	3,273	677	2,596	781	2,650
Total	4,556	1,182	3,374	1,860	3,724	6,546	1,354	5,192	1,562	5,300

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
14	Pennsylvania Ave./8th St.										
	NBL	0	0	0	29	29	124	0	124	27	124
	NBT	75	1	74	171	171	351	34	317	260	317
	NBR	0	0	0	17	17	657	110	547	22	547
	SBL	63	5	58	83	83	113	0	113	34	113
	SBT	363	0	363	226	363	203	27	176	148	176
	SBR	39	0	39	29	39	34	0	34	7	34
	EBL	17	0	17	25	25	21	0	21	18	21
	EBT	240	44	196	78	196	512	15	497	63	497
	EBR	23	0	23	20	23	0	0	0	20	20
	WBL	0	0	0	23	23	122	17	105	26	105
	WBT	204	54	150	80	150	729	35	694	50	694
	WBR	17	0	17	53	53	158	0	158	50	158
North Leg											
	Approach	465	5	460	338	485	350	27	323	189	323
	Departure	109	1	108	249	249	530	34	496	328	496
	Total	574	6	568	587	734	880	61	819	517	819
South Leg											
	Approach	75	1	74	217	217	1,132	144	988	309	988
	Departure	386	0	386	269	409	325	44	281	194	301
	Total	461	1	460	486	626	1,457	188	1,269	503	1,289
East Leg											
	Approach	221	54	167	156	226	1,009	52	957	126	957
	Departure	303	49	254	178	296	1,282	125	1,157	119	1,157
	Total	524	103	421	334	522	2,291	177	2,114	245	2,114
West Leg											
	Approach	280	44	236	123	244	533	15	518	101	538
	Departure	243	54	189	138	218	887	35	852	84	852
	Total	523	98	425	261	462	1,420	50	1,370	185	1,390
Total Approaches											
	Approach	1,041	104	937	834	1,172	3,024	238	2,786	725	2,806
	Departure	1,041	104	937	834	1,172	3,024	238	2,786	725	2,806
	Total	2,082	208	1,874	1,668	2,344	6,048	476	5,572	1,450	5,612

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
15	Pennsylvania Ave./I-10 Westbound Ramp										
	NBL			0	0	0			0	0	0
	NBT			234	217	234			735	271	735
	NBR			0	0	0			0	0	0
	SBL			0	0	0			0	0	0
	SBT			708	386	708			816	368	816
	SBR	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>			0	0	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>			0	0
	EBL				0	0				0	0
	EBT				0	0				0	0
	EBR				0	0				0	0
	WBL			111	125	125			80	225	225
	WBT			0	0	0			0	0	0
	WBR			106	174	174			151	265	265
North Leg											
	Approach	1,348	50	708	386	708	1,243	44	816	368	816
	Departure	615	22	340	391	408	1,394	144	886	536	1,000
	Total	1,963	72	1,048	777	1,116	2,637	188	1,702	904	1,816
South Leg											
	Approach	795	22	234	217	234	1,655	144	735	271	735
	Departure	852	33	819	511	833	940	44	896	593	1,041
	Total	1,647	55	1,053	728	1,067	2,595	188	1,631	864	1,776
East Leg											
	Approach	217	0	217	299	299	231	0	231	490	490
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	217	0	217	299	299	231	0	231	490	490
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	893	17	0	0	0	795	0	0	0	0
	Total	893	17	0	0	0	795	0	0	0	0
Total Approaches											
	Approach	2,360	72	1,159	902	1,241	3,129	188	1,782	1,129	2,041
	Departure	2,360	72	1,159	902	1,241	3,129	188	1,782	1,129	2,041
	Total	4,720	144	2,318	1,804	2,482	6,258	376	3,564	2,258	4,082

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
16	Pennsylvania Ave/I-10 Eastbound Ramp										
	NBL			0	0	0			0	0	0
	NBT			234	231	234			736	275	736
	NBR			117	103	117			50	89	89
	SBL			205	215	215			134	173	173
	SBT			615	298	615			763	425	763
	SBR	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>		0	0	0	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>		0	0	0
	EBL			0	0	0			0	0	0
	EBT			0	0	0			0	0	0
	EBR			0	0	0			0	0	0
	WBL			0	0	0			0	0	0
	WBT			0	0	0			0	0	0
	WBR			0	0	0			0	0	0
North Leg											
	Approach	853	33	820	513	830	941	44	897	598	936
	Departure	795	22	234	231	234	1,656	144	736	275	736
	Total	1,648	55	1,054	744	1,064	2,597	188	1,633	873	1,672
South Leg											
	Approach	659	22	351	334	351	1,342	144	786	364	825
	Departure	952	33	615	298	615	1,237	44	763	425	763
	Total	1,611	55	966	632	966	2,579	188	1,549	789	1,588
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	322	0	322	318	332	184	0	184	262	262
	Total	322	0	322	318	332	184	0	184	262	262
West Leg											
	Approach	557	0	0	0	0	794	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	557	0	0	0	0	794	0	0	0	0
Total Approaches											
	Approach	2,069	55	1,171	847	1,181	3,077	188	1,683	962	1,761
	Departure	2,069	55	1,171	847	1,181	3,077	188	1,683	962	1,761
	Total	4,138	110	2,342	1,694	2,362	6,154	376	3,366	1,924	3,522

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
17	Pennsylvania Ave./3rd St.										
	NBL			0	7	7			12	2	12
	NBT			352	322	352			786	342	786
	NBR			0	0	0			0	0	0
	SBL			0	0	0			0	0	0
	SBT			616	276	616			755	403	755
	SBR	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>			0	26	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>			8	39
	EBL				0	17				13	21
	EBT				0	0				0	0
	EBR				0	2				0	2
	WBL				0	0				0	0
	WBT			0	0	0			0	0	0
	WBR			0	0	0			0	0	0
North Leg											
	Approach	952	33	616	302	642	1,237	44	763	442	794
	Departure	660	22	352	339	369	1,342	144	799	363	807
	Total	1,612	55	968	641	1,011	2,579	188	1,562	805	1,601
South Leg											
	Approach	597	22	352	329	359	1,163	144	798	344	798
	Departure	779	32	616	278	618	1,071	44	755	405	757
	Total	1,376	54	968	607	977	2,234	188	1,553	749	1,555
East Leg											
	Approach	64	0	0	0	0	248	0	0	0	0
	Departure	173	0	0	0	0	184	0	0	0	0
	Total	237	0	0	0	0	432	0	0	0	0
West Leg											
	Approach	0	0	0	19	19	13	0	13	23	23
	Departure	1	1	0	33	33	64	0	20	41	51
	Total	1	1	0	52	52	77	0	33	64	74
Total Approaches											
	Approach	1,613	55	968	650	1,020	2,661	188	1,574	809	1,615
	Departure	1,613	55	968	650	1,020	2,661	188	1,574	809	1,615
	Total	3,226	110	1,936	1,300	2,040	5,322	376	3,148	1,618	3,230

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
18	Cherry Ave./Oak Valley Pkwy.-14th St.										
	NBL	0	0	0	0	0	0	0	0	0	0
	NBT	24	0	24	0	24	68	0	68	0	68
	NBR	1	0	1	0	1	6	0	6	0	6
	SBL	96	10	86	289	289	302	24	278	170	278
	SBT	63	0	63	0	63	38	0	38	0	38
	SBR	445	6	439	181	439	178	4	174	59	174
	EBL	108	6	102	124	124	423	10	413	102	413
	EBT	698	181	517	190	517	1,323	344	979	259	979
	EBR	0	0	0	0	0	0	0	0	0	0
	WBL	7	0	7	0	7	3	0	3	0	3
	WBT	937	399	538	211	538	1,204	319	885	197	885
	WBR	151	12	139	229	229	141	10	131	126	131
North Leg											
	Approach	604	16	588	470	791	518	28	490	229	490
	Departure	283	18	265	353	377	632	20	612	228	612
	Total	887	34	853	823	1,168	1,150	48	1,102	457	1,102
South Leg											
	Approach	25	0	25	0	25	74	0	74	0	74
	Departure	70	0	70	0	70	41	0	41	0	41
	Total	95	0	95	0	95	115	0	115	0	115
East Leg											
	Approach	1,095	411	684	440	774	1,348	329	1,019	323	1,019
	Departure	795	191	604	479	807	1,631	368	1,263	429	1,263
	Total	1,890	602	1,288	919	1,581	2,979	697	2,282	752	2,282
West Leg											
	Approach	806	187	619	314	641	1,746	354	1,392	361	1,392
	Departure	1,382	405	977	392	977	1,382	323	1,059	256	1,059
	Total	2,188	592	1,596	706	1,618	3,128	677	2,451	617	2,451
Total Approaches											
	Approach	2,530	614	1,916	1,224	2,231	3,686	711	2,975	913	2,975
	Departure	2,530	614	1,916	1,224	2,231	3,686	711	2,975	913	2,975
	Total	5,060	1,228	3,832	2,448	4,462	7,372	1,422	5,950	1,826	5,950

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
19	Starlight Ave/ Oak Valley Pkwy.-14th St.										
	NBL	81	0	81	160	160	286	6	280	64	280
	NBT	13	0	13	4	13	124	0	124	2	124
	NBR	1	0	1	9	9	16	0	16	8	16
	SBL	121	13	108	1	108	143	52	91	0	91
	SBT	98	0	98	6	98	49	0	49	4	49
	SBR	124	4	120	8	120	76	2	74	6	74
	EBL	40	0	40	7	40	128	7	121	7	121
	EBT	592	212	380	201	380	1,065	400	665	191	665
	EBR	182	0	182	127	182	275	1	274	67	274
	WBL	12	0	12	15	15	4	0	4	4	4
	WBT	705	429	276	167	276	974	360	614	189	614
	WBR	48	10	38	1	38	157	18	139	2	139
North Leg											
	Approach	343	17	326	15	326	268	54	214	10	214
	Departure	101	10	91	12	91	409	25	384	11	384
	Total	444	27	417	27	417	677	79	598	21	598
South Leg											
	Approach	95	0	95	173	182	426	6	420	74	420
	Departure	292	0	292	148	295	328	1	327	75	327
	Total	387	0	387	321	477	754	7	747	149	747
East Leg											
	Approach	765	439	326	183	329	1,135	378	757	195	757
	Departure	714	225	489	211	497	1,224	452	772	199	772
	Total	1,479	664	815	394	826	2,359	830	1,529	394	1,529
West Leg											
	Approach	814	212	602	335	602	1,468	408	1,060	265	1,060
	Departure	910	433	477	335	556	1,336	368	968	259	968
	Total	1,724	645	1,079	670	1,158	2,804	776	2,028	524	2,028
Total Approaches											
	Approach	2,017	668	1,349	706	1,439	3,297	846	2,451	544	2,451
	Departure	2,017	668	1,349	706	1,439	3,297	846	2,451	544	2,451
	Total	4,034	1,336	2,698	1,412	2,878	6,594	1,692	4,902	1,088	4,902

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
20	Highland Springs Ave./Brookside Ave.										
	NBL	17	10	7	176	176	64	30	34	151	151
	NBT	150	0	150	27	150	717	5	712	98	712
	NBR	101	30	71	0	71	606	154	452	0	452
	SBL	199	93	106	0	106	492	300	192	0	192
	SBT	375	25	350	68	350	412	43	369	58	369
	SBR	113	0	113	1	113	102	0	102	0	102
	EBL	46	0	46	1	46	225	0	225	2	225
	EBT	200	12	188	0	188	492	101	391	0	391
	EBR	50	12	38	185	185	52	24	28	113	113
	WBL	304	91	213	0	213	326	59	267	0	267
	WBT	386	24	362	0	362	393	15	378	0	378
	WBR	385	295	90	0	90	393	214	179	0	179
North Leg											
	Approach	687	118	569	69	569	1,006	343	663	58	663
	Departure	581	295	286	28	286	1,335	219	1,116	100	1,116
	Total	1,268	413	855	97	855	2,341	562	1,779	158	1,779
South Leg											
	Approach	268	40	228	203	397	1,387	189	1,198	249	1,315
	Departure	729	128	601	253	748	790	126	664	171	749
	Total	997	168	829	456	1,145	2,177	315	1,862	420	2,064
East Leg											
	Approach	1,075	410	665	0	665	1,112	288	824	0	824
	Departure	500	135	365	0	365	1,590	555	1,035	0	1,035
	Total	1,575	545	1,030	0	1,030	2,702	843	1,859	0	1,859
West Leg											
	Approach	296	24	272	186	419	769	125	644	115	729
	Departure	516	34	482	177	651	559	45	514	151	631
	Total	812	58	754	363	1,070	1,328	170	1,158	266	1,360
Total Approaches											
	Approach	2,326	592	1,734	458	2,050	4,274	945	3,329	422	3,531
	Departure	2,326	592	1,734	458	2,050	4,274	945	3,329	422	3,531
	Total	4,652	1,184	3,468	916	4,100	8,548	1,890	6,658	844	7,062

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
21	Highland Springs Ave./16th St.-Cougar Way										
	NBL	5	3	2	0	2	9	8	1	0	1
	NBT	160	38	122	203	203	639	161	478	249	478
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	447	116	331	253	331	398	117	281	171	281
	SBR	66	18	48	0	48	128	17	111	0	111
	EBL	33	8	25	0	25	238	36	202	0	202
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	5	4	1	0	1	9	8	1	0	1
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	513	134	379	253	379	526	134	392	171	392
	Departure	193	46	147	203	228	877	197	680	249	680
	Total	706	180	526	456	607	1,403	331	1,072	420	1,072
South Leg											
	Approach	165	41	124	203	205	648	169	479	249	479
	Departure	452	120	332	253	332	407	125	282	171	282
	Total	617	161	456	456	537	1,055	294	761	420	761
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	38	12	26	0	26	247	44	203	0	203
	Departure	71	21	50	0	50	137	25	112	0	112
	Total	109	33	76	0	76	384	69	315	0	315
Total Approaches											
	Approach	716	187	529	456	610	1,421	347	1,074	420	1,074
	Departure	716	187	529	456	610	1,421	347	1,074	420	1,074
	Total	1,432	374	1,058	912	1,220	2,842	694	2,148	840	2,148

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
22	Highland Springs Ave./F St.										
	NBL	0	0	0	0	0	0	0	0	0	0
	NBT	169	27	142	191	191	701	145	556	236	556
	NBR	141	141	0	0	0	496	496	0	0	0
	SBL	14	14	0	0	0	42	42	0	0	0
	SBT	514	116	398	243	398	420	92	328	158	328
	SBR	0	0	0	0	0	0	0	0	0	0
	EBL	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0
	WBL	495	495	0	0	0	293	293	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	15	15	0	0	0	32	32	0	0	0
North Leg											
	Approach	528	130	398	243	398	462	134	328	158	328
	Departure	184	42	142	191	191	733	177	556	236	556
	Total	712	172	540	434	589	1,195	311	884	394	884
South Leg											
	Approach	310	168	142	191	191	1,197	641	556	236	556
	Departure	1,009	611	398	243	398	713	385	328	158	328
	Total	1,319	779	540	434	589	1,910	1,026	884	394	884
East Leg											
	Approach	510	510	0	0	0	325	325	0	0	0
	Departure	155	155	0	0	0	538	538	0	0	0
	Total	665	665	0	0	0	863	863	0	0	0
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
Total Approaches											
	Approach	1,348	808	540	434	589	1,984	1,100	884	394	884
	Departure	1,348	808	540	434	589	1,984	1,100	884	394	884
	Total	2,696	1,616	1,080	868	1,178	3,968	2,200	1,768	788	1,768

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
23	Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.										
	NBL	387	111	276	124	276	884	107	777	204	777
	NBT	249	81	168	185	185	1,007	561	446	233	446
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	3	3	0	0	0	9	9	0	0	0
	SBT	847	471	376	234	376	602	295	307	155	307
	SBR	155	150	5	9	9	95	90	5	3	5
	EBL	52	50	2	6	6	129	22	107	3	107
	EBT	53	53	0	0	0	192	192	0	0	0
	EBR	653	132	521	204	521	886	251	635	122	635
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	184	184	0	0	0	196	196	0	0	0
	WBR	4	4	0	0	0	55	55	0	0	0
North Leg											
	Approach	1,005	624	381	243	385	706	394	312	158	312
	Departure	305	135	170	191	191	1,191	638	553	236	553
	Total	1,310	759	551	434	576	1,897	1,032	865	394	865
South Leg											
	Approach	636	192	444	309	461	1,891	668	1,223	437	1,223
	Departure	1,500	603	897	438	897	1,488	546	942	277	942
	Total	2,136	795	1,341	747	1,358	3,379	1,214	2,165	714	2,165
East Leg											
	Approach	188	188	0	0	0	251	251	0	0	0
	Departure	56	56	0	0	0	201	201	0	0	0
	Total	244	244	0	0	0	452	452	0	0	0
West Leg											
	Approach	758	235	523	210	527	1,207	465	742	125	742
	Departure	726	445	281	133	285	1,175	393	782	207	782
	Total	1,484	680	804	343	812	2,382	858	1,524	332	1,524
Total Approaches											
	Approach	2,587	1,239	1,348	762	1,373	4,055	1,778	2,277	720	2,277
	Departure	2,587	1,239	1,348	762	1,373	4,055	1,778	2,277	720	2,277
	Total	5,174	2,478	2,696	1,524	2,746	8,110	3,556	4,554	1,440	4,554

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
24	Highland Springs Ave./Starlight Ave.-A St.										
	NBL	2	0	219	26	219	9	0	319	145	319
	NBT	625	202	423	287	423	1,689	570	1,119	541	1,119
	NBR	53	53	0	0	0	195	195	0	0	0
	SBL	21	21	0	0	0	81	81	0	0	0
	SBT	1,215	510	705	515	705	1,262	427	835	342	835
	SBR	238	26	212	20	212	234	47	187	3	187
	EBL	57	35	22	17	22	316	138	178	2	178
	EBT	24	24	0	0	0	242	242	0	0	0
	EBR	6	5	330	169	330	5	0	219	75	219
	WBL	211	211	0	0	0	99	99	0	0	0
	WBT	160	160	0	0	0	133	133	0	0	0
	WBR	35	35	0	0	0	12	12	0	0	0
North Leg											
	Approach	1,474	557	917	535	917	1,577	555	1,022	345	1,022
	Departure	717	272	445	304	445	2,017	720	1,297	543	1,297
	Total	2,191	829	1,362	839	1,362	3,594	1,275	2,319	888	2,319
South Leg											
	Approach	680	255	642	313	642	1,893	765	1,438	686	1,438
	Departure	1,432	726	1,035	684	1,035	1,366	526	1,054	417	1,054
	Total	2,112	981	1,677	997	1,677	3,259	1,291	2,492	1,103	2,492
East Leg											
	Approach	406	406	0	0	0	244	244	0	0	0
	Departure	98	98	0	0	0	518	518	0	0	0
	Total	504	504	0	0	0	762	762	0	0	0
West Leg											
	Approach	87	64	352	186	352	563	380	397	77	397
	Departure	400	186	431	46	431	376	180	506	148	506
	Total	487	250	783	232	783	939	560	903	225	903
Total Approaches											
	Approach	2,647	1,282	1,911	1,034	1,911	4,277	1,944	2,857	1,108	2,857
	Departure	2,647	1,282	1,911	1,034	1,911	4,277	1,944	2,857	1,108	2,857
	Total	5,294	2,564	3,822	2,068	3,822	8,554	3,888	5,714	2,216	5,714

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
25	Highland Springs Ave./8th St.-Wilson St.										
	NBL			93	57	93			74	47	74
	NBT			343	149	343			706	541	706
	NBR			155	116	155			119	179	179
	SBL			174	150	174			336	93	336
	SBT			536	398	536			411	317	411
	SBR	Refer Table B-6 for Buildout Without Project Model Volume Adjustments		50	93	93	Refer Table B-6 for Buildout Without Project Model Volume Adjustments		110	11	110
	EBL			33	19	33			96	11	96
	EBT			115	94	115			603	63	603
	EBR			236	101	236			138	49	138
	WBL			517	141	517			160	135	160
	WBT			199	88	199			438	62	438
	WBR			123	116	123			323	117	323
North Leg											
	Approach	1,485	725	760	641	803	1,595	738	857	421	857
	Departure	918	419	499	284	499	2,007	882	1,125	669	1,125
	Total	2,403	1,144	1,259	925	1,302	3,602	1,620	1,982	1,090	1,982
South Leg											
	Approach	962	458	591	322	591	1,845	1,000	899	767	959
	Departure	2,067	1,000	1,289	640	1,289	1,378	787	709	501	709
	Total	3,029	1,458	1,880	962	1,880	3,223	1,787	1,608	1,268	1,668
East Leg											
	Approach	1,203	364	839	345	839	1,171	250	921	314	921
	Departure	572	128	444	360	444	1,444	386	1,058	335	1,118
	Total	1,775	492	1,283	705	1,283	2,615	636	1,979	649	2,039
West Leg											
	Approach	217	55	384	214	384	907	188	837	123	837
	Departure	310	55	342	238	385	689	121	622	120	622
	Total	527	110	726	452	769	1,596	309	1,459	243	1,459
Total Approaches											
	Approach	3,867	1,602	2,574	1,522	2,617	5,518	2,176	3,514	1,625	3,574
	Departure	3,867	1,602	2,574	1,522	2,617	5,518	2,176	3,514	1,625	3,574
	Total	7,734	3,204	5,148	3,044	5,234	11,036	4,352	7,028	3,250	7,148

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
26	Highland Springs Ave./6th St.-Ramsey St.										
	NBL			362	105	362			566	182	566
	NBT			805	405	805			821	542	821
	NBR			461	159	461			596	124	596
	SBL			142	110	142			260	74	260
	SBT			1,246	489	1,246			687	447	687
	SBR	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>		36	48	48	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>		39	102	102
	EBL			20	74	74			46	140	140
	EBT			221	124	221			608	199	608
	EBR			528	145	528			465	189	465
	WBL			428	127	428			577	221	577
	WBT			144	98	144			608	210	608
	WBR			71	33	71			206	97	206
North Leg											
	Approach	2,157	955	1,424	647	1,436	1,614	746	986	623	1,049
	Departure	1,265	456	896	512	950	1,974	955	1,073	779	1,167
	Total	3,422	1,411	2,320	1,159	2,386	3,588	1,701	2,059	1,402	2,216
South Leg											
	Approach	1,879	425	1,629	669	1,629	2,790	915	1,982	848	1,982
	Departure	2,664	906	2,201	761	2,201	2,170	677	1,730	857	1,730
	Total	4,543	1,331	3,830	1,430	3,830	4,960	1,592	3,712	1,705	3,712
East Leg											
	Approach	675	32	643	258	643	1,441	50	1,391	528	1,391
	Departure	861	37	824	393	824	1,525	61	1,464	397	1,464
	Total	1,536	69	1,467	651	1,467	2,966	111	2,855	925	2,855
West Leg											
	Approach	564	17	769	343	823	1,036	35	1,119	528	1,213
	Departure	485	30	542	251	554	1,212	53	1,213	494	1,276
	Total	1,049	47	1,311	594	1,377	2,248	88	2,332	1,022	2,489
Total Approaches											
	Approach	5,275	1,429	4,464	1,917	4,530	6,881	1,746	5,479	2,527	5,636
	Departure	5,275	1,429	4,464	1,917	4,530	6,881	1,746	5,479	2,527	5,636
	Total	10,550	2,858	8,927	3,834	9,059	13,762	3,492	10,958	5,054	11,272

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
27	Highland Springs Ave./I-10 Westbound Ramps										
	NBL			719	211	719			517	296	517
	NBT			1,214	571	1,214			1,329	813	1,329
	NBR			0	0	0			0	0	0
	SBL			0	0	0			0	0	0
	SBT	Refer Table B-6 for Buildout Without Project Model Volume Adjustments		1,004	462	1,004	Refer Table B-6 for Buildout Without Project Model Volume Adjustments		1,132	613	1,132
	SBR			1,197	265	1,197			598	302	598
	EBL			0	0	0			0	0	0
	EBT			0	0	0			0	0	0
	EBR			0	0	0			0	0	0
	WBL			391	138	391			347	335	347
	WBT			0	0	0			0	0	0
	WBR			414	141	414			652	217	652
North Leg											
	Approach	2,664	906	2,201	727	2,201	2,170	677	1,730	915	1,730
	Departure	1,879	426	1,628	712	1,628	2,789	915	1,981	1,030	1,981
	Total	4,543	1,332	3,829	1,439	3,829	4,959	1,592	3,711	1,945	3,711
South Leg											
	Approach	1,966	344	1,933	782	1,933	2,339	787	1,846	1,109	1,846
	Departure	1,708	313	1,395	600	1,395	1,842	363	1,479	948	1,479
	Total	3,674	657	3,328	1,382	3,328	4,181	1,150	3,325	2,057	3,325
East Leg											
	Approach	887	82	805	279	805	1,127	128	999	552	999
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	887	82	805	279	805	1,127	128	999	552	999
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	1,930	593	1,916	476	1,916	1,005	314	1,115	598	1,115
	Total	1,930	593	1,916	476	1,916	1,005	314	1,115	598	1,115
Total Approaches											
	Approach	5,517	1,332	4,939	1,788	4,939	5,636	1,592	4,575	2,576	4,575
	Departure	5,517	1,332	4,939	1,788	4,939	5,636	1,592	4,575	2,576	4,575
	Total	11,034	2,664	9,878	3,576	9,878	11,272	3,184	9,150	5,152	9,150

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
28	Highland Springs Ave./I-10 Eastbound Ramps										
	NBL			0	0	0			0	0	0
	NBT			1,189	483	1,189			1,359	770	1,359
	NBR			482	189	482			409	316	409
	SBL			480	173	480			387	129	387
	SBT			914	427	914			1,092	826	1,092
	SBR	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>			0	0	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>			0	0
	EBL				745	299				488	334
	EBT				0	0				0	0
	EBR				592	231				694	379
	WBL				0	0				0	0
	WBT			0	0	0			0	0	0
	WBR			0	0	0			0	0	0
North Leg											
	Approach	1,707	313	1,394	600	1,394	1,842	363	1,479	955	1,479
	Departure	1,966	343	1,934	782	1,934	2,340	787	1,847	1,104	1,847
	Total	3,673	656	3,328	1,382	3,328	4,182	1,150	3,326	2,059	3,326
South Leg											
	Approach	1,658	123	1,671	672	1,671	1,851	270	1,768	1,086	1,768
	Departure	1,587	231	1,506	658	1,506	1,834	262	1,786	1,205	1,786
	Total	3,245	354	3,177	1,330	3,177	3,685	532	3,554	2,291	3,554
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	1,044	82	962	362	962	897	101	796	445	796
	Total	1,044	82	962	362	962	897	101	796	445	796
West Leg											
	Approach	1,232	220	1,337	530	1,337	1,378	517	1,183	713	1,183
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	1,232	220	1,337	530	1,337	1,378	517	1,183	713	1,183
Total Approaches											
	Approach	4,597	656	4,402	1,802	4,402	5,071	1,150	4,430	2,754	4,430
	Departure	4,597	656	4,402	1,802	4,402	5,071	1,150	4,430	2,754	4,430
	Total	9,194	1,312	8,804	3,604	8,804	10,142	2,300	8,859	5,508	8,859

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
29	Highland Springs Ave./1st St.-Sun Lakes Blvd.										
	NBL			152	24	152			188	22	188
	NBT			953	173	953			617	199	617
	NBR			70	9	70			272	11	272
	SBL			191	79	191			386	177	386
	SBT			494	128	494			773	209	773
	SBR	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>		189	52	189	<i>Refer Table B-6 for Buildout Without Project Model Volume Adjustments</i>		250	126	250
	EBL			168	101	168			268	85	268
	EBT			101	37	101			923	72	923
	EBR			47	18	47			266	30	266
	WBL			76	4	76			343	26	343
	WBT			277	41	277			847	60	847
	WBR			308	169	308			335	151	335
North Leg											
	Approach	888	164	874	259	874	1,354	159	1,409	512	1,409
	Departure	1,377	84	1,429	443	1,429	1,170	137	1,220	435	1,220
	Total	2,265	248	2,303	702	2,303	2,524	296	2,629	947	2,629
South Leg											
	Approach	1,237	62	1,175	206	1,175	1,179	102	1,077	232	1,077
	Departure	736	119	617	150	617	1,481	99	1,382	265	1,382
	Total	1,973	181	1,792	356	1,792	2,660	201	2,459	497	2,459
East Leg											
	Approach	683	22	661	214	661	1,564	39	1,525	237	1,525
	Departure	390	28	362	125	362	1,619	38	1,581	260	1,581
	Total	1,073	50	1,023	339	1,023	3,183	77	3,106	497	3,106
West Leg											
	Approach	180	0	316	156	316	1,272	2	1,457	187	1,457
	Departure	485	17	618	117	618	1,099	28	1,285	208	1,285
	Total	665	17	934	273	934	2,371	30	2,742	395	2,742
Total Approaches											
	Approach	2,988	248	3,026	835	3,026	5,369	302	5,468	1,168	5,468
	Departure	2,988	248	3,026	835	3,026	5,369	302	5,468	1,168	5,468
	Total	5,976	496	6,052	1,670	6,052	10,738	604	10,936	2,336	10,936

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
30	Highland Springs Ave./Potrero Blvd.										
	NBL	95	0	95	4	95	129	0	129	3	129
	NBT	818	33	785	142	785	811	64	747	97	747
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	548	51	497	76	497	970	53	917	158	917
	SBR	106	12	94	24	94	385	31	354	57	354
	EBL	330	23	307	42	307	252	23	229	40	229
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	80	0	80	5	80	155	0	155	2	155
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	654	63	591	100	591	1,355	84	1,271	215	1,271
	Departure	1,148	56	1,092	184	1,092	1,063	87	976	137	976
	Total	1,802	119	1,683	284	1,683	2,418	171	2,247	352	2,247
South Leg											
	Approach	913	33	880	146	880	940	64	876	100	876
	Departure	628	51	577	81	577	1,125	53	1,072	160	1,072
	Total	1,541	84	1,457	227	1,457	2,065	117	1,948	260	1,948
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	410	23	387	47	387	407	23	384	42	384
	Departure	201	12	189	28	189	514	31	483	60	483
	Total	611	35	576	75	576	921	54	867	102	867
Total Approaches											
	Approach	1,977	119	1,858	293	1,858	2,702	171	2,531	357	2,531
	Departure	1,977	119	1,858	293	1,858	2,702	171	2,531	357	2,531
	Total	3,954	238	3,716	586	3,716	5,404	342	5,062	714	5,062

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
31	C St.-Apex Ave./Wilson St.										
	NBL	0	0	0	6	6	0	0	0	1	1
	NBT	0	0	0	0	0	0	0	0	0	0
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	60	60	0	0	0	57	57	0	0	0
	SBT	0	0	0	0	0	0	0	0	0	0
	SBR	77	77	0	0	0	49	49	0	0	0
	EBL	46	46	0	0	0	114	114	0	0	0
	EBT	544	105	439	303	439	1,524	372	1,152	363	1,152
	EBR	0	0	0	1	1	0	0	0	4	4
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	1,256	341	915	316	915	1,229	238	991	289	991
	WBR	25	25	0	0	0	88	88	0	0	0
North Leg											
	Approach	137	137	0	0	0	106	106	0	0	0
	Departure	71	71	0	0	0	202	202	0	0	0
	Total	208	208	0	0	0	308	308	0	0	0
South Leg											
	Approach	0	0	0	6	6	0	0	0	1	1
	Departure	0	0	0	1	1	0	0	0	4	4
	Total	0	0	0	7	7	0	0	0	5	5
East Leg											
	Approach	1,281	366	915	316	915	1,317	326	991	289	991
	Departure	604	165	439	303	439	1,581	429	1,152	363	1,152
	Total	1,885	531	1,354	619	1,354	2,898	755	2,143	652	2,143
West Leg											
	Approach	590	151	439	304	440	1,638	486	1,152	367	1,156
	Departure	1,333	418	915	322	921	1,278	287	991	290	992
	Total	1,923	569	1,354	626	1,361	2,916	773	2,143	657	2,148
Total Approaches											
	Approach	2,008	654	1,354	626	1,361	3,061	918	2,143	657	2,148
	Departure	2,008	654	1,354	626	1,361	3,061	918	2,143	657	2,148
	Total	4,016	1,308	2,708	1,252	2,722	6,122	1,836	4,286	1,314	4,296

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
32	Highland Home Rd./Northern Loop										
	NBL	50	50	0	0	0	139	139	0	0	0
	NBT	859	218	641	13	641	1,020	207	813	18	813
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	483	115	368	19	368	1,293	282	1,011	9	1,011
	SBR	50	50	0	0	0	181	181	0	0	0
	EBL	119	119	0	0	0	97	97	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	108	108	0	0	0	103	103	0	0	0
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	533	165	368	19	368	1,474	463	1,011	9	1,011
	Departure	978	337	641	13	641	1,117	304	813	18	813
	Total	1,511	502	1,009	32	1,009	2,591	767	1,824	27	1,824
South Leg											
	Approach	909	268	641	13	641	1,159	346	813	18	813
	Departure	591	223	368	19	368	1,396	385	1,011	9	1,011
	Total	1,500	491	1,009	32	1,009	2,555	731	1,824	27	1,824
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	227	227	0	0	0	200	200	0	0	0
	Departure	100	100	0	0	0	320	320	0	0	0
	Total	327	327	0	0	0	520	520	0	0	0
Total Approaches											
	Approach	1,669	660	1,009	32	1,009	2,833	1,009	1,824	27	1,824
	Departure	1,669	660	1,009	32	1,009	2,833	1,009	1,824	27	1,824
	Total	3,338	1,320	2,018	64	2,018	5,666	2,018	3,648	54	3,648

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
33	Highland Home Rd./Beaumont Rd.-G St										
	NBL	0	0	0	0	0	0	0	0	0	0
	NBT	369	206	163	13	163	791	299	492	18	492
	NBR	101	24	77	0	77	305	75	230	0	230
	SBL	128	23	105	0	105	706	82	624	0	624
	SBT	462	200	262	19	262	690	302	388	9	388
	SBR	0	0	0	0	0	0	0	0	0	0
	EBL	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0
	WBL	355	61	294	0	294	239	60	179	0	179
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	540	62	478	0	478	368	46	322	0	322
North Leg											
	Approach	590	223	367	19	367	1,396	384	1,012	9	1,012
	Departure	909	268	641	13	641	1,159	345	814	18	814
	Total	1,499	491	1,008	32	1,008	2,555	729	1,826	27	1,826
South Leg											
	Approach	470	230	240	13	240	1,096	374	722	18	722
	Departure	817	261	556	19	556	929	362	567	9	567
	Total	1,287	491	796	32	796	2,025	736	1,289	27	1,289
East Leg											
	Approach	895	123	772	0	772	607	106	501	0	501
	Departure	229	47	182	0	182	1,011	157	854	0	854
	Total	1,124	170	954	0	954	1,618	263	1,355	0	1,355
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
Total Approaches											
	Approach	1,955	576	1,379	32	1,379	3,099	864	2,235	27	2,235
	Departure	1,955	576	1,379	32	1,379	3,099	864	2,235	27	2,235
	Total	3,910	1,152	2,758	64	2,758	6,198	1,728	4,470	54	4,470

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
34	Highland Home Rd./F St.										
	NBL	71	71	0	0	0	175	175	0	0	0
	NBT	405	179	226	13	226	1,338	687	651	18	651
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	1,085	502	583	19	583	952	385	567	9	567
	SBR	32	32	0	0	0	60	60	0	0	0
	EBL	44	44	0	0	0	63	63	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	259	259	0	0	0	163	163	0	0	0
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	1,117	534	583	19	583	1,012	445	567	9	567
	Departure	449	223	226	13	226	1,401	750	651	18	651
	Total	1,566	757	809	32	809	2,413	1,195	1,218	27	1,218
South Leg											
	Approach	476	250	226	13	226	1,513	862	651	18	651
	Departure	1,344	761	583	19	583	1,115	548	567	9	567
	Total	1,820	1,011	809	32	809	2,628	1,410	1,218	27	1,218
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	303	303	0	0	0	226	226	0	0	0
	Departure	103	103	0	0	0	235	235	0	0	0
	Total	406	406	0	0	0	461	461	0	0	0
Total Approaches											
	Approach	1,896	1,087	809	32	809	2,751	1,533	1,218	27	1,218
	Departure	1,896	1,087	809	32	809	2,751	1,533	1,218	27	1,218
	Total	3,792	2,174	1,618	64	1,618	5,502	3,066	2,436	54	2,436

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
35	Highland Home Rd./D St.										
	NBL	74	74	0	0	0	321	321	0	0	0
	NBT	454	228	226	13	226	1,454	758	696	18	696
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	1,322	749	573	19	573	1,086	535	551	9	551
	SBR	21	21	0	0	0	29	29	0	0	0
	EBL	22	22	0	0	0	59	59	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	177	177	0	0	0	154	154	0	0	0
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	1,343	770	573	19	573	1,115	564	551	9	551
	Departure	476	250	226	13	226	1,513	817	696	18	696
	Total	1,819	1,020	799	32	799	2,628	1,381	1,247	27	1,247
South Leg											
	Approach	528	302	226	13	226	1,775	1,079	696	18	696
	Departure	1,499	926	573	19	573	1,240	689	551	9	551
	Total	2,027	1,228	799	32	799	3,015	1,768	1,247	27	1,247
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	199	199	0	0	0	213	213	0	0	0
	Departure	95	95	0	0	0	350	350	0	0	0
	Total	294	294	0	0	0	563	563	0	0	0
Total Approaches											
	Approach	2,070	1,271	799	32	799	3,103	1,856	1,247	27	1,247
	Departure	2,070	1,271	799	32	799	3,103	1,856	1,247	27	1,247
	Total	4,140	2,542	1,598	64	1,598	6,206	3,712	2,494	54	2,494

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
36	Highland Home Rd./Wilson St.										
	NBL	15	10	5	14	14	168	81	87	18	87
	NBT	200	135	65	1	65	815	500	315	7	315
	NBR	23	0	23	30	30	198	0	198	40	198
	SBL	324	74	250	5	250	453	212	241	4	241
	SBT	787	523	264	7	264	594	324	270	2	270
	SBR	389	330	59	7	59	193	154	39	3	39
	EBL	122	10	112	10	112	265	252	13	6	13
	EBT	399	140	259	241	259	1,145	170	975	307	975
	EBR	81	23	58	18	58	150	4	146	6	146
	WBL	118	0	118	41	118	43	0	43	30	43
	WBT	893	14	879	252	879	930	100	830	262	830
	WBR	206	157	49	2	49	696	327	369	5	369
North Leg											
	Approach	1,500	927	573	19	573	1,240	690	550	9	550
	Departure	528	302	226	13	226	1,776	1,079	697	18	697
	Total	2,028	1,229	799	32	799	3,016	1,769	1,247	27	1,247
South Leg											
	Approach	238	145	93	45	109	1,181	581	600	65	600
	Departure	986	546	440	66	440	787	328	459	38	459
	Total	1,224	691	533	111	549	1,968	909	1,059	103	1,059
East Leg											
	Approach	1,217	171	1,046	295	1,046	1,669	427	1,242	297	1,242
	Departure	746	214	532	276	539	1,796	382	1,414	351	1,414
	Total	1,963	385	1,578	571	1,585	3,465	809	2,656	648	2,656
West Leg											
	Approach	602	173	429	269	429	1,560	426	1,134	319	1,134
	Departure	1,297	354	943	273	952	1,291	335	956	283	956
	Total	1,899	527	1,372	542	1,381	2,851	761	2,090	602	2,090
Total Approaches											
	Approach	3,557	1,416	2,141	628	2,157	5,650	2,124	3,526	690	3,526
	Departure	3,557	1,416	2,141	628	2,157	5,650	2,124	3,526	690	3,526
	Total	7,114	2,832	4,282	1,256	4,314	11,300	4,248	7,052	1,380	7,052

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
37	Highland Home Rd./Ramsey St.										
	NBL	0	0	0	0	0	0	0	0	0	0
	NBT	0	0	0	0	0	0	0	0	0	0
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	787	517	270	23	270	605	300	305	16	305
	SBT	0	0	0	2	2	0	0	0	0	0
	SBR	230	29	201	39	201	129	29	100	31	100
	EBL	35	22	13	22	22	386	56	330	90	330
	EBT	556	1	555	238	555	995	23	972	332	972
	EBR	0	0	0	0	0	0	0	0	1	1
	WBL	0	0	0	0	0	0	0	0	9	9
	WBT	380	24	356	245	356	1,036	14	1,022	361	1,022
	WBR	205	123	82	20	82	857	525	332	28	332
North Leg											
	Approach	1,017	546	471	64	473	734	329	405	47	405
	Departure	240	145	95	42	104	1,243	581	662	118	662
	Total	1,257	691	566	106	577	1,977	910	1,067	165	1,067
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	2	2	0	0	0	10	10
	Total	0	0	0	2	2	0	0	0	10	10
East Leg											
	Approach	585	147	438	265	438	1,893	539	1,354	398	1,363
	Departure	1,343	518	825	261	825	1,600	323	1,277	348	1,277
	Total	1,928	665	1,263	526	1,263	3,493	862	2,631	746	2,640
West Leg											
	Approach	591	23	568	260	577	1,381	79	1,302	423	1,303
	Departure	610	53	557	284	557	1,165	43	1,122	392	1,122
	Total	1,201	76	1,125	544	1,134	2,546	122	2,424	815	2,425
Total Approaches											
	Approach	2,193	716	1,477	589	1,488	4,008	947	3,061	868	3,071
	Departure	2,193	716	1,477	589	1,488	4,008	947	3,061	868	3,071
	Total	4,386	1,432	2,954	1,178	2,976	8,016	1,894	6,122	1,736	6,142

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
38	Sunset Ave./Wilson St.										
	NBL	74	9	65	107	107	333	45	288	192	288
	NBT	267	0	267	16	267	806	0	806	29	806
	NBR	44	0	44	22	44	53	0	53	54	54
	SBL	140	0	140	0	140	141	0	141	3	141
	SBT	811	0	811	33	811	445	0	445	9	445
	SBR	173	35	138	7	138	266	60	206	5	206
	EBL	163	38	125	5	125	338	58	280	20	280
	EBT	566	133	433	169	433	928	216	712	146	712
	EBR	209	14	195	201	201	183	37	146	153	153
	WBL	44	0	44	37	44	193	0	193	39	193
	WBT	285	76	209	132	209	1,178	264	914	147	914
	WBR	67	0	67	1	67	178	0	178	2	178
North Leg											
	Approach	1,124	35	1,089	40	1,089	852	60	792	17	792
	Departure	497	38	459	22	459	1,322	58	1,264	51	1,264
	Total	1,621	73	1,548	62	1,548	2,174	118	2,056	68	2,056
South Leg											
	Approach	385	9	376	145	418	1,192	45	1,147	275	1,148
	Departure	1,064	14	1,050	271	1,056	821	37	784	201	791
	Total	1,449	23	1,426	416	1,474	2,013	82	1,931	476	1,939
East Leg											
	Approach	396	76	320	170	320	1,549	264	1,285	188	1,285
	Departure	750	133	617	191	617	1,122	216	906	203	907
	Total	1,146	209	937	361	937	2,671	480	2,191	391	2,192
West Leg											
	Approach	938	185	753	375	759	1,449	311	1,138	319	1,145
	Departure	532	120	412	246	454	1,777	369	1,408	344	1,408
	Total	1,470	305	1,165	621	1,213	3,226	680	2,546	663	2,553
Total Approaches											
	Approach	2,843	305	2,538	730	2,586	5,042	680	4,362	799	4,370
	Departure	2,843	305	2,538	730	2,586	5,042	680	4,362	799	4,370
	Total	5,686	610	5,076	1,460	5,172	10,084	1,360	8,724	1,598	8,740

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
39	Sunset Ave./Ramsey St.										
	NBL	401	93	308	78	308	523	331	192	116	192
	NBT	469	0	469	126	469	1,311	10	1,301	246	1,301
	NBR	155	4	151	65	151	202	6	196	53	196
	SBL	111	0	111	52	111	133	6	127	65	127
	SBT	1,240	1	1,239	203	1,239	958	12	946	206	946
	SBR	106	0	106	50	106	239	0	239	36	239
	EBL	41	0	41	47	47	191	0	191	60	191
	EBT	476	142	334	155	334	936	99	837	199	837
	EBR	537	314	223	64	223	359	164	195	66	195
	WBL	97	0	97	42	97	543	0	543	49	543
	WBT	132	32	100	159	159	809	123	686	193	686
	WBR	25	0	25	28	28	80	13	67	60	67
North Leg											
	Approach	1,457	1	1,456	305	1,456	1,330	18	1,312	307	1,312
	Departure	535	0	535	201	544	1,582	23	1,559	366	1,559
	Total	1,992	1	1,991	506	2,000	2,912	41	2,871	673	2,871
South Leg											
	Approach	1,025	97	928	269	928	2,036	347	1,689	415	1,689
	Departure	1,874	315	1,559	309	1,559	1,860	176	1,684	321	1,684
	Total	2,899	412	2,487	578	2,487	3,896	523	3,373	736	3,373
East Leg											
	Approach	254	32	222	229	284	1,432	136	1,296	302	1,296
	Departure	742	146	596	272	596	1,271	111	1,160	317	1,160
	Total	996	178	818	501	880	2,703	247	2,456	619	2,456
West Leg											
	Approach	1,054	456	598	266	604	1,486	263	1,223	325	1,223
	Departure	639	125	514	287	573	1,571	454	1,117	345	1,117
	Total	1,693	581	1,112	553	1,177	3,057	717	2,340	670	2,340
Total Approaches											
	Approach	3,790	586	3,204	1,069	3,272	6,284	764	5,520	1,349	5,520
	Departure	3,790	586	3,204	1,069	3,272	6,284	764	5,520	1,349	5,520
	Total	7,580	1,172	6,408	2,138	6,544	12,568	1,528	11,040	2,698	11,040

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
40	Sunset Ave./I-10 Westbound Ramps										
	NBL	584	18	566	40	566	421	20	401	38	401
	NBT	690	36	654	174	654	1,743	103	1,640	276	1,640
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	1,015	310	705	175	705	804	168	636	209	636
	SBR	858	5	853	168	853	1,056	7	1,049	123	1,049
	EBL	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0
	WBL	109	0	109	7	109	101	0	101	6	101
	WBT	0	0	0	7	7	0	0	0	15	15
	WBR	336	61	275	97	275	293	244	49	142	142
North Leg											
	Approach	1,873	315	1,558	343	1,558	1,860	175	1,685	332	1,685
	Departure	1,026	97	929	271	929	2,036	347	1,689	418	1,782
	Total	2,899	412	2,487	614	2,487	3,896	522	3,374	750	3,467
South Leg											
	Approach	1,274	54	1,220	214	1,220	2,164	123	2,041	314	2,041
	Departure	1,124	310	814	182	814	905	168	737	215	737
	Total	2,398	364	2,034	396	2,034	3,069	291	2,778	529	2,778
East Leg											
	Approach	445	61	384	111	391	394	244	150	163	258
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	445	61	384	111	391	394	244	150	163	258
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	1,442	23	1,419	215	1,426	1,477	27	1,450	176	1,465
	Total	1,442	23	1,419	215	1,426	1,477	27	1,450	176	1,465
Total Approaches											
	Approach	3,592	430	3,162	668	3,169	4,418	542	3,876	809	3,984
	Departure	3,592	430	3,162	668	3,169	4,418	542	3,876	809	3,984
	Total	7,184	860	6,324	1,336	6,338	8,836	1,084	7,752	1,618	7,968

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
41	Sunset Ave./I-10 Eastbound Ramps										
	NBL	0	0	0	0	0	0	0	0	0	0
	NBT	901	54	847	80	847	1,161	123	1,038	85	1,038
	NBR	229	0	229	6	229	76	0	76	5	76
	SBL	611	239	372	118	372	150	93	57	113	113
	SBT	513	71	442	66	442	755	76	679	97	679
	SBR	0	0	0	0	0	0	0	0	0	0
	EBL	372	0	372	144	372	1,004	0	1,004	222	1,004
	EBT	0	0	0	2	2	0	0	0	4	4
	EBR	349	11	338	30	338	656	21	635	51	635
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	1,124	310	814	184	814	905	169	736	210	792
	Departure	1,273	54	1,219	224	1,219	2,165	123	2,042	307	2,042
	Total	2,397	364	2,033	408	2,033	3,070	292	2,778	517	2,834
South Leg											
	Approach	1,130	54	1,076	86	1,076	1,237	123	1,114	90	1,114
	Departure	862	82	780	96	780	1,411	97	1,314	148	1,314
	Total	1,992	136	1,856	182	1,856	2,648	220	2,428	238	2,428
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	840	239	601	126	603	226	93	133	122	193
	Total	840	239	601	126	603	226	93	133	122	193
West Leg											
	Approach	721	11	710	176	712	1,660	21	1,639	277	1,643
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	721	11	710	176	712	1,660	21	1,639	277	1,643
Total Approaches											
	Approach	2,975	375	2,600	446	2,602	3,802	313	3,489	577	3,549
	Departure	2,975	375	2,600	446	2,602	3,802	313	3,489	577	3,549
	Total	5,950	750	5,200	892	5,204	7,604	626	6,978	1,154	7,098

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
42	Sunrise Ave./Wilson St.										
	NBL	47	3	44	3	44	179	48	131	5	131
	NBT	22	0	22	3	22	87	0	87	6	87
	NBR	34	0	34	12	34	144	0	144	19	144
	SBL	21	0	21	0	21	32	0	32	1	32
	SBT	111	0	111	7	111	35	0	35	4	35
	SBR	35	5	30	12	30	57	8	49	5	49
	EBL	30	5	25	7	25	66	8	58	10	58
	EBT	568	123	445	174	445	983	180	803	188	803
	EBR	156	5	151	6	151	65	25	40	9	40
	WBL	24	0	24	31	31	110	0	110	13	110
	WBT	306	65	241	180	241	1,307	207	1,100	175	1,100
	WBR	8	0	8	1	8	50	0	50	0	50
North Leg											
	Approach	167	5	162	19	162	124	8	116	10	116
	Departure	60	5	55	11	55	203	8	195	16	195
	Total	227	10	217	30	217	327	16	311	26	311
South Leg											
	Approach	103	3	100	18	100	410	48	362	30	362
	Departure	291	5	286	44	293	210	25	185	26	185
	Total	394	8	386	62	393	620	73	547	56	547
East Leg											
	Approach	338	65	273	212	280	1,467	207	1,260	188	1,260
	Departure	623	123	500	186	500	1,159	180	979	208	979
	Total	961	188	773	398	780	2,626	387	2,239	396	2,239
West Leg											
	Approach	754	133	621	187	621	1,114	213	901	207	901
	Departure	388	73	315	195	315	1,543	263	1,280	185	1,280
	Total	1,142	206	936	382	936	2,657	476	2,181	392	2,181
Total Approaches											
	Approach	1,362	206	1,156	436	1,163	3,115	476	2,639	435	2,639
	Departure	1,362	206	1,156	436	1,163	3,115	476	2,639	435	2,639
	Total	2,724	412	2,312	872	2,326	6,230	952	5,278	870	5,278

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
43	16th St./Wilson St.										
	NBL	32	5	27	7	27	45	22	23	11	23
	NBT	0	0	0	0	0	0	0	0	0	0
	NBR	46	0	46	24	46	163	0	163	20	163
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	0	0	0	0	0	0	0	0	0	0
	SBR	0	0	0	0	0	0	0	0	0	0
	EBL	0	0	0	1	1	0	0	0	0	0
	EBT	527	106	421	176	421	929	149	780	179	780
	EBR	18	3	15	7	15	152	13	139	13	139
	WBL	158	0	158	16	158	96	0	96	15	96
	WBT	288	54	234	174	234	1,298	165	1,133	171	1,133
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	1	1	0	0	0	0	0
	Total	0	0	0	1	1	0	0	0	0	0
South Leg											
	Approach	78	5	73	31	73	208	22	186	31	186
	Departure	176	3	173	23	173	248	13	235	28	235
	Total	254	8	246	54	246	456	35	421	59	421
East Leg											
	Approach	446	54	392	190	392	1,394	165	1,229	186	1,229
	Departure	573	106	467	200	467	1,092	149	943	199	943
	Total	1,019	160	859	390	859	2,486	314	2,172	385	2,172
West Leg											
	Approach	545	109	436	184	437	1,081	162	919	192	919
	Departure	320	59	261	181	261	1,343	187	1,156	182	1,156
	Total	865	168	697	365	698	2,424	349	2,075	374	2,075
Total Approaches											
	Approach	1,069	168	901	405	902	2,683	349	2,334	409	2,334
	Departure	1,069	168	901	405	902	2,683	349	2,334	409	2,334
	Total	2,138	336	1,802	810	1,804	5,366	698	4,668	818	4,668

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
44	8th St./Wilson St.										
	NBL	25	4	21	118	118	274	13	261	12	261
	NBT	44	0	44	48	48	163	0	163	131	163
	NBR	6	0	6	19	19	10	0	10	56	56
	SBL	171	0	171	7	171	161	0	161	6	161
	SBT	195	0	195	131	195	71	0	71	81	81
	SBR	6	0	6	47	47	94	3	91	36	91
	EBL	3	0	3	21	21	62	1	61	37	61
	EBT	541	93	448	169	448	880	127	753	93	753
	EBR	63	6	57	68	68	46	7	39	29	39
	WBL	4	0	4	41	41	3	0	3	46	46
	WBT	291	42	249	148	249	1,016	135	881	93	881
	WBR	45	0	45	3	45	149	0	149	6	149
North Leg											
	Approach	372	0	372	185	413	326	3	323	123	333
	Departure	92	0	92	72	114	374	1	373	174	373
	Total	464	0	464	257	527	700	4	696	297	706
South Leg											
	Approach	75	4	71	185	185	447	13	434	199	480
	Departure	262	6	256	240	304	120	7	113	156	166
	Total	337	10	327	425	489	567	20	547	355	646
East Leg											
	Approach	340	42	298	192	335	1,168	135	1,033	145	1,076
	Departure	718	93	625	195	638	1,051	127	924	155	970
	Total	1,058	135	923	387	973	2,219	262	1,957	300	2,046
West Leg											
	Approach	607	99	508	258	537	988	135	853	159	853
	Departure	322	46	276	313	414	1,384	151	1,233	141	1,233
	Total	929	145	784	571	951	2,372	286	2,086	300	2,086
Total Approaches											
	Approach	1,394	145	1,249	820	1,470	2,929	286	2,643	626	2,742
	Departure	1,394	145	1,249	820	1,470	2,929	286	2,643	626	2,742
	Total	2,788	290	2,498	1,640	2,940	5,858	572	5,286	1,252	5,484

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
45	8th St./Ramsey St.										
	NBL	105	1	104	64	104	637	18	619	108	619
	NBT	110	1	109	197	197	321	2	319	208	319
	NBR	518	8	510	189	510	588	18	570	127	570
	SBL	46	1	45	26	45	26	0	26	26	26
	SBT	357	1	356	290	356	101	1	100	167	167
	SBR	18	0	18	31	31	17	0	17	53	53
	EBL	8	0	8	17	17	45	0	45	80	80
	EBT	252	44	208	142	208	627	22	605	209	605
	EBR	98	0	98	72	98	283	12	271	141	271
	WBL	698	17	681	86	681	516	51	465	188	465
	WBT	99	0	99	96	99	445	12	433	212	433
	WBR	12	0	12	26	26	81	0	81	32	81
North Leg											
	Approach	421	2	419	347	432	144	1	143	246	246
	Departure	130	1	129	240	240	447	2	445	320	480
	Total	551	3	548	587	672	591	3	588	566	726
South Leg											
	Approach	733	10	723	450	811	1,546	38	1,508	443	1,508
	Departure	1,153	18	1,135	448	1,135	900	64	836	496	903
	Total	1,886	28	1,858	898	1,946	2,446	102	2,344	939	2,411
East Leg											
	Approach	809	17	792	208	806	1,042	63	979	432	979
	Departure	816	53	763	357	763	1,241	40	1,201	362	1,201
	Total	1,625	70	1,555	565	1,569	2,283	103	2,180	794	2,180
West Leg											
	Approach	358	44	314	231	323	955	34	921	430	956
	Departure	222	1	221	191	234	1,099	30	1,069	373	1,105
	Total	580	45	535	422	557	2,054	64	1,990	803	2,061
Total Approaches											
	Approach	2,321	73	2,248	1,236	2,372	3,687	136	3,551	1,551	3,689
	Departure	2,321	73	2,248	1,236	2,372	3,687	136	3,551	1,551	3,689
	Total	4,642	146	4,496	2,472	4,744	7,374	272	7,102	3,102	7,378

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
46	8th St./I-10 Westbound Ramps										
	NBL	700	17	683	127	683	712	46	666	176	666
	NBT	596	10	586	386	586	1,056	30	1,026	346	1,026
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	375	0	375	256	375	432	4	428	164	428
	SBR	777	19	758	243	758	468	60	408	293	408
	EBL	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0
	WBL	60	0	60	16	60	104	0	104	31	104
	WBT	0	0	0	2	2	0	0	0	0	0
	WBR	138	0	138	56	138	490	8	482	120	482
North Leg											
	Approach	1,152	19	1,133	499	1,133	900	64	836	457	836
	Departure	734	10	724	442	724	1,546	38	1,508	466	1,508
	Total	1,886	29	1,857	941	1,857	2,446	102	2,344	923	2,344
South Leg											
	Approach	1,296	27	1,269	513	1,269	1,768	76	1,692	522	1,692
	Departure	435	0	435	272	435	536	4	532	195	532
	Total	1,731	27	1,704	785	1,704	2,304	80	2,224	717	2,224
East Leg											
	Approach	198	0	198	74	200	594	8	586	151	586
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	198	0	198	74	200	594	8	586	151	586
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	1,477	36	1,441	372	1,443	1,180	106	1,074	469	1,074
	Total	1,477	36	1,441	372	1,443	1,180	106	1,074	469	1,074
Total Approaches											
	Approach	2,646	46	2,600	1,086	2,602	3,262	148	3,114	1,130	3,114
	Departure	2,646	46	2,600	1,086	2,602	3,262	148	3,114	1,130	3,114
	Total	5,292	92	5,200	2,172	5,204	6,524	296	6,228	2,260	6,228

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
47	8th St./I-10 Eastbound Ramps										
	NBL	0	0	0	0	0	0	0	0	0	0
	NBT	759	17	742	293	742	1,207	62	1,145	276	1,145
	NBR	117	0	117	15	117	136	0	136	15	136
	SBL	286	0	286	114	286	207	4	203	76	203
	SBT	150	0	150	165	165	328	0	328	127	328
	SBR	0	0	0	0	0	0	0	0	0	0
	EBL	537	10	527	207	527	562	13	549	239	549
	EBT	0	0	0	0	0	0	0	0	1	1
	EBR	622	49	573	158	573	676	27	649	178	649
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	436	0	436	279	451	535	4	531	203	531
	Departure	1,296	27	1,269	500	1,269	1,769	75	1,694	515	1,694
	Total	1,732	27	1,705	779	1,720	2,304	79	2,225	718	2,225
South Leg											
	Approach	876	17	859	308	859	1,343	62	1,281	291	1,281
	Departure	772	49	723	323	738	1,004	27	977	305	977
	Total	1,648	66	1,582	631	1,597	2,347	89	2,258	596	2,258
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	403	0	403	129	403	343	4	339	92	340
	Total	403	0	403	129	403	343	4	339	92	340
West Leg											
	Approach	1,159	59	1,100	365	1,100	1,238	40	1,198	418	1,199
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	1,159	59	1,100	365	1,100	1,238	40	1,198	418	1,199
Total Approaches											
	Approach	2,471	76	2,395	952	2,410	3,116	106	3,010	912	3,011
	Departure	2,471	76	2,395	952	2,410	3,116	106	3,010	912	3,011
	Total	4,942	152	4,790	1,904	4,820	6,232	212	6,020	1,824	6,022

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
48	4th St./Wilson St.										
	NBL	12	3	9	16	16	12	6	6	15	15
	NBT	30	0	30	7	30	169	0	169	15	169
	NBR	19	0	19	10	19	113	0	113	13	113
	SBL	107	0	107	14	107	81	0	81	5	81
	SBT	200	0	200	17	200	41	0	41	20	41
	SBR	66	17	49	5	49	16	8	8	8	8
	EBL	26	14	12	4	12	76	14	62	7	62
	EBT	653	59	594	169	594	954	106	848	134	848
	EBR	38	8	30	13	30	17	6	11	14	14
	WBL	65	0	65	10	65	15	0	15	12	15
	WBT	259	11	248	161	248	1,137	122	1,015	117	1,015
	WBR	30	0	30	10	30	128	0	128	8	128
North Leg											
	Approach	373	17	356	36	356	138	8	130	33	130
	Departure	86	14	72	21	72	373	14	359	30	359
	Total	459	31	428	57	428	511	22	489	63	489
South Leg											
	Approach	61	3	58	33	65	294	6	288	43	297
	Departure	303	8	295	40	295	73	6	67	46	70
	Total	364	11	353	73	360	367	12	355	89	367
East Leg											
	Approach	354	11	343	181	343	1,280	122	1,158	137	1,158
	Departure	779	59	720	193	720	1,148	106	1,042	152	1,042
	Total	1,133	70	1,063	374	1,063	2,428	228	2,200	289	2,200
West Leg											
	Approach	717	81	636	186	636	1,047	126	921	155	924
	Departure	337	31	306	182	313	1,165	136	1,029	140	1,038
	Total	1,054	112	942	368	949	2,212	262	1,950	295	1,962
Total Approaches											
	Approach	1,505	112	1,393	436	1,400	2,759	262	2,497	368	2,509
	Departure	1,505	112	1,393	436	1,400	2,759	262	2,497	368	2,509
	Total	3,010	224	2,786	872	2,800	5,518	524	4,994	736	5,018

**Table B-4 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2022 Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Existing Volumes	Adjusted Model Without Project
49	San Geronio Ave./Wilson St.										
	NBL	41	0	41	38	41	91	10	81	25	81
	NBT	43	0	43	28	43	235	0	235	57	235
	NBR	21	0	21	33	33	41	0	41	40	41
	SBL	16	0	16	9	16	11	0	11	9	11
	SBT	233	1	232	55	232	92	0	92	38	92
	SBR	183	0	183	23	183	227	3	224	26	224
	EBL	72	0	72	13	72	358	1	357	19	357
	EBT	572	52	520	150	520	650	127	523	86	523
	EBR	128	2	126	43	126	137	7	130	26	130
	WBL	24	1	23	12	23	42	0	42	34	42
	WBT	130	9	121	101	121	952	135	817	78	817
	WBR	3	0	3	2	3	103	0	103	11	103
North Leg											
	Approach	432	1	431	87	431	330	3	327	73	327
	Departure	118	0	118	43	118	696	1	695	87	695
	Total	550	1	549	130	549	1,026	4	1,022	160	1,022
South Leg											
	Approach	105	0	105	99	117	367	10	357	122	357
	Departure	385	4	381	110	381	271	7	264	98	264
	Total	490	4	486	209	498	638	17	621	220	621
East Leg											
	Approach	157	10	147	115	147	1,097	135	962	123	962
	Departure	609	52	557	192	569	702	127	575	135	575
	Total	766	62	704	307	716	1,799	262	1,537	258	1,537
West Leg											
	Approach	772	54	718	206	718	1,145	135	1,010	131	1,010
	Departure	354	9	345	162	345	1,270	148	1,122	129	1,122
	Total	1,126	63	1,063	368	1,063	2,415	283	2,132	260	2,132
Total Approaches											
	Approach	1,466	65	1,401	507	1,413	2,939	283	2,656	449	2,656
	Departure	1,466	65	1,401	507	1,413	2,939	283	2,656	449	2,656
	Total	2,932	130	2,802	1,014	2,826	5,878	566	5,312	898	5,312

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	143	433	290	99	242	20	262
SBT	0	0	0	0	0	0	0
SBR	30	626	596	204	234	0	234
EBL	0	0	0	0	0	0	0
EBT	188	1,562	1,374	471	659	41	700
EBR	117	804	687	236	353	0	353
WBL	300	399	99	34	334	0	334
WBT	205	2,027	1,822	625	830	55	885
WBR	0	0	0	0	0	0	0
North Leg							
Approach	173	1,059	886	303	476	20	496
Departure	0	0	0	0	0	0	0
Total	173	1,059	886	303	476	20	496
South Leg							
Approach	0	0	0	0	0	0	0
Departure	417	1,203	786	270	687	0	687
Total	417	1,203	786	270	687	0	687
East Leg							
Approach	505	2,426	1,921	659	1,164	55	1,219
Departure	331	1,995	1,664	570	901	61	962
Total	836	4,421	3,585	1,229	2,065	116	2,181
West Leg							
Approach	305	2,366	2,061	707	1,012	41	1,053
Departure	235	2,653	2,418	829	1,064	55	1,119
Total	540	5,019	4,479	1,536	2,076	96	2,172
Total Approaches							
Approach	983	5,851	4,868	1,669	2,652	116	2,768
Departure	983	5,851	4,868	1,669	2,652	116	2,768
Total	1,966	11,702	9,736	3,338	5,304	232	5,536

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
2 I-10 Westbound Ramps/Oak Valley Pkwy.							
NBL	85	399	314	108	193	0	193
NBT	1	1	0	0	1	0	1
NBR	125	320	195	67	192	0	192
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	59	735	676	232	291	0	291
EBT	272	1,293	1,021	350	622	61	683
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	425	1,798	1,373	471	896	55	951
WBR	485	1,436	951	326	811	27	838
North Leg							
Approach	0	0	0	0	0	0	0
Departure	545	2,172	1,627	558	1,103	27	1,130
Total	545	2,172	1,627	558	1,103	27	1,130
South Leg							
Approach	211	720	509	175	386	0	386
Departure	0	0	0	0	0	0	0
Total	211	720	509	175	386	0	386
East Leg							
Approach	910	3,234	2,324	797	1,707	82	1,789
Departure	397	1,613	1,216	417	814	61	875
Total	1,307	4,847	3,540	1,214	2,521	143	2,664
West Leg							
Approach	331	2,028	1,697	582	913	61	974
Departure	510	2,197	1,687	579	1,089	55	1,144
Total	841	4,225	3,384	1,161	2,002	116	2,118
Total Approaches							
Approach	1,452	5,982	4,530	1,554	3,006	143	3,149
Departure	1,452	5,982	4,530	1,554	3,006	143	3,149
Total	2,904	11,964	9,060	3,108	6,012	286	6,298

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
3 Elm Ave./Oak Valley Pkwy.-14th St.							
NBL	60	264	204	70	130	0	130
NBT	5	82	77	26	31	0	31
NBR	53	53	0	0	53	0	53
SBL	1	41	40	14	15	0	15
SBT	3	119	116	40	43	0	43
SBR	0	260	260	89	89	0	89
EBL	1	143	142	49	50	0	50
EBT	271	601	330	113	384	82	466
EBR	42	188	146	50	92	0	92
WBL	90	90	0	0	90	0	90
WBT	497	941	444	152	649	109	758
WBR	1	41	40	14	15	0	15
North Leg							
Approach	4	420	416	143	147	0	147
Departure	7	266	259	89	96	0	96
Total	11	686	675	232	243	0	243
South Leg							
Approach	118	399	281	96	214	0	214
Departure	135	397	262	90	225	0	225
Total	253	796	543	186	439	0	439
East Leg							
Approach	588	1,072	484	166	754	109	863
Departure	325	695	370	127	452	82	534
Total	913	1,767	854	293	1,206	191	1,397
West Leg							
Approach	314	932	618	212	526	82	608
Departure	557	1,465	908	311	868	109	977
Total	871	2,397	1,526	523	1,394	191	1,585
Total Approaches							
Approach	1,024	2,823	1,799	617	1,641	191	1,832
Departure	1,024	2,823	1,799	617	1,641	191	1,832
Total	2,048	5,646	3,598	1,234	3,282	382	3,664

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
4	Beaumont Ave./Oak Valley Pkwy.-14th St.						
NBL	34	34	0	0	34	0	34
NBT	286	286	0	0	286	0	286
NBR	31	31	0	0	31	0	31
SBL	98	186	88	30	128	10	138
SBT	425	514	89	31	456	0	456
SBR	281	281	0	0	281	0	281
EBL	145	145	0	0	145	0	145
EBT	150	517	367	126	276	82	358
EBR	36	66	30	10	46	0	46
WBL	71	71	0	0	71	0	71
WBT	282	816	534	183	465	109	574
WBR	67	134	67	23	90	14	104
North Leg							
Approach	804	981	177	61	865	10	875
Departure	498	565	67	23	521	14	535
Total	1,302	1,546	244	84	1,386	24	1,410
South Leg							
Approach	351	351	0	0	351	0	351
Departure	532	651	119	41	573	0	573
Total	883	1,002	119	41	924	0	924
East Leg							
Approach	420	1,021	601	206	626	123	749
Departure	279	734	455	156	435	92	527
Total	699	1,755	1,056	362	1,061	215	1,276
West Leg							
Approach	331	728	397	136	467	82	549
Departure	597	1,131	534	183	780	109	889
Total	928	1,859	931	319	1,247	191	1,438
Total Approaches							
Approach	1,906	3,081	1,175	403	2,309	215	2,524
Departure	1,906	3,081	1,175	403	2,309	215	2,524
Total	3,812	6,162	2,350	806	4,618	430	5,048

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
5							
Beaumont Ave./8th St.							
NBL	12	14	2	1	13	0	13
NBT	214	267	53	18	232	0	232
NBR	22	22	0	0	22	0	22
SBL	45	57	12	4	49	0	49
SBT	353	695	342	117	470	0	470
SBR	31	31	0	0	31	0	31
EBL	20	20	0	0	20	0	20
EBT	37	65	28	10	47	51	98
EBR	6	16	10	3	9	0	9
WBL	16	16	0	0	16	0	16
WBT	20	160	140	48	68	68	136
WBR	23	23	0	0	23	0	23
North Leg							
Approach	429	783	354	121	550	0	550
Departure	257	310	53	18	275	0	275
Total	686	1,093	407	139	825	0	825
South Leg							
Approach	248	303	55	19	267	0	267
Departure	375	727	352	120	495	0	495
Total	623	1,030	407	139	762	0	762
East Leg							
Approach	59	199	140	48	107	68	175
Departure	104	144	40	14	118	51	169
Total	163	343	180	62	225	119	344
West Leg							
Approach	63	101	38	13	76	51	127
Departure	63	205	142	49	112	68	180
Total	126	306	180	62	188	119	307
Total Approaches							
Approach	799	1,386	587	201	1,000	119	1,119
Departure	799	1,386	587	201	1,000	119	1,119
Total	1,598	2,772	1,174	402	2,000	238	2,238

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
6	Beaumont Ave./I-10 Westbound Ramps						
NBL	409	3,237	2,828	970	1,379	0	1,379
NBT	264	781	517	177	441	0	441
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	262	1,130	868	298	560	0	560
SBR	127	397	270	93	220	0	220
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	147	1,277	1,130	387	534	55	589
WBT	0	0	0	0	0	0	0
WBR	61	409	348	119	180	0	180
North Leg							
Approach	389	1,527	1,138	391	780	0	780
Departure	325	1,190	865	296	621	0	621
Total	714	2,717	2,003	687	1,401	0	1,401
South Leg							
Approach	673	4,018	3,345	1,147	1,820	0	1,820
Departure	409	2,407	1,998	685	1,094	55	1,149
Total	1,082	6,425	5,343	1,832	2,914	55	2,969
East Leg							
Approach	208	1,686	1,478	506	714	55	769
Departure	0	0	0	0	0	0	0
Total	208	1,686	1,478	506	714	55	769
West Leg							
Approach	0	0	0	0	0	0	0
Departure	536	3,634	3,098	1,063	1,599	0	1,599
Total	536	3,634	3,098	1,063	1,599	0	1,599
Total Approaches							
Approach	1,270	7,231	5,961	2,044	3,314	55	3,369
Departure	1,270	7,231	5,961	2,044	3,314	55	3,369
Total	2,540	14,462	11,922	4,088	6,628	110	6,738

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
7 Beaumont Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	556	3,684	3,128	1,072	1,628	0	1,628
NBR	500	1,298	798	274	774	41	815
SBL	79	342	263	90	169	0	169
SBT	303	2,065	1,762	604	907	55	962
SBR	0	0	0	0	0	0	0
EBL	126	334	208	71	197	0	197
EBT	0	0	0	0	0	0	0
EBR	382	1,631	1,249	428	810	0	810
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	382	2,407	2,025	694	1,076	55	1,131
Departure	682	4,018	3,336	1,143	1,825	0	1,825
Total	1,064	6,425	5,361	1,837	2,901	55	2,956
South Leg							
Approach	1,056	4,982	3,926	1,346	2,402	41	2,443
Departure	685	3,696	3,011	1,032	1,717	55	1,772
Total	1,741	8,678	6,937	2,378	4,119	96	4,215
East Leg							
Approach	0	0	0	0	0	0	0
Departure	579	1,640	1,061	364	943	41	984
Total	579	1,640	1,061	364	943	41	984
West Leg							
Approach	508	1,965	1,457	499	1,007	0	1,007
Departure	0	0	0	0	0	0	0
Total	508	1,965	1,457	499	1,007	0	1,007
Total Approaches							
Approach	1,946	9,354	7,408	2,539	4,485	96	4,581
Departure	1,946	9,354	7,408	2,539	4,485	96	4,581
Total	3,892	18,708	14,816	5,078	8,970	192	9,162

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
8							
Beaumont Ave./1st St.							
NBL	30	72	42	14	44	0	44
NBT	856	4,680	3,824	1,311	2,167	41	2,208
NBR	291	291	0	0	291	0	291
SBL	123	298	175	60	183	0	183
SBT	536	3,024	2,488	853	1,389	55	1,444
SBR	22	143	121	41	63	0	63
EBL	28	45	17	6	34	0	34
EBT	29	69	40	14	43	0	43
EBR	5	11	6	2	7	0	7
WBL	209	347	138	47	256	0	256
WBT	85	189	104	36	121	0	121
WBR	123	221	98	34	157	0	157
North Leg							
Approach	681	3,465	2,784	954	1,635	55	1,690
Departure	1,007	4,946	3,939	1,351	2,358	41	2,399
Total	1,688	8,411	6,723	2,305	3,993	96	4,089
South Leg							
Approach	1,177	5,043	3,866	1,325	2,502	41	2,543
Departure	750	3,382	2,632	902	1,652	55	1,707
Total	1,927	8,425	6,498	2,227	4,154	96	4,250
East Leg							
Approach	417	757	340	117	534	0	534
Departure	443	658	215	74	517	0	517
Total	860	1,415	555	191	1,051	0	1,051
West Leg							
Approach	62	125	63	22	84	0	84
Departure	137	404	267	91	228	0	228
Total	199	529	330	113	312	0	312
Total Approaches							
Approach	2,337	9,390	7,053	2,418	4,755	96	4,851
Departure	2,337	9,390	7,053	2,418	4,755	96	4,851
Total	4,674	18,780	14,106	4,836	9,510	192	9,702

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
9	Beaumont Ave./Westward Ave.						
NBL	0	51	51	17	17	0	17
NBT	1,177	4,339	3,162	1,084	2,261	31	2,292
NBR	0	76	76	26	26	0	26
SBL	0	46	46	16	16	0	16
SBT	750	2,942	2,192	752	1,502	41	1,543
SBR	0	396	396	136	136	0	136
EBL	0	341	341	117	117	0	117
EBT	0	35	35	12	12	0	12
EBR	0	6	6	2	2	0	2
WBL	0	163	163	56	56	0	56
WBT	0	63	63	22	22	0	22
WBR	0	248	248	85	85	0	85
North Leg							
Approach	750	3,384	2,634	904	1,654	41	1,695
Departure	1,177	4,928	3,751	1,286	2,463	31	2,494
Total	1,927	8,312	6,385	2,190	4,117	72	4,189
South Leg							
Approach	1,177	4,466	3,289	1,127	2,304	31	2,335
Departure	750	3,111	2,361	810	1,560	41	1,601
Total	1,927	7,576	5,649	1,937	3,864	72	3,936
East Leg							
Approach	0	474	474	163	163	0	163
Departure	0	157	157	54	54	0	54
Total	0	631	631	217	217	0	217
West Leg							
Approach	0	382	382	131	131	0	131
Departure	0	510	510	175	175	0	175
Total	0	891	891	306	306	0	306
Total Approaches							
Approach	1,927	8,705	6,778	2,325	4,252	72	4,324
Departure	1,927	8,705	6,778	2,325	4,252	72	4,324
Total	3,854	17,411	13,557	4,650	8,504	144	8,648

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
10 Lamb Canyon Rd./California Ave.							
NBL	234	378	144	49	283	0	283
NBT	1,162	4,231	3,069	1,052	2,214	20	2,234
NBR	0	4	4	1	1	0	1
SBL	0	56	56	19	19	0	19
SBT	730	3,050	2,320	795	1,525	27	1,552
SBR	1	1	0	0	1	0	1
EBL	1	1	0	0	1	0	1
EBT	0	14	14	5	5	0	5
EBR	65	253	188	64	129	0	129
WBL	0	20	20	7	7	0	7
WBT	0	89	89	31	31	0	31
WBR	0	184	184	63	63	0	63
North Leg							
Approach	731	3,107	2,376	814	1,545	27	1,572
Departure	1,163	4,416	3,253	1,115	2,278	20	2,298
Total	1,894	7,523	5,629	1,929	3,823	47	3,870
South Leg							
Approach	1,396	4,613	3,217	1,102	2,498	20	2,518
Departure	795	3,323	2,528	866	1,661	27	1,688
Total	2,191	7,936	5,745	1,968	4,159	47	4,206
East Leg							
Approach	0	293	293	101	101	0	101
Departure	0	74	74	25	25	0	25
Total	0	367	367	126	126	0	126
West Leg							
Approach	66	268	202	69	135	0	135
Departure	235	468	233	80	315	0	315
Total	301	736	435	149	450	0	450
Total Approaches							
Approach	2,193	8,281	6,088	2,086	4,279	47	4,326
Departure	2,193	8,281	6,088	2,086	4,279	47	4,326
Total	4,386	16,562	12,176	4,172	8,558	94	8,652

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
11 Palm Ave./Oak Valley Pkwy.-14th St.							
NBL	41	139	98	34	75	0	75
NBT	117	117	0	0	117	0	117
NBR	30	80	50	17	47	0	47
SBL	108	108	0	0	108	0	108
SBT	105	105	0	0	105	0	105
SBR	98	98	0	0	98	0	98
EBL	51	51	0	0	51	0	51
EBT	196	534	338	116	312	102	414
EBR	46	155	109	37	83	0	83
WBL	31	206	175	60	91	0	91
WBT	275	739	464	159	434	137	571
WBR	103	103	0	0	103	0	103
North Leg							
Approach	311	311	0	0	311	0	311
Departure	271	271	0	0	271	0	271
Total	582	582	0	0	582	0	582
South Leg							
Approach	188	336	148	51	239	0	239
Departure	182	466	284	97	279	0	279
Total	370	802	432	148	518	0	518
East Leg							
Approach	409	1,048	639	219	628	137	765
Departure	334	722	388	133	467	102	569
Total	743	1,770	1,027	352	1,095	239	1,334
West Leg							
Approach	293	740	447	153	446	102	548
Departure	414	976	562	193	607	137	744
Total	707	1,716	1,009	346	1,053	239	1,292
Total Approaches							
Approach	1,201	2,435	1,234	423	1,624	239	1,863
Departure	1,201	2,435	1,234	423	1,624	239	1,863
Total	2,402	4,870	2,468	846	3,248	478	3,726

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
12 Palm Ave./8th St.							
NBL	19	19	0	0	19	0	19
NBT	120	152	32	11	131	0	131
NBR	32	84	52	18	50	10	60
SBL	9	83	74	25	34	0	34
SBT	113	381	268	92	205	0	205
SBR	11	13	2	1	12	0	12
EBL	30	30	0	0	30	0	30
EBT	41	85	44	15	56	61	117
EBR	43	43	0	0	43	0	43
WBL	88	88	0	0	88	14	102
WBT	37	181	144	49	86	82	168
WBR	15	34	19	7	22	0	22
North Leg							
Approach	133	477	344	118	251	0	251
Departure	165	216	51	18	183	0	183
Total	298	693	395	136	434	0	434
South Leg							
Approach	171	255	84	29	200	10	210
Departure	244	512	268	92	336	14	350
Total	415	767	352	121	536	24	560
East Leg							
Approach	140	303	163	56	196	96	292
Departure	82	252	170	58	140	71	211
Total	222	555	333	114	336	167	503
West Leg							
Approach	114	158	44	15	129	61	190
Departure	67	213	146	50	117	82	199
Total	181	371	190	65	246	143	389
Total Approaches							
Approach	558	1,193	635	218	776	167	943
Departure	558	1,193	635	218	776	167	943
Total	1,116	2,386	1,270	436	1,552	334	1,886

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
13	Pennsylvania Ave./Oak Valley Pkwy.-14th St.						
NBL	100	100	0	0	100	0	100
NBT	0	0	0	0	0	0	0
NBR	94	94	0	0	94	0	94
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	226	594	368	126	352	112	464
EBR	96	96	0	0	96	0	96
WBL	122	164	42	14	136	0	136
WBT	292	814	522	179	471	151	622
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	194	194	0	0	194	0	194
Departure	218	260	42	14	232	0	232
Total	412	454	42	14	426	0	426
East Leg							
Approach	414	978	564	193	607	151	758
Departure	320	688	368	126	446	112	558
Total	734	1,666	932	319	1,053	263	1,316
West Leg							
Approach	322	690	368	126	448	112	560
Departure	392	914	522	179	571	151	722
Total	714	1,604	890	305	1,019	263	1,282
Total Approaches							
Approach	930	1,862	932	319	1,249	263	1,512
Departure	930	1,862	932	319	1,249	263	1,512
Total	1,860	3,724	1,864	638	2,498	526	3,024

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
14	Pennsylvania Ave./8th St.						
NBL	29	29	0	0	29	0	29
NBT	171	171	0	0	171	0	171
NBR	17	17	0	0	17	10	27
SBL	83	83	0	0	83	0	83
SBT	226	363	137	47	273	0	273
SBR	29	39	10	3	32	0	32
EBL	25	25	0	0	25	0	25
EBT	78	196	118	40	118	72	190
EBR	20	23	3	1	21	0	21
WBL	23	23	0	0	23	14	37
WBT	80	150	70	24	104	96	200
WBR	53	53	0	0	53	0	53
North Leg							
Approach	338	485	147	50	388	0	388
Departure	249	249	0	0	249	0	249
Total	587	734	147	50	637	0	637
South Leg							
Approach	217	217	0	0	217	10	227
Departure	269	409	140	48	317	14	331
Total	486	626	140	48	534	24	558
East Leg							
Approach	156	226	70	24	180	110	290
Departure	178	296	118	40	218	82	300
Total	334	522	188	64	398	192	590
West Leg							
Approach	123	244	121	41	164	72	236
Departure	138	218	80	27	165	96	261
Total	261	462	201	68	329	168	497
Total Approaches							
Approach	834	1,172	338	115	949	192	1,141
Departure	834	1,172	338	115	949	192	1,141
Total	1,668	2,344	676	230	1,898	384	2,282

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
15	Pennsylvania Ave./I-10 Westbound Ramp						
NBL	0	0	0	0	0	0	0
NBT	217	234	17	6	223	41	264
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	386	708	322	110	496	55	551
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	125	125	0	0	125	0	125
WBT	0	0	0	0	0	0	0
WBR	174	174	0	0	174	0	174
North Leg							
Approach	386	708	322	110	496	55	551
Departure	391	408	17	6	397	41	438
Total	777	1,116	339	116	893	96	989
South Leg							
Approach	217	234	17	6	223	41	264
Departure	511	833	322	110	621	55	676
Total	728	1,067	339	116	844	96	940
East Leg							
Approach	299	299	0	0	299	0	299
Departure	0	0	0	0	0	0	0
Total	299	299	0	0	299	0	299
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	902	1,241	339	116	1,018	96	1,114
Departure	902	1,241	339	116	1,018	96	1,114
Total	1,804	2,482	678	232	2,036	192	2,228

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
16	Pennsylvania Ave/I-10 Eastbound Ramp						
NBL	0	0	0	0	0	0	0
NBT	231	234	3	1	232	41	273
NBR	103	117	14	5	108	0	108
SBL	215	215	0	0	215	0	215
SBT	298	615	317	109	407	55	462
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	513	830	317	109	622	55	677
Departure	231	234	3	1	232	41	273
Total	744	1,064	320	110	854	96	950
South Leg							
Approach	334	351	17	6	340	41	381
Departure	298	615	317	109	407	55	462
Total	632	966	334	115	747	96	843
East Leg							
Approach	0	0	0	0	0	0	0
Departure	318	332	14	5	323	0	323
Total	318	332	14	5	323	0	323
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	847	1,181	334	115	962	96	1,058
Departure	847	1,181	334	115	962	96	1,058
Total	1,694	2,362	668	230	1,924	192	2,116

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
17 Pennsylvania Ave./3rd St.							
NBL	7	7	0	0	7	0	7
NBT	322	352	30	10	332	41	373
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	276	616	340	117	393	55	448
SBR	26	26	0	0	26	0	26
EBL	17	17	0	0	17	0	17
EBT	0	0	0	0	0	0	0
EBR	2	2	0	0	2	0	2
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	302	642	340	117	419	55	474
Departure	339	369	30	10	349	41	390
Total	641	1,011	370	127	768	96	864
South Leg							
Approach	329	359	30	10	339	41	380
Departure	278	618	340	117	395	55	450
Total	607	977	370	127	734	96	830
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	19	19	0	0	19	0	19
Departure	33	33	0	0	33	0	33
Total	52	52	0	0	52	0	52
Total Approaches							
Approach	650	1,020	370	127	777	96	873
Departure	650	1,020	370	127	777	96	873
Total	1,300	2,040	740	254	1,554	192	1,746

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
18 Cherry Ave./Oak Valley Pkwy.-14th St.							
NBL	0	0	0	0	0	0	0
NBT	0	24	24	8	8	0	8
NBR	0	1	1	0	0	0	0
SBL	289	289	0	0	289	0	289
SBT	0	63	63	22	22	0	22
SBR	181	439	258	88	269	0	269
EBL	124	124	0	0	124	0	124
EBT	190	517	327	112	302	112	414
EBR	0	0	0	0	0	0	0
WBL	0	7	7	2	2	0	2
WBT	211	538	327	112	323	151	474
WBR	229	229	0	0	229	0	229
North Leg							
Approach	470	791	321	110	580	0	580
Departure	353	377	24	8	361	0	361
Total	823	1,168	345	118	941	0	941
South Leg							
Approach	0	25	25	8	8	0	8
Departure	0	70	70	24	24	0	24
Total	0	95	95	32	32	0	32
East Leg							
Approach	440	774	334	114	554	151	705
Departure	479	807	328	112	591	112	703
Total	919	1,581	662	226	1,145	263	1,408
West Leg							
Approach	314	641	327	112	426	112	538
Departure	392	977	585	200	592	151	743
Total	706	1,618	912	312	1,018	263	1,281
Total Approaches							
Approach	1,224	2,231	1,007	344	1,568	263	1,831
Departure	1,224	2,231	1,007	344	1,568	263	1,831
Total	2,448	4,462	2,014	688	3,136	526	3,662

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
19 Starlight Ave/ Oak Valley Pkwy.-14th St.							
NBL	160	160	0	0	160	0	160
NBT	4	13	9	3	7	0	7
NBR	9	9	0	0	9	0	9
SBL	1	108	107	37	38	10	48
SBT	6	98	92	32	38	0	38
SBR	8	120	112	38	46	0	46
EBL	7	40	33	11	18	0	18
EBT	201	380	179	61	262	123	385
EBR	127	182	55	19	146	0	146
WBL	15	15	0	0	15	0	15
WBT	167	276	109	37	204	164	368
WBR	1	38	37	13	14	14	28
North Leg							
Approach	15	326	311	107	122	10	132
Departure	12	91	79	27	39	14	53
Total	27	417	390	134	161	24	185
South Leg							
Approach	173	182	9	3	176	0	176
Departure	148	295	147	51	199	0	199
Total	321	477	156	54	375	0	375
East Leg							
Approach	183	329	146	50	233	178	411
Departure	211	497	286	98	309	133	442
Total	394	826	432	148	542	311	853
West Leg							
Approach	335	602	267	91	426	123	549
Departure	335	556	221	75	410	164	574
Total	670	1,158	488	166	836	287	1,123
Total Approaches							
Approach	706	1,439	733	251	957	311	1,268
Departure	706	1,439	733	251	957	311	1,268
Total	1,412	2,878	1,466	502	1,914	622	2,536

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
20 Highland Springs Ave./Brookside Ave.							
NBL	176	176	0	0	176	14	190
NBT	27	150	123	42	69	14	83
NBR	0	71	71	24	24	20	44
SBL	0	106	106	36	36	82	118
SBT	68	350	282	97	165	10	175
SBR	1	113	112	38	39	0	39
EBL	1	46	45	15	16	0	16
EBT	0	188	188	64	64	20	84
EBR	185	185	0	0	185	10	195
WBL	0	213	213	73	73	27	100
WBT	0	362	362	124	124	27	151
WBR	0	90	90	31	31	109	140
North Leg							
Approach	69	569	500	171	240	92	332
Departure	28	286	258	88	116	123	239
Total	97	855	758	259	356	215	571
South Leg							
Approach	203	397	194	66	269	48	317
Departure	253	748	495	170	423	47	470
Total	456	1,145	689	236	692	95	787
East Leg							
Approach	0	665	665	228	228	163	391
Departure	0	365	365	124	124	122	246
Total	0	1,030	1,030	352	352	285	637
West Leg							
Approach	186	419	233	79	265	30	295
Departure	177	651	474	162	339	41	380
Total	363	1,070	707	241	604	71	675
Total Approaches							
Approach	458	2,050	1,592	544	1,002	333	1,335
Departure	458	2,050	1,592	544	1,002	333	1,335
Total	916	4,100	3,184	1,088	2,004	666	2,670

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
21 Highland Springs Ave./16th St.-Cougar Way							
NBL	0	2	2	1	1	14	15
NBT	203	203	0	0	203	47	250
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	253	331	78	27	280	47	327
SBR	0	48	48	16	16	0	16
EBL	0	25	25	9	9	0	9
EBT	0	0	0	0	0	0	0
EBR	0	1	1	0	0	10	10
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	253	379	126	43	296	47	343
Departure	203	228	25	9	212	47	259
Total	456	607	151	52	508	94	602
South Leg							
Approach	203	205	2	1	204	61	265
Departure	253	332	79	27	280	57	337
Total	456	537	81	28	484	118	602
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	26	26	9	9	10	19
Departure	0	50	50	17	17	14	31
Total	0	76	76	26	26	24	50
Total Approaches							
Approach	456	610	154	53	509	118	627
Departure	456	610	154	53	509	118	627
Total	912	1,220	308	106	1,018	236	1,254

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
22 Highland Springs Ave./F St.							
NBL	0	0	0	0	0	0	0
NBT	191	191	0	0	191	47	238
NBR	0	0	0	0	0	153	153
SBL	0	0	0	0	0	10	10
SBT	243	398	155	53	296	47	343
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	205	205
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	14	14
North Leg							
Approach	243	398	155	53	296	57	353
Departure	191	191	0	0	191	61	252
Total	434	589	155	53	487	118	605
South Leg							
Approach	191	191	0	0	191	200	391
Departure	243	398	155	53	296	252	548
Total	434	589	155	53	487	452	939
East Leg							
Approach	0	0	0	0	0	219	219
Departure	0	0	0	0	0	163	163
Total	0	0	0	0	0	382	382
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	434	589	155	53	487	476	963
Departure	434	589	155	53	487	476	963
Total	868	1,178	310	106	974	952	1,926

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.							
NBL	124	276	152	52	176	41	217
NBT	185	185	0	0	185	164	349
NBR	0	0	0	0	0	51	51
SBL	0	0	0	0	0	20	20
SBT	234	376	142	49	283	219	502
SBR	9	9	0	0	9	14	23
EBL	6	6	0	0	6	10	16
EBT	0	0	0	0	0	92	92
EBR	204	521	317	109	313	31	344
WBL	0	0	0	0	0	68	68
WBT	0	0	0	0	0	123	123
WBR	0	0	0	0	0	27	27
North Leg							
Approach	243	385	142	49	292	253	545
Departure	191	191	0	0	191	201	392
Total	434	576	142	49	483	454	937
South Leg							
Approach	309	461	152	52	361	256	617
Departure	438	897	459	158	596	318	914
Total	747	1,358	611	210	957	574	1,531
East Leg							
Approach	0	0	0	0	0	218	218
Departure	0	0	0	0	0	163	163
Total	0	0	0	0	0	381	381
West Leg							
Approach	210	527	317	109	319	133	452
Departure	133	285	152	52	185	178	363
Total	343	812	469	161	504	311	815
Total Approaches							
Approach	762	1,373	611	210	972	860	1,832
Departure	762	1,373	611	210	972	860	1,832
Total	1,524	2,746	1,222	420	1,944	1,720	3,664

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
24 Highland Springs Ave./Starlight Ave.-A St.							
NBL	26	219	193	66	92	0	92
NBT	287	423	136	47	334	174	508
NBR	0	0	0	0	0	82	82
SBL	0	0	0	0	0	31	31
SBT	515	705	190	65	580	233	813
SBR	20	212	192	66	86	55	141
EBL	17	22	5	2	19	41	60
EBT	0	0	0	0	0	51	51
EBR	169	330	161	55	224	0	224
WBL	0	0	0	0	0	109	109
WBT	0	0	0	0	0	68	68
WBR	0	0	0	0	0	41	41
North Leg							
Approach	535	917	382	131	666	319	985
Departure	304	445	141	49	353	256	609
Total	839	1,362	523	180	1,019	575	1,594
South Leg							
Approach	313	642	329	113	426	256	682
Departure	684	1,035	351	120	804	342	1,146
Total	997	1,677	680	233	1,230	598	1,828
East Leg							
Approach	0	0	0	0	0	218	218
Departure	0	0	0	0	0	164	164
Total	0	0	0	0	0	382	382
West Leg							
Approach	186	352	166	57	243	92	335
Departure	46	431	385	132	178	123	301
Total	232	783	551	189	421	215	636
Total Approaches							
Approach	1,034	1,911	877	301	1,335	885	2,220
Departure	1,034	1,911	877	301	1,335	885	2,220
Total	2,068	3,822	1,754	602	2,670	1,770	4,440

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
25 Highland Springs Ave./8th St.-Wilson St.							
NBL	57	93	36	12	69	0	69
NBT	149	343	194	67	216	225	441
NBR	116	155	39	13	129	72	201
SBL	150	174	24	8	158	14	172
SBT	398	536	138	47	445	301	746
SBR	93	93	0	0	93	27	120
EBL	19	33	14	5	24	20	44
EBT	94	115	21	7	101	31	132
EBR	101	236	135	46	147	0	147
WBL	141	517	376	129	270	96	366
WBT	88	199	111	38	126	41	167
WBR	116	123	7	2	118	10	128
North Leg							
Approach	641	803	162	55	696	342	1,038
Departure	284	499	215	74	358	255	613
Total	925	1,302	377	129	1,054	597	1,651
South Leg							
Approach	322	591	269	92	414	297	711
Departure	640	1,289	649	222	862	397	1,259
Total	962	1,880	918	314	1,276	694	1,970
East Leg							
Approach	345	839	494	169	514	147	661
Departure	360	444	84	28	388	117	505
Total	705	1,283	578	197	902	264	1,166
West Leg							
Approach	214	384	170	58	272	51	323
Departure	238	385	147	50	288	68	356
Total	452	769	317	108	560	119	679
Total Approaches							
Approach	1,522	2,617	1,095	374	1,896	837	2,733
Departure	1,522	2,617	1,095	374	1,896	837	2,733
Total	3,044	5,234	2,190	748	3,792	1,674	5,466

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
26 Highland Springs Ave./6th St.-Ramsey St.							
NBL	105	362	257	88	193	0	193
NBT	405	805	400	137	542	266	808
NBR	159	461	302	104	263	0	263
SBL	110	142	32	11	121	27	148
SBT	489	1,246	757	259	748	356	1,104
SBR	48	48	0	0	48	14	62
EBL	74	74	0	0	74	10	84
EBT	124	221	97	33	157	0	157
EBR	145	528	383	131	276	0	276
WBL	127	428	301	103	230	0	230
WBT	98	144	46	16	114	0	114
WBR	33	71	38	13	46	20	66
North Leg							
Approach	647	1,436	789	270	917	397	1,314
Departure	512	950	438	150	662	296	958
Total	1,159	2,386	1,227	420	1,579	693	2,272
South Leg							
Approach	669	1,629	960	329	998	266	1,264
Departure	761	2,201	1,440	493	1,254	356	1,610
Total	1,430	3,830	2,400	822	2,252	622	2,874
East Leg							
Approach	258	643	385	132	390	20	410
Departure	393	824	431	148	541	27	568
Total	651	1,467	816	280	931	47	978
West Leg							
Approach	343	823	480	164	507	10	517
Departure	251	554	303	104	355	14	369
Total	594	1,377	783	268	862	24	886
Total Approaches							
Approach	1,917	4,530	2,613	895	2,812	693	3,505
Departure	1,917	4,530	2,613	895	2,812	693	3,505
Total	3,834	9,059	5,225	1,790	5,624	1,386	7,010

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
27 Highland Springs Ave./I-10 Westbound Ramps							
NBL	211	719	508	174	385	0	385
NBT	571	1,214	643	220	791	235	1,026
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	462	1,004	542	186	648	178	826
SBR	265	1,197	932	320	585	178	763
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	138	391	253	87	225	0	225
WBT	0	0	0	0	0	0	0
WBR	141	414	273	94	235	31	266
North Leg							
Approach	727	2,201	1,474	506	1,233	356	1,589
Departure	712	1,628	916	314	1,026	266	1,292
Total	1,439	3,829	2,390	820	2,259	622	2,881
South Leg							
Approach	782	1,933	1,151	394	1,176	235	1,411
Departure	600	1,395	795	273	873	178	1,051
Total	1,382	3,328	1,946	667	2,049	413	2,462
East Leg							
Approach	279	805	526	181	460	31	491
Departure	0	0	0	0	0	0	0
Total	279	805	526	181	460	31	491
West Leg							
Approach	0	0	0	0	0	0	0
Departure	476	1,916	1,440	494	970	178	1,148
Total	476	1,916	1,440	494	970	178	1,148
Total Approaches							
Approach	1,788	4,939	3,151	1,081	2,869	622	3,491
Departure	1,788	4,939	3,151	1,081	2,869	622	3,491
Total	3,576	9,878	6,302	2,162	5,738	1,244	6,982

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
28 Highland Springs Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	483	1,189	706	242	725	102	827
NBR	189	482	293	100	289	0	289
SBL	173	480	307	105	278	41	319
SBT	427	914	487	167	594	137	731
SBR	0	0	0	0	0	0	0
EBL	299	745	446	153	452	133	585
EBT	0	0	0	0	0	0	0
EBR	231	592	361	124	355	0	355
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	600	1,394	794	272	872	178	1,050
Departure	782	1,934	1,152	395	1,177	235	1,412
Total	1,382	3,328	1,946	667	2,049	413	2,462
South Leg							
Approach	672	1,671	999	342	1,014	102	1,116
Departure	658	1,506	848	291	949	137	1,086
Total	1,330	3,177	1,847	633	1,963	239	2,202
East Leg							
Approach	0	0	0	0	0	0	0
Departure	362	962	600	205	567	41	608
Total	362	962	600	205	567	41	608
West Leg							
Approach	530	1,337	807	277	807	133	940
Departure	0	0	0	0	0	0	0
Total	530	1,337	807	277	807	133	940
Total Approaches							
Approach	1,802	4,402	2,600	891	2,693	413	3,106
Departure	1,802	4,402	2,600	891	2,693	413	3,106
Total	3,604	8,804	5,200	1,782	5,386	826	6,212

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
29 Highland Springs Ave./1st St.-Sun Lakes Blvd.							
NBL	24	152	128	44	68	0	68
NBT	173	953	780	267	440	51	491
NBR	9	70	61	21	30	0	30
SBL	79	191	112	38	117	14	131
SBT	128	494	366	125	253	68	321
SBR	52	189	137	47	99	0	99
EBL	101	168	67	23	124	0	124
EBT	37	101	64	22	59	0	59
EBR	18	47	29	10	28	0	28
WBL	4	76	72	25	29	0	29
WBT	41	277	236	81	122	0	122
WBR	169	308	139	48	217	10	227
North Leg							
Approach	259	874	615	210	469	82	551
Departure	443	1,429	986	338	781	61	842
Total	702	2,303	1,601	548	1,250	143	1,393
South Leg							
Approach	206	1,175	969	332	538	51	589
Departure	150	617	467	160	310	68	378
Total	356	1,792	1,436	492	848	119	967
East Leg							
Approach	214	661	447	154	368	10	378
Departure	125	362	237	81	206	14	220
Total	339	1,023	684	235	574	24	598
West Leg							
Approach	156	316	160	55	211	0	211
Departure	117	618	501	172	289	0	289
Total	273	934	661	227	500	0	500
Total Approaches							
Approach	835	3,026	2,191	751	1,586	143	1,729
Departure	835	3,026	2,191	751	1,586	143	1,729
Total	1,670	6,052	4,382	1,502	3,172	286	3,458

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
30 Highland Springs Ave./Potrero Blvd.							
NBL	4	95	91	31	35	0	35
NBT	142	785	643	220	362	31	393
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	76	497	421	144	220	41	261
SBR	24	94	70	24	48	14	62
EBL	42	307	265	91	133	10	143
EBT	0	0	0	0	0	0	0
EBR	5	80	75	26	31	0	31
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	100	591	491	168	268	55	323
Departure	184	1,092	908	311	495	41	536
Total	284	1,683	1,399	479	763	96	859
South Leg							
Approach	146	880	734	251	397	31	428
Departure	81	577	496	170	251	41	292
Total	227	1,457	1,230	421	648	72	720
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	47	387	340	117	164	10	174
Departure	28	189	161	55	83	14	97
Total	75	576	501	172	247	24	271
Total Approaches							
Approach	293	1,858	1,565	536	829	96	925
Departure	293	1,858	1,565	536	829	96	925
Total	586	3,716	3,130	1,072	1,658	192	1,850

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
31 C St.-Apex Ave./Wilson St.							
NBL	6	6	0	0	6	0	6
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	55	55
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	96	96
EBL	0	0	0	0	0	72	72
EBT	303	439	136	47	350	45	395
EBR	1	1	0	0	1	0	1
WBL	0	0	0	0	0	0	0
WBT	316	915	599	205	521	51	572
WBR	0	0	0	0	0	41	41
North Leg							
Approach	0	0	0	0	0	151	151
Departure	0	0	0	0	0	113	113
Total	0	0	0	0	0	264	264
South Leg							
Approach	6	6	0	0	6	0	6
Departure	1	1	0	0	1	0	1
Total	7	7	0	0	7	0	7
East Leg							
Approach	316	915	599	205	521	92	613
Departure	303	439	136	47	350	100	450
Total	619	1,354	735	252	871	192	1,063
West Leg							
Approach	304	440	136	47	351	117	468
Departure	322	921	599	205	527	147	674
Total	626	1,361	735	252	878	264	1,142
Total Approaches							
Approach	626	1,361	735	252	878	360	1,238
Departure	626	1,361	735	252	878	360	1,238
Total	1,252	2,722	1,470	504	1,756	720	2,476

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
32 Highland Home Rd./Northern Loop							
NBL	0	0	0	0	0	92	92
NBT	13	641	628	215	228	27	255
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	19	368	349	120	139	20	159
SBR	0	0	0	0	0	102	102
EBL	0	0	0	0	0	137	137
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	123	123
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	19	368	349	120	139	122	261
Departure	13	641	628	215	228	164	392
Total	32	1,009	977	335	367	286	653
South Leg							
Approach	13	641	628	215	228	119	347
Departure	19	368	349	120	139	143	282
Total	32	1,009	977	335	367	262	629
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	260	260
Departure	0	0	0	0	0	194	194
Total	0	0	0	0	0	454	454
Total Approaches							
Approach	32	1,009	977	335	367	501	868
Departure	32	1,009	977	335	367	501	868
Total	64	2,018	1,954	670	734	1,002	1,736

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
33 Highland Home Rd./Beaumont Rd.-G St							
NBL	0	0	0	0	0	0	0
NBT	13	163	150	51	64	82	146
NBR	0	77	77	26	26	34	60
SBL	0	105	105	36	36	34	70
SBT	19	262	243	83	102	109	211
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	0	294	294	101	101	37	138
WBT	0	0	0	0	0	0	0
WBR	0	478	478	164	164	37	201
North Leg							
Approach	19	367	348	119	138	143	281
Departure	13	641	628	215	228	119	347
Total	32	1,008	976	334	366	262	628
South Leg							
Approach	13	240	227	77	90	116	206
Departure	19	556	537	184	203	146	349
Total	32	796	764	261	293	262	555
East Leg							
Approach	0	772	772	265	265	74	339
Departure	0	182	182	62	62	68	130
Total	0	954	954	327	327	142	469
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	32	1,379	1,347	461	493	333	826
Departure	32	1,379	1,347	461	493	333	826
Total	64	2,758	2,694	922	986	666	1,652

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
34 Highland Home Rd./F St.							
NBL	0	0	0	0	0	82	82
NBT	13	226	213	73	86	116	202
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	19	583	564	193	212	147	359
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	109	109
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	19	583	564	193	212	147	359
Departure	13	226	213	73	86	116	202
Total	32	809	777	266	298	263	561
South Leg							
Approach	13	226	213	73	86	198	284
Departure	19	583	564	193	212	256	468
Total	32	809	777	266	298	454	752
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	109	109
Departure	0	0	0	0	0	82	82
Total	0	0	0	0	0	191	191
Total Approaches							
Approach	32	809	777	266	298	454	752
Departure	32	809	777	266	298	454	752
Total	64	1,618	1,554	532	596	908	1,504

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
35 Highland Home Rd./D St.							
NBL	0	0	0	0	0	72	72
NBT	13	226	213	73	86	184	270
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	19	573	554	190	209	246	455
SBR	0	0	0	0	0	10	10
EBL	0	0	0	0	0	14	14
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	96	96
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	19	573	554	190	209	256	465
Departure	13	226	213	73	86	198	284
Total	32	799	767	263	295	454	749
South Leg							
Approach	13	226	213	73	86	256	342
Departure	19	573	554	190	209	342	551
Total	32	799	767	263	295	598	893
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	110	110
Departure	0	0	0	0	0	82	82
Total	0	0	0	0	0	192	192
Total Approaches							
Approach	32	799	767	263	295	622	917
Departure	32	799	767	263	295	622	917
Total	64	1,598	1,534	526	590	1,244	1,834

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
36 Highland Home Rd./Wilson St.							
NBL	14	14	0	0	14	41	55
NBT	1	65	64	22	23	102	125
NBR	30	30	0	0	30	0	30
SBL	5	250	245	84	89	164	253
SBT	7	264	257	88	95	137	232
SBR	7	59	52	18	25	41	66
EBL	10	112	102	35	45	31	76
EBT	241	259	18	6	247	14	261
EBR	18	58	40	14	32	55	87
WBL	41	118	77	26	67	0	67
WBT	252	879	627	215	467	10	477
WBR	2	49	47	16	18	123	141
North Leg							
Approach	19	573	554	190	209	342	551
Departure	13	226	213	73	86	256	342
Total	32	799	767	263	295	598	893
South Leg							
Approach	45	109	64	22	67	143	210
Departure	66	440	374	128	194	192	386
Total	111	549	438	150	261	335	596
East Leg							
Approach	295	1,046	751	257	552	133	685
Departure	276	539	263	90	366	178	544
Total	571	1,585	1,014	347	918	311	1,229
West Leg							
Approach	269	429	160	55	324	100	424
Departure	273	952	679	233	506	92	598
Total	542	1,381	839	288	830	192	1,022
Total Approaches							
Approach	628	2,157	1,529	524	1,152	718	1,870
Departure	628	2,157	1,529	524	1,152	718	1,870
Total	1,256	4,314	3,058	1,048	2,304	1,436	3,740

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
37 Highland Home Rd./Ramsey St.							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	23	270	247	85	108	192	300
SBT	2	2	0	0	2	0	2
SBR	39	201	162	56	95	0	95
EBL	22	22	0	0	22	0	22
EBT	238	555	317	109	347	27	374
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	245	356	111	38	283	20	303
WBR	20	82	62	21	41	143	184
North Leg							
Approach	64	473	409	141	205	192	397
Departure	42	104	62	21	63	143	206
Total	106	577	471	162	268	335	603
South Leg							
Approach	0	0	0	0	0	0	0
Departure	2	2	0	0	2	0	2
Total	2	2	0	0	2	0	2
East Leg							
Approach	265	438	173	59	324	163	487
Departure	261	825	564	194	455	219	674
Total	526	1,263	737	253	779	382	1,161
West Leg							
Approach	260	577	317	109	369	27	396
Departure	284	557	273	94	378	20	398
Total	544	1,134	590	203	747	47	794
Total Approaches							
Approach	589	1,488	899	309	898	382	1,280
Departure	589	1,488	899	309	898	382	1,280
Total	1,178	2,976	1,798	618	1,796	764	2,560

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
38 Sunset Ave./Wilson St.							
NBL	107	107	0	0	107	10	117
NBT	16	267	251	86	102	0	102
NBR	22	44	22	8	30	0	30
SBL	0	140	140	48	48	0	48
SBT	33	811	778	267	300	0	300
SBR	7	138	131	45	52	20	72
EBL	5	125	120	41	46	27	73
EBT	169	433	264	91	260	109	369
EBR	201	201	0	0	201	14	215
WBL	37	44	7	2	39	0	39
WBT	132	209	77	26	158	82	240
WBR	1	67	66	23	24	0	24
North Leg							
Approach	40	1,089	1,049	360	400	20	420
Departure	22	459	437	150	172	27	199
Total	62	1,548	1,486	510	572	47	619
South Leg							
Approach	145	418	273	94	239	10	249
Departure	271	1,056	785	269	540	14	554
Total	416	1,474	1,058	363	779	24	803
East Leg							
Approach	170	320	150	51	221	82	303
Departure	191	617	426	147	338	109	447
Total	361	937	576	198	559	191	750
West Leg							
Approach	375	759	384	132	507	150	657
Departure	246	454	208	71	317	112	429
Total	621	1,213	592	203	824	262	1,086
Total Approaches							
Approach	730	2,586	1,856	637	1,367	262	1,629
Departure	730	2,586	1,856	637	1,367	262	1,629
Total	1,460	5,172	3,712	1,274	2,734	524	3,258

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
39 Sunset Ave./Ramsey St.							
NBL	78	308	230	79	157	82	239
NBT	126	469	343	118	244	0	244
NBR	65	151	86	29	94	0	94
SBL	52	111	59	20	72	14	86
SBT	203	1,239	1,036	355	558	0	558
SBR	50	106	56	19	69	0	69
EBL	47	47	0	0	47	0	47
EBT	155	334	179	61	216	41	257
EBR	64	223	159	55	119	109	228
WBL	42	97	55	19	61	0	61
WBT	159	159	0	0	159	31	190
WBR	28	28	0	0	28	10	38
North Leg							
Approach	305	1,456	1,151	394	699	14	713
Departure	201	544	343	118	319	10	329
Total	506	2,000	1,494	512	1,018	24	1,042
South Leg							
Approach	269	928	659	226	495	82	577
Departure	309	1,559	1,250	429	738	109	847
Total	578	2,487	1,909	655	1,233	191	1,424
East Leg							
Approach	229	284	55	19	248	41	289
Departure	272	596	324	110	382	55	437
Total	501	880	379	129	630	96	726
West Leg							
Approach	266	604	338	116	382	150	532
Departure	287	573	286	98	385	113	498
Total	553	1,177	624	214	767	263	1,030
Total Approaches							
Approach	1,069	3,272	2,203	755	1,824	287	2,111
Departure	1,069	3,272	2,203	755	1,824	287	2,111
Total	2,138	6,544	4,406	1,510	3,648	574	4,222

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
40 Sunset Ave./I-10 Westbound Ramps							
NBL	40	566	526	180	220	0	220
NBT	174	654	480	165	339	51	390
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	175	705	530	182	357	109	466
SBR	168	853	685	235	403	0	403
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	7	109	102	35	42	0	42
WBT	7	7	0	0	7	0	7
WBR	97	275	178	61	158	31	189
North Leg							
Approach	343	1,558	1,215	417	760	109	869
Departure	271	929	658	226	497	82	579
Total	614	2,487	1,873	643	1,257	191	1,448
South Leg							
Approach	214	1,220	1,006	345	559	51	610
Departure	182	814	632	217	399	109	508
Total	396	2,034	1,638	562	958	160	1,118
East Leg							
Approach	111	391	280	96	207	31	238
Departure	0	0	0	0	0	0	0
Total	111	391	280	96	207	31	238
West Leg							
Approach	0	0	0	0	0	0	0
Departure	215	1,426	1,211	415	630	0	630
Total	215	1,426	1,211	415	630	0	630
Total Approaches							
Approach	668	3,169	2,501	858	1,526	191	1,717
Departure	668	3,169	2,501	858	1,526	191	1,717
Total	1,336	6,338	5,002	1,716	3,052	382	3,434

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
41 Sunset Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	80	847	767	263	343	51	394
NBR	6	229	223	76	82	0	82
SBL	118	372	254	87	205	41	246
SBT	66	442	376	129	195	68	263
SBR	0	0	0	0	0	0	0
EBL	144	372	228	78	222	0	222
EBT	2	2	0	0	2	0	2
EBR	30	338	308	106	136	0	136
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	184	814	630	216	400	109	509
Departure	224	1,219	995	341	565	51	616
Total	408	2,033	1,625	557	965	160	1,125
South Leg							
Approach	86	1,076	990	339	425	51	476
Departure	96	780	684	235	331	68	399
Total	182	1,856	1,674	574	756	119	875
East Leg							
Approach	0	0	0	0	0	0	0
Departure	126	603	477	163	289	41	330
Total	126	603	477	163	289	41	330
West Leg							
Approach	176	712	536	184	360	0	360
Departure	0	0	0	0	0	0	0
Total	176	712	536	184	360	0	360
Total Approaches							
Approach	446	2,602	2,156	739	1,185	160	1,345
Departure	446	2,602	2,156	739	1,185	160	1,345
Total	892	5,204	4,312	1,478	2,370	320	2,690

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
42 Sunrise Ave./Wilson St.							
NBL	3	44	41	14	17	10	27
NBT	3	22	19	7	10	0	10
NBR	12	34	22	8	20	0	20
SBL	0	21	21	7	7	0	7
SBT	7	111	104	36	43	0	43
SBR	12	30	18	6	18	0	18
EBL	7	25	18	6	13	0	13
EBT	174	445	271	93	267	109	376
EBR	6	151	145	50	56	14	70
WBL	31	31	0	0	31	0	31
WBT	180	241	61	21	201	82	283
WBR	1	8	7	2	3	0	3
North Leg							
Approach	19	162	143	49	68	0	68
Departure	11	55	44	15	26	0	26
Total	30	217	187	64	94	0	94
South Leg							
Approach	18	100	82	29	47	10	57
Departure	44	293	249	86	130	14	144
Total	62	393	331	115	177	24	201
East Leg							
Approach	212	280	68	23	235	82	317
Departure	186	500	314	108	294	109	403
Total	398	780	382	131	529	191	720
West Leg							
Approach	187	621	434	149	336	123	459
Departure	195	315	120	41	236	92	328
Total	382	936	554	190	572	215	787
Total Approaches							
Approach	436	1,163	727	250	686	215	901
Departure	436	1,163	727	250	686	215	901
Total	872	2,326	1,454	500	1,372	430	1,802

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
43 16th St./Wilson St.							
NBL	7	27	20	7	14	10	24
NBT	0	0	0	0	0	0	0
NBR	24	46	22	8	32	0	32
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	1	1	0	0	1	0	1
EBT	176	421	245	84	260	82	342
EBR	7	15	8	3	10	14	24
WBL	16	158	142	49	65	0	65
WBT	174	234	60	21	195	61	256
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	1	1	0	0	1	0	1
Total	1	1	0	0	1	0	1
South Leg							
Approach	31	73	42	15	46	10	56
Departure	23	173	150	52	75	14	89
Total	54	246	192	67	121	24	145
East Leg							
Approach	190	392	202	70	260	61	321
Departure	200	467	267	92	292	82	374
Total	390	859	469	162	552	143	695
West Leg							
Approach	184	437	253	87	271	96	367
Departure	181	261	80	28	209	71	280
Total	365	698	333	115	480	167	647
Total Approaches							
Approach	405	902	497	172	577	167	744
Departure	405	902	497	172	577	167	744
Total	810	1,804	994	344	1,154	334	1,488

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
44							
8th St./Wilson St.							
NBL	118	118	0	0	118	0	118
NBT	48	48	0	0	48	0	48
NBR	19	19	0	0	19	0	19
SBL	7	171	164	56	63	0	63
SBT	131	195	64	22	153	0	153
SBR	47	47	0	0	47	0	47
EBL	21	21	0	0	21	0	21
EBT	169	448	279	96	265	68	333
EBR	68	68	0	0	68	0	68
WBL	41	41	0	0	41	0	41
WBT	148	249	101	35	183	51	234
WBR	3	45	42	14	17	0	17
North Leg							
Approach	185	413	228	78	263	0	263
Departure	72	114	42	14	86	0	86
Total	257	527	270	92	349	0	349
South Leg							
Approach	185	185	0	0	185	0	185
Departure	240	304	64	22	262	0	262
Total	425	489	64	22	447	0	447
East Leg							
Approach	192	335	143	49	241	51	292
Departure	195	638	443	152	347	68	415
Total	387	973	586	201	588	119	707
West Leg							
Approach	258	537	279	96	354	68	422
Departure	313	414	101	35	348	51	399
Total	571	951	380	131	702	119	821
Total Approaches							
Approach	820	1,470	650	223	1,043	119	1,162
Departure	820	1,470	650	223	1,043	119	1,162
Total	1,640	2,940	1,300	446	2,086	238	2,324

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
45 8th St./Ramsey St.							
NBL	64	104	40	14	78	14	92
NBT	197	197	0	0	197	0	197
NBR	189	510	321	110	299	14	313
SBL	26	45	19	7	33	0	33
SBT	290	356	66	23	313	0	313
SBR	31	31	0	0	31	0	31
EBL	17	17	0	0	17	0	17
EBT	142	208	66	23	165	0	165
EBR	72	98	26	9	81	10	91
WBL	86	681	595	204	290	10	300
WBT	96	99	3	1	97	0	97
WBR	26	26	0	0	26	0	26
North Leg							
Approach	347	432	85	30	377	0	377
Departure	240	240	0	0	240	0	240
Total	587	672	85	30	617	0	617
South Leg							
Approach	450	811	361	124	574	28	602
Departure	448	1,135	687	236	684	20	704
Total	898	1,946	1,048	360	1,258	48	1,306
East Leg							
Approach	208	806	598	205	413	10	423
Departure	357	763	406	140	497	14	511
Total	565	1,569	1,004	345	910	24	934
West Leg							
Approach	231	323	92	32	263	10	273
Departure	191	234	43	15	206	14	220
Total	422	557	135	47	469	24	493
Total Approaches							
Approach	1,236	2,372	1,136	391	1,627	48	1,675
Departure	1,236	2,372	1,136	391	1,627	48	1,675
Total	2,472	4,744	2,272	782	3,254	96	3,350

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
46 8th St./I-10 Westbound Ramps							
NBL	127	683	556	191	318	10	328
NBT	386	586	200	69	455	27	482
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	256	375	119	41	297	0	297
SBR	243	758	515	177	420	20	440
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	16	60	44	15	31	0	31
WBT	2	2	0	0	2	0	2
WBR	56	138	82	28	84	0	84
North Leg							
Approach	499	1,133	634	218	717	20	737
Departure	442	724	282	97	539	27	566
Total	941	1,857	916	315	1,256	47	1,303
South Leg							
Approach	513	1,269	756	260	773	37	810
Departure	272	435	163	56	328	0	328
Total	785	1,704	919	316	1,101	37	1,138
East Leg							
Approach	74	200	126	43	117	0	117
Departure	0	0	0	0	0	0	0
Total	74	200	126	43	117	0	117
West Leg							
Approach	0	0	0	0	0	0	0
Departure	372	1,443	1,071	368	740	30	770
Total	372	1,443	1,071	368	740	30	770
Total Approaches							
Approach	1,086	2,602	1,516	521	1,607	57	1,664
Departure	1,086	2,602	1,516	521	1,607	57	1,664
Total	2,172	5,204	3,032	1,042	3,214	114	3,328

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
47 8th St./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	293	742	449	154	447	10	457
NBR	15	117	102	35	50	0	50
SBL	114	286	172	59	173	0	173
SBT	165	165	0	0	165	0	165
SBR	0	0	0	0	0	0	0
EBL	207	527	320	110	317	27	344
EBT	0	0	0	0	0	0	0
EBR	158	573	415	142	300	14	314
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	279	451	172	59	338	0	338
Departure	500	1,269	769	264	764	37	801
Total	779	1,720	941	323	1,102	37	1,139
South Leg							
Approach	308	859	551	189	497	10	507
Departure	323	738	415	142	465	14	479
Total	631	1,597	966	331	962	24	986
East Leg							
Approach	0	0	0	0	0	0	0
Departure	129	403	274	94	223	0	223
Total	129	403	274	94	223	0	223
West Leg							
Approach	365	1,100	735	252	617	41	658
Departure	0	0	0	0	0	0	0
Total	365	1,100	735	252	617	41	658
Total Approaches							
Approach	952	2,410	1,458	500	1,452	51	1,503
Departure	952	2,410	1,458	500	1,452	51	1,503
Total	1,904	4,820	2,916	1,000	2,904	102	3,006

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
48							
4th St./Wilson St.							
NBL	16	16	0	0	16	0	16
NBT	7	30	23	8	15	0	15
NBR	10	19	9	3	13	0	13
SBL	14	107	93	32	46	0	46
SBT	17	200	183	63	80	0	80
SBR	5	49	44	15	20	0	20
EBL	4	12	8	3	7	0	7
EBT	169	594	425	146	315	68	383
EBR	13	30	17	6	19	0	19
WBL	10	65	55	19	29	0	29
WBT	161	248	87	30	191	51	242
WBR	10	30	20	7	17	0	17
North Leg							
Approach	36	356	320	110	146	0	146
Departure	21	72	51	18	39	0	39
Total	57	428	371	128	185	0	185
South Leg							
Approach	33	65	32	11	44	0	44
Departure	40	295	255	88	128	0	128
Total	73	360	287	99	172	0	172
East Leg							
Approach	181	343	162	56	237	51	288
Departure	193	720	527	181	374	68	442
Total	374	1,063	689	237	611	119	730
West Leg							
Approach	186	636	450	155	341	68	409
Departure	182	313	131	45	227	51	278
Total	368	949	581	200	568	119	687
Total Approaches							
Approach	436	1,400	964	332	768	119	887
Departure	436	1,400	964	332	768	119	887
Total	872	2,800	1,928	664	1,536	238	1,774

Table B-5 - Year 2022 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
49 San Geronio Ave./Wilson St.							
NBL	38	41	3	1	39	0	39
NBT	28	43	15	5	33	0	33
NBR	33	33	0	0	33	0	33
SBL	9	16	7	2	11	0	11
SBT	55	232	177	61	116	0	116
SBR	23	183	160	55	78	10	88
EBL	13	72	59	20	33	14	47
EBT	150	520	370	127	277	55	332
EBR	43	126	83	28	71	0	71
WBL	12	23	11	4	16	0	16
WBT	101	121	20	7	108	41	149
WBR	2	3	1	0	2	0	2
North Leg							
Approach	87	431	344	118	205	10	215
Departure	43	118	75	25	68	14	82
Total	130	549	419	143	273	24	297
South Leg							
Approach	99	117	18	6	105	0	105
Departure	110	381	271	93	203	0	203
Total	209	498	289	99	308	0	308
East Leg							
Approach	115	147	32	11	126	41	167
Departure	192	569	377	129	321	55	376
Total	307	716	409	140	447	96	543
West Leg							
Approach	206	718	512	175	381	69	450
Departure	162	345	183	63	225	51	276
Total	368	1,063	695	238	606	120	726
Total Approaches							
Approach	507	1,413	906	310	817	120	937
Departure	507	1,413	906	310	817	120	937
Total	1,014	2,826	1,812	620	1,634	240	1,874

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	345	1,315	970	333	678	33	711
SBT	1	1	0	0	1	0	1
SBR	47	691	644	221	268	0	268
EBL	0	0	0	0	0	0	0
EBT	175	1,867	1,692	580	755	67	822
EBR	120	606	486	167	287	0	287
WBL	170	205	35	12	182	0	182
WBT	239	1,997	1,758	603	842	55	897
WBR	0	0	0	0	0	0	0
North Leg							
Approach	393	2,007	1,614	554	947	33	980
Departure	0	0	0	0	0	0	0
Total	393	2,007	1,614	554	947	33	980
South Leg							
Approach	0	0	0	0	0	0	0
Departure	291	812	521	179	470	0	470
Total	291	812	521	179	470	0	470
East Leg							
Approach	409	2,202	1,793	615	1,024	55	1,079
Departure	520	3,182	2,662	913	1,433	100	1,533
Total	929	5,384	4,455	1,528	2,457	155	2,612
West Leg							
Approach	295	2,473	2,178	747	1,042	67	1,109
Departure	286	2,688	2,402	824	1,110	55	1,165
Total	581	5,161	4,580	1,571	2,152	122	2,274
Total Approaches							
Approach	1,097	6,682	5,585	1,916	3,013	155	3,168
Departure	1,097	6,682	5,585	1,916	3,013	155	3,168
Total	2,194	13,364	11,170	3,832	6,026	310	6,336

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
2 I-10 Westbound Ramps/Oak Valley Pkwy.							
NBL	179	513	334	115	294	0	294
NBT	0	0	0	0	0	0	0
NBR	189	1,026	837	287	476	0	476
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	26	344	318	109	135	0	135
EBT	484	2,834	2,350	806	1,290	100	1,390
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	228	1,613	1,385	475	703	55	758
WBR	184	824	640	219	403	27	430
North Leg							
Approach	0	0	0	0	0	0	0
Departure	210	1,168	958	328	538	27	565
Total	210	1,168	958	328	538	27	565
South Leg							
Approach	368	1,539	1,171	402	770	0	770
Departure	0	0	0	0	0	0	0
Total	368	1,539	1,171	402	770	0	770
East Leg							
Approach	412	2,437	2,025	694	1,106	82	1,188
Departure	673	3,860	3,187	1,093	1,766	100	1,866
Total	1,085	6,297	5,212	1,787	2,872	182	3,054
West Leg							
Approach	510	3,178	2,668	915	1,425	100	1,525
Departure	407	2,126	1,719	590	997	55	1,052
Total	917	5,304	4,387	1,505	2,422	155	2,577
Total Approaches							
Approach	1,290	7,154	5,864	2,011	3,301	182	3,483
Departure	1,290	7,154	5,864	2,011	3,301	182	3,483
Total	2,580	14,308	11,728	4,022	6,602	364	6,966

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
3 Elm Ave./Oak Valley Pkwy.-14th St.							
NBL	32	265	233	80	112	0	112
NBT	10	263	253	87	97	0	97
NBR	45	45	0	0	45	0	45
SBL	4	50	46	16	20	0	20
SBT	4	201	197	68	72	0	72
SBR	6	218	212	73	79	0	79
EBL	6	277	271	93	99	0	99
EBT	358	1,262	904	310	668	134	802
EBR	28	328	300	103	131	0	131
WBL	36	36	0	0	36	0	36
WBT	283	890	607	208	491	109	600
WBR	38	63	25	9	47	0	47
North Leg							
Approach	14	469	455	157	171	0	171
Departure	54	603	549	189	243	0	243
Total	68	1,072	1,004	346	414	0	414
South Leg							
Approach	87	573	486	167	254	0	254
Departure	68	565	497	171	239	0	239
Total	155	1,138	983	338	493	0	493
East Leg							
Approach	357	989	632	217	574	109	683
Departure	407	1,357	950	326	733	134	867
Total	764	2,346	1,582	543	1,307	243	1,550
West Leg							
Approach	392	1,867	1,475	506	898	134	1,032
Departure	321	1,373	1,052	361	682	109	791
Total	713	3,240	2,527	867	1,580	243	1,823
Total Approaches							
Approach	850	3,898	3,048	1,047	1,897	243	2,140
Departure	850	3,898	3,048	1,047	1,897	243	2,140
Total	1,700	7,796	6,096	2,094	3,794	486	4,280

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
4	Beaumont Ave./Oak Valley Pkwy.-14th St.						
NBL	74	127	53	18	92	0	92
NBT	316	553	237	81	397	0	397
NBR	81	135	54	19	100	0	100
SBL	62	85	23	8	70	17	87
SBT	204	409	205	70	274	0	274
SBR	108	108	0	0	108	0	108
EBL	128	128	0	0	128	0	128
EBT	245	1,187	942	323	568	134	702
EBR	51	51	0	0	51	0	51
WBL	102	102	0	0	102	0	102
WBT	219	778	559	192	411	109	520
WBR	71	105	34	12	83	14	97
North Leg							
Approach	374	602	228	78	452	17	469
Departure	515	786	271	93	608	14	622
Total	889	1,388	499	171	1,060	31	1,091
South Leg							
Approach	471	815	344	118	589	0	589
Departure	357	562	205	70	427	0	427
Total	828	1,377	549	188	1,016	0	1,016
East Leg							
Approach	392	985	593	204	596	123	719
Departure	388	1,407	1,019	350	738	151	889
Total	780	2,392	1,612	554	1,334	274	1,608
West Leg							
Approach	424	1,366	942	323	747	134	881
Departure	401	1,013	612	210	611	109	720
Total	825	2,379	1,554	533	1,358	243	1,601
Total Approaches							
Approach	1,661	3,768	2,107	723	2,384	274	2,658
Departure	1,661	3,768	2,107	723	2,384	274	2,658
Total	3,322	7,536	4,214	1,446	4,768	548	5,316

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
5	Beaumont Ave./8th St.						
NBL	13	243	230	79	92	0	92
NBT	415	881	466	160	575	0	575
NBR	22	39	17	6	28	0	28
SBL	27	47	20	7	34	0	34
SBT	278	503	225	77	355	0	355
SBR	36	36	0	0	36	0	36
EBL	51	51	0	0	51	0	51
EBT	31	261	230	79	110	84	194
EBR	17	166	149	51	68	0	68
WBL	20	20	0	0	20	0	20
WBT	34	529	495	170	204	68	272
WBR	47	47	0	0	47	0	47
North Leg							
Approach	341	586	245	84	425	0	425
Departure	513	979	466	160	673	0	673
Total	854	1,565	711	244	1,098	0	1,098
South Leg							
Approach	450	1,163	713	245	695	0	695
Departure	315	689	374	128	443	0	443
Total	765	1,852	1,087	373	1,138	0	1,138
East Leg							
Approach	101	596	495	170	271	68	339
Departure	80	347	267	92	172	84	256
Total	181	943	762	262	443	152	595
West Leg							
Approach	99	478	379	130	229	84	313
Departure	83	808	725	249	332	68	400
Total	182	1,286	1,104	379	561	152	713
Total Approaches							
Approach	991	2,823	1,832	629	1,620	152	1,772
Departure	991	2,823	1,832	629	1,620	152	1,772
Total	1,982	5,646	3,664	1,258	3,240	304	3,544

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
6	Beaumont Ave./I-10 Westbound Ramps						
NBL	324	1,844	1,520	521	845	0	845
NBT	400	2,476	2,076	712	1,112	0	1,112
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	320	1,311	991	340	660	0	660
SBR	132	369	237	81	213	0	213
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	310	1,378	1,068	366	676	55	731
WBT	1	1	0	0	1	0	1
WBR	95	338	243	83	178	0	178
North Leg							
Approach	452	1,680	1,228	421	873	0	873
Departure	495	2,814	2,319	795	1,290	0	1,290
Total	947	4,494	3,547	1,216	2,163	0	2,163
South Leg							
Approach	724	4,320	3,596	1,233	1,957	0	1,957
Departure	630	2,689	2,059	706	1,336	55	1,391
Total	1,354	7,009	5,655	1,939	3,293	55	3,348
East Leg							
Approach	406	1,717	1,311	449	855	55	910
Departure	0	0	0	0	0	0	0
Total	406	1,717	1,311	449	855	55	910
West Leg							
Approach	0	0	0	0	0	0	0
Departure	457	2,214	1,757	602	1,059	0	1,059
Total	457	2,214	1,757	602	1,059	0	1,059
Total Approaches							
Approach	1,582	7,717	6,135	2,103	3,685	55	3,740
Departure	1,582	7,717	6,135	2,103	3,685	55	3,740
Total	3,164	15,434	12,270	4,206	7,370	110	7,480

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
7 Beaumont Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	452	3,153	2,701	926	1,378	0	1,378
NBR	311	1,893	1,582	542	853	67	920
SBL	98	292	194	67	165	0	165
SBT	532	2,314	1,782	611	1,143	55	1,198
SBR	0	0	0	0	0	0	0
EBL	272	1,167	895	307	579	0	579
EBT	0	0	0	0	0	0	0
EBR	600	3,036	2,436	835	1,435	0	1,435
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	630	2,606	1,976	678	1,308	55	1,363
Departure	724	4,320	3,596	1,233	1,957	0	1,957
Total	1,354	6,926	5,572	1,911	3,265	55	3,320
South Leg							
Approach	763	5,046	4,283	1,468	2,231	67	2,298
Departure	1,132	5,350	4,218	1,446	2,578	55	2,633
Total	1,895	10,396	8,501	2,914	4,809	122	4,931
East Leg							
Approach	0	0	0	0	0	0	0
Departure	409	2,185	1,776	609	1,018	67	1,085
Total	409	2,185	1,776	609	1,018	67	1,085
West Leg							
Approach	872	4,202	3,330	1,142	2,014	0	2,014
Departure	0	0	0	0	0	0	0
Total	872	4,202	3,330	1,142	2,014	0	2,014
Total Approaches							
Approach	2,265	11,854	9,589	3,288	5,553	122	5,675
Departure	2,265	11,854	9,589	3,288	5,553	122	5,675
Total	4,530	23,709	19,179	6,576	11,106	244	11,350

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
8	Beaumont Ave./1st St.						
NBL	9	43	34	12	21	0	21
NBT	604	4,071	3,467	1,189	1,793	67	1,860
NBR	203	203	0	0	203	0	203
SBL	164	553	389	133	297	0	297
SBT	970	4,582	3,612	1,238	2,208	55	2,263
SBR	16	151	135	46	62	0	62
EBL	20	306	286	98	118	0	118
EBT	65	509	444	152	217	0	217
EBR	36	36	0	0	36	0	36
WBL	336	336	0	0	336	0	336
WBT	118	512	394	135	253	0	253
WBR	124	464	340	117	241	0	241
North Leg							
Approach	1,150	5,286	4,136	1,417	2,567	55	2,622
Departure	748	4,841	4,093	1,404	2,152	67	2,219
Total	1,898	10,127	8,229	2,821	4,719	122	4,841
South Leg							
Approach	816	4,317	3,501	1,201	2,017	67	2,084
Departure	1,342	4,954	3,612	1,238	2,580	55	2,635
Total	2,158	9,271	7,113	2,439	4,597	122	4,719
East Leg							
Approach	578	1,312	734	252	830	0	830
Departure	432	1,265	833	285	717	0	717
Total	1,010	2,577	1,567	537	1,547	0	1,547
West Leg							
Approach	121	851	730	250	371	0	371
Departure	143	706	563	193	336	0	336
Total	264	1,557	1,293	443	707	0	707
Total Approaches							
Approach	2,665	11,766	9,101	3,120	5,785	122	5,907
Departure	2,665	11,766	9,101	3,120	5,785	122	5,907
Total	5,330	23,532	18,202	6,240	11,570	244	11,814

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
9	Beaumont Ave./Westward Ave.						
NBL	0	29	29	10	10	0	10
NBT	816	3,641	2,825	969	1,785	50	1,835
NBR	0	469	469	161	161	0	161
SBL	0	97	97	33	33	0	33
SBT	1,342	4,278	2,936	1,007	2,349	41	2,390
SBR	0	469	469	161	161	0	161
EBL	0	420	420	144	144	0	144
EBT	0	449	449	154	154	0	154
EBR	0	15	15	5	5	0	5
WBL	0	362	362	124	124	0	124
WBT	0	221	221	76	76	0	76
WBR	0	161	161	55	55	0	55
North Leg							
Approach	1,342	4,844	3,502	1,201	2,543	41	2,584
Departure	816	4,222	3,406	1,168	1,984	50	2,034
Total	2,158	9,066	6,908	2,369	4,527	91	4,618
South Leg							
Approach	816	4,139	3,323	1,140	1,956	50	2,006
Departure	1,342	4,655	3,313	1,136	2,478	41	2,519
Total	2,158	8,794	6,636	2,276	4,434	91	4,525
East Leg							
Approach	0	744	744	255	255	0	255
Departure	0	1,015	1,015	348	348	0	348
Total	0	1,759	1,759	603	603	0	603
West Leg							
Approach	0	884	884	303	303	0	303
Departure	0	719	719	247	247	0	247
Total	0	1,603	1,603	550	550	0	550
Total Approaches							
Approach	2,158	10,611	8,453	2,899	5,057	91	5,148
Departure	2,158	10,611	8,453	2,899	5,057	91	5,148
Total	4,316	21,222	16,906	5,798	10,114	182	10,296

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
10 Lamb Canyon Rd./California Ave.							
NBL	155	310	155	53	208	0	208
NBT	813	4,009	3,196	1,096	1,909	33	1,942
NBR	0	20	20	7	7	0	7
SBL	0	187	187	64	64	0	64
SBT	1,339	4,453	3,114	1,068	2,407	27	2,434
SBR	1	1	0	0	1	0	1
EBL	1	1	0	0	1	0	1
EBT	0	124	124	43	43	0	43
EBR	126	394	268	92	218	0	218
WBL	0	8	8	3	3	0	3
WBT	0	60	60	21	21	0	21
WBR	0	100	100	34	34	0	34
North Leg							
Approach	1,340	4,641	3,301	1,132	2,472	27	2,499
Departure	814	4,110	3,296	1,130	1,944	33	1,977
Total	2,154	8,751	6,597	2,262	4,416	60	4,476
South Leg							
Approach	968	4,339	3,371	1,156	2,124	33	2,157
Departure	1,465	4,855	3,390	1,163	2,628	27	2,655
Total	2,433	9,194	6,761	2,319	4,752	60	4,812
East Leg							
Approach	0	168	168	58	58	0	58
Departure	0	331	331	114	114	0	114
Total	0	499	499	172	172	0	172
West Leg							
Approach	127	519	392	135	262	0	262
Departure	156	371	215	74	230	0	230
Total	283	890	607	209	492	0	492
Total Approaches							
Approach	2,435	9,667	7,232	2,481	4,916	60	4,976
Departure	2,435	9,667	7,232	2,481	4,916	60	4,976
Total	4,870	19,334	14,464	4,962	9,832	120	9,952

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
11 Palm Ave./Oak Valley Pkwy.-14th St.							
NBL	36	108	72	25	61	0	61
NBT	40	269	229	79	119	0	119
NBR	14	203	189	65	79	0	79
SBL	44	44	0	0	44	0	44
SBT	36	242	206	71	107	0	107
SBR	50	59	9	3	53	0	53
EBL	53	109	56	19	72	0	72
EBT	323	1,024	701	240	563	167	730
EBR	44	226	182	62	106	0	106
WBL	12	49	37	13	25	0	25
WBT	286	773	487	167	453	137	590
WBR	69	227	158	54	123	0	123
North Leg							
Approach	130	345	215	74	204	0	204
Departure	162	605	443	152	314	0	314
Total	292	950	658	226	518	0	518
South Leg							
Approach	90	580	490	169	259	0	259
Departure	92	517	425	146	238	0	238
Total	182	1,097	915	315	497	0	497
East Leg							
Approach	367	1,049	682	234	601	137	738
Departure	381	1,271	890	305	686	167	853
Total	748	2,320	1,572	539	1,287	304	1,591
West Leg							
Approach	420	1,359	939	321	741	167	908
Departure	372	940	568	195	567	137	704
Total	792	2,299	1,507	516	1,308	304	1,612
Total Approaches							
Approach	1,007	3,333	2,326	798	1,805	304	2,109
Departure	1,007	3,333	2,326	798	1,805	304	2,109
Total	2,014	6,666	4,652	1,596	3,610	608	4,218

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
12 Palm Ave./8th St.							
NBL	13	19	6	2	15	0	15
NBT	68	476	408	140	208	0	208
NBR	16	87	71	24	40	17	57
SBL	23	41	18	6	29	0	29
SBT	67	368	301	103	170	0	170
SBR	8	104	96	33	41	0	41
EBL	3	51	48	16	19	0	19
EBT	57	244	187	64	121	100	221
EBR	23	66	43	15	38	0	38
WBL	16	149	133	46	62	14	76
WBT	77	434	357	122	199	82	281
WBR	17	214	197	68	85	0	85
North Leg							
Approach	98	513	415	142	240	0	240
Departure	88	741	653	224	312	0	312
Total	186	1,254	1,068	366	552	0	552
South Leg							
Approach	97	582	485	166	263	17	280
Departure	106	583	477	164	270	14	284
Total	203	1,165	962	330	533	31	564
East Leg							
Approach	110	797	687	236	346	96	442
Departure	96	372	276	94	190	117	307
Total	206	1,169	963	330	536	213	749
West Leg							
Approach	83	361	278	95	178	100	278
Departure	98	557	459	157	255	82	337
Total	181	918	737	252	433	182	615
Total Approaches							
Approach	388	2,253	1,865	639	1,027	213	1,240
Departure	388	2,253	1,865	639	1,027	213	1,240
Total	776	4,506	3,730	1,278	2,054	426	2,480

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
13	Pennsylvania Ave./Oak Valley Pkwy.-14th St.						
NBL	106	131	25	9	115	0	115
NBT	0	0	0	0	0	0	0
NBR	66	271	205	70	136	0	136
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	269	1,121	852	292	561	184	745
EBR	69	69	0	0	69	0	69
WBL	51	186	135	46	97	0	97
WBT	220	872	652	224	444	150	594
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	172	402	230	79	251	0	251
Departure	120	255	135	46	166	0	166
Total	292	657	365	125	417	0	417
East Leg							
Approach	271	1,058	787	270	541	150	691
Departure	335	1,392	1,057	362	697	184	881
Total	606	2,450	1,844	632	1,238	334	1,572
West Leg							
Approach	338	1,190	852	292	630	184	814
Departure	326	1,003	677	233	559	150	709
Total	664	2,193	1,529	525	1,189	334	1,523
Total Approaches							
Approach	781	2,650	1,869	641	1,422	334	1,756
Departure	781	2,650	1,869	641	1,422	334	1,756
Total	1,562	5,300	3,738	1,282	2,844	668	3,512

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
14	Pennsylvania Ave./8th St.						
NBL	27	124	97	33	60	0	60
NBT	260	317	57	20	280	0	280
NBR	22	547	525	180	202	17	219
SBL	34	113	79	27	61	0	61
SBT	148	176	28	10	158	0	158
SBR	7	34	27	9	16	0	16
EBL	18	21	3	1	19	0	19
EBT	63	497	434	149	212	117	329
EBR	20	20	0	0	20	0	20
WBL	26	105	79	27	53	14	67
WBT	50	694	644	221	271	96	367
WBR	50	158	108	37	87	0	87
North Leg							
Approach	189	323	134	46	235	0	235
Departure	328	496	168	58	386	0	386
Total	517	819	302	104	621	0	621
South Leg							
Approach	309	988	679	233	542	17	559
Departure	194	301	107	37	231	14	245
Total	503	1,289	786	270	773	31	804
East Leg							
Approach	126	957	831	285	411	110	521
Departure	119	1,157	1,038	356	475	134	609
Total	245	2,114	1,869	641	886	244	1,130
West Leg							
Approach	101	538	437	150	251	117	368
Departure	84	852	768	263	347	96	443
Total	185	1,390	1,205	413	598	213	811
Total Approaches							
Approach	725	2,806	2,081	714	1,439	244	1,683
Departure	725	2,806	2,081	714	1,439	244	1,683
Total	1,450	5,612	4,162	1,428	2,878	488	3,366

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
15	Pennsylvania Ave./I-10 Westbound Ramp						
NBL	0	0	0	0	0	0	0
NBT	271	735	464	159	430	67	497
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	368	816	448	154	522	55	577
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	225	225	0	0	225	0	225
WBT	0	0	0	0	0	0	0
WBR	265	265	0	0	265	0	265
North Leg							
Approach	368	816	448	154	522	55	577
Departure	536	1,000	464	159	695	67	762
Total	904	1,816	912	313	1,217	122	1,339
South Leg							
Approach	271	735	464	159	430	67	497
Departure	593	1,041	448	154	747	55	802
Total	864	1,776	912	313	1,177	122	1,299
East Leg							
Approach	490	490	0	0	490	0	490
Departure	0	0	0	0	0	0	0
Total	490	490	0	0	490	0	490
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,129	2,041	912	313	1,442	122	1,564
Departure	1,129	2,041	912	313	1,442	122	1,564
Total	2,258	4,082	1,824	626	2,884	244	3,128

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
16	Pennsylvania Ave/I-10 Eastbound Ramp						
NBL	0	0	0	0	0	0	0
NBT	275	736	461	158	433	67	500
NBR	89	89	0	0	89	0	89
SBL	173	173	0	0	173	0	173
SBT	425	763	338	116	541	55	596
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	598	936	338	116	714	55	769
Departure	275	736	461	158	433	67	500
Total	873	1,672	799	274	1,147	122	1,269
South Leg							
Approach	364	825	461	158	522	67	589
Departure	425	763	338	116	541	55	596
Total	789	1,588	799	274	1,063	122	1,185
East Leg							
Approach	0	0	0	0	0	0	0
Departure	262	262	0	0	262	0	262
Total	262	262	0	0	262	0	262
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	962	1,761	799	274	1,236	122	1,358
Departure	962	1,761	799	274	1,236	122	1,358
Total	1,924	3,522	1,598	548	2,472	244	2,716

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
17	Pennsylvania Ave./3rd St.						
NBL	2	12	10	3	5	0	5
NBT	342	786	444	152	494	67	561
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	403	755	352	121	524	55	579
SBR	39	39	0	0	39	0	39
EBL	21	21	0	0	21	0	21
EBT	0	0	0	0	0	0	0
EBR	2	2	0	0	2	0	2
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	442	794	352	121	563	55	618
Departure	363	807	444	152	515	67	582
Total	805	1,601	796	273	1,078	122	1,200
South Leg							
Approach	344	798	454	155	499	67	566
Departure	405	757	352	121	526	55	581
Total	749	1,555	806	276	1,025	122	1,147
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	23	23	0	0	23	0	23
Departure	41	51	10	3	44	0	44
Total	64	74	10	3	67	0	67
Total Approaches							
Approach	809	1,615	806	276	1,085	122	1,207
Departure	809	1,615	806	276	1,085	122	1,207
Total	1,618	3,230	1,612	552	2,170	244	2,414

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
18 Cherry Ave./Oak Valley Pkwy.-14th St.							
NBL	0	0	0	0	0	0	0
NBT	0	68	68	23	23	0	23
NBR	0	6	6	2	2	0	2
SBL	170	278	108	37	207	0	207
SBT	0	38	38	13	13	0	13
SBR	59	174	115	39	98	0	98
EBL	102	413	311	107	209	0	209
EBT	259	979	720	247	506	184	690
EBR	0	0	0	0	0	0	0
WBL	0	3	3	1	1	0	1
WBT	197	885	688	236	433	150	583
WBR	126	131	5	2	128	0	128
North Leg							
Approach	229	490	261	89	318	0	318
Departure	228	612	384	132	360	0	360
Total	457	1,102	645	221	678	0	678
South Leg							
Approach	0	74	74	25	25	0	25
Departure	0	41	41	14	14	0	14
Total	0	115	115	39	39	0	39
East Leg							
Approach	323	1,019	696	239	562	150	712
Departure	429	1,263	834	286	715	184	899
Total	752	2,282	1,530	525	1,277	334	1,611
West Leg							
Approach	361	1,392	1,031	354	715	184	899
Departure	256	1,059	803	275	531	150	681
Total	617	2,451	1,834	629	1,246	334	1,580
Total Approaches							
Approach	913	2,975	2,062	707	1,620	334	1,954
Departure	913	2,975	2,062	707	1,620	334	1,954
Total	1,826	5,950	4,124	1,414	3,240	668	3,908

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
19 Starlight Ave/ Oak Valley Pkwy.-14th St.							
NBL	64	280	216	74	138	0	138
NBT	2	124	122	42	44	0	44
NBR	8	16	8	3	11	0	11
SBL	0	91	91	31	31	17	48
SBT	4	49	45	15	19	0	19
SBR	6	74	68	23	29	0	29
EBL	7	121	114	39	46	0	46
EBT	191	665	474	163	354	201	555
EBR	67	274	207	71	138	0	138
WBL	4	4	0	0	4	0	4
WBT	189	614	425	146	335	164	499
WBR	2	139	137	47	49	14	63
North Leg							
Approach	10	214	204	69	79	17	96
Departure	11	384	373	128	139	14	153
Total	21	598	577	197	218	31	249
South Leg							
Approach	74	420	346	119	193	0	193
Departure	75	327	252	86	161	0	161
Total	149	747	598	205	354	0	354
East Leg							
Approach	195	757	562	193	388	178	566
Departure	199	772	573	197	396	218	614
Total	394	1,529	1,135	390	784	396	1,180
West Leg							
Approach	265	1,060	795	273	538	201	739
Departure	259	968	709	243	502	164	666
Total	524	2,028	1,504	516	1,040	365	1,405
Total Approaches							
Approach	544	2,451	1,907	654	1,198	396	1,594
Departure	544	2,451	1,907	654	1,198	396	1,594
Total	1,088	4,902	3,814	1,308	2,396	792	3,188

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
20 Highland Springs Ave./Brookside Ave.							
NBL	151	151	0	0	151	14	165
NBT	98	712	614	211	309	14	323
NBR	0	452	452	155	155	33	188
SBL	0	192	192	66	66	134	200
SBT	58	369	311	107	165	17	182
SBR	0	102	102	35	35	0	35
EBL	2	225	223	76	78	0	78
EBT	0	391	391	134	134	33	167
EBR	113	113	0	0	113	17	130
WBL	0	267	267	92	92	27	119
WBT	0	378	378	130	130	27	157
WBR	0	179	179	61	61	109	170
North Leg							
Approach	58	663	605	208	266	151	417
Departure	100	1,116	1,016	348	448	123	571
Total	158	1,779	1,621	556	714	274	988
South Leg							
Approach	249	1,315	1,066	366	615	61	676
Departure	171	749	578	199	370	61	431
Total	420	2,064	1,644	565	985	122	1,107
East Leg							
Approach	0	824	824	283	283	163	446
Departure	0	1,035	1,035	355	355	200	555
Total	0	1,859	1,859	638	638	363	1,001
West Leg							
Approach	115	729	614	210	325	50	375
Departure	151	631	480	165	316	41	357
Total	266	1,360	1,094	375	641	91	732
Total Approaches							
Approach	422	3,531	3,109	1,067	1,489	425	1,914
Departure	422	3,531	3,109	1,067	1,489	425	1,914
Total	844	7,062	6,218	2,134	2,978	850	3,828

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
21 Highland Springs Ave./16th St.-Cougar Way							
NBL	0	1	1	0	0	14	14
NBT	249	478	229	79	328	60	388
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	171	281	110	38	209	60	269
SBR	0	111	111	38	38	0	38
EBL	0	202	202	69	69	0	69
EBT	0	0	0	0	0	0	0
EBR	0	1	1	0	0	17	17
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	171	392	221	76	247	60	307
Departure	249	680	431	148	397	60	457
Total	420	1,072	652	224	644	120	764
South Leg							
Approach	249	479	230	79	328	74	402
Departure	171	282	111	38	209	77	286
Total	420	761	341	117	537	151	688
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	203	203	69	69	17	86
Departure	0	112	112	38	38	14	52
Total	0	315	315	107	107	31	138
Total Approaches							
Approach	420	1,074	654	224	644	151	795
Departure	420	1,074	654	224	644	151	795
Total	840	2,148	1,308	448	1,288	302	1,590

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
22 Highland Springs Ave./F St.							
NBL	0	0	0	0	0	0	0
NBT	236	556	320	110	346	60	406
NBR	0	0	0	0	0	251	251
SBL	0	0	0	0	0	17	17
SBT	158	328	170	58	216	60	276
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	205	205
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	14	14
North Leg							
Approach	158	328	170	58	216	77	293
Departure	236	556	320	110	346	74	420
Total	394	884	490	168	562	151	713
South Leg							
Approach	236	556	320	110	346	311	657
Departure	158	328	170	58	216	265	481
Total	394	884	490	168	562	576	1,138
East Leg							
Approach	0	0	0	0	0	219	219
Departure	0	0	0	0	0	268	268
Total	0	0	0	0	0	487	487
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	394	884	490	168	562	607	1,169
Departure	394	884	490	168	562	607	1,169
Total	788	1,768	980	336	1,124	1,214	2,338

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.							
NBL	204	777	573	196	400	41	441
NBT	233	446	213	73	306	268	574
NBR	0	0	0	0	0	84	84
SBL	0	0	0	0	0	33	33
SBT	155	307	152	52	207	219	426
SBR	3	5	2	1	4	14	18
EBL	3	107	104	36	39	17	56
EBT	0	0	0	0	0	151	151
EBR	122	635	513	176	298	50	348
WBL	0	0	0	0	0	68	68
WBT	0	0	0	0	0	123	123
WBR	0	0	0	0	0	27	27
North Leg							
Approach	158	312	154	53	211	266	477
Departure	236	553	317	109	345	312	657
Total	394	865	471	162	556	578	1,134
South Leg							
Approach	437	1,223	786	269	706	393	1,099
Departure	277	942	665	228	505	337	842
Total	714	2,165	1,451	497	1,211	730	1,941
East Leg							
Approach	0	0	0	0	0	218	218
Departure	0	0	0	0	0	268	268
Total	0	0	0	0	0	486	486
West Leg							
Approach	125	742	617	212	337	218	555
Departure	207	782	575	197	404	178	582
Total	332	1,524	1,192	409	741	396	1,137
Total Approaches							
Approach	720	2,277	1,557	534	1,254	1,095	2,349
Departure	720	2,277	1,557	534	1,254	1,095	2,349
Total	1,440	4,554	3,114	1,068	2,508	2,190	4,698

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
24 Highland Springs Ave./Starlight Ave.-A St.							
NBL	145	319	174	60	205	0	205
NBT	541	1,119	578	198	739	284	1,023
NBR	0	0	0	0	0	134	134
SBL	0	0	0	0	0	50	50
SBT	342	835	493	169	511	232	743
SBR	3	187	184	63	66	55	121
EBL	2	178	176	60	62	67	129
EBT	0	0	0	0	0	84	84
EBR	75	219	144	49	124	0	124
WBL	0	0	0	0	0	109	109
WBT	0	0	0	0	0	68	68
WBR	0	0	0	0	0	41	41
North Leg							
Approach	345	1,022	677	232	577	337	914
Departure	543	1,297	754	258	801	392	1,193
Total	888	2,319	1,431	490	1,378	729	2,107
South Leg							
Approach	686	1,438	752	258	944	418	1,362
Departure	417	1,054	637	218	635	341	976
Total	1,103	2,492	1,389	476	1,579	759	2,338
East Leg							
Approach	0	0	0	0	0	218	218
Departure	0	0	0	0	0	268	268
Total	0	0	0	0	0	486	486
West Leg							
Approach	77	397	320	109	186	151	337
Departure	148	506	358	123	271	123	394
Total	225	903	678	232	457	274	731
Total Approaches							
Approach	1,108	2,857	1,749	599	1,707	1,124	2,831
Departure	1,108	2,857	1,749	599	1,707	1,124	2,831
Total	2,216	5,714	3,498	1,198	3,414	2,248	5,662

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
25 Highland Springs Ave./8th St.-Wilson St.							
NBL	47	74	27	9	56	0	56
NBT	541	706	165	57	598	368	966
NBR	179	179	0	0	179	117	296
SBL	93	336	243	83	176	14	190
SBT	317	411	94	32	349	301	650
SBR	11	110	99	34	45	27	72
EBL	11	96	85	29	40	33	73
EBT	63	603	540	185	248	50	298
EBR	49	138	89	31	80	0	80
WBL	135	160	25	9	144	96	240
WBT	62	438	376	129	191	41	232
WBR	117	323	206	71	188	17	205
North Leg							
Approach	421	857	436	149	570	342	912
Departure	669	1,125	456	157	826	418	1,244
Total	1,090	1,982	892	306	1,396	760	2,156
South Leg							
Approach	767	959	192	66	833	485	1,318
Departure	501	709	208	72	573	397	970
Total	1,268	1,668	400	138	1,406	882	2,288
East Leg							
Approach	314	921	607	209	523	154	677
Departure	335	1,118	783	268	603	181	784
Total	649	2,039	1,390	477	1,126	335	1,461
West Leg							
Approach	123	837	714	245	368	83	451
Departure	120	622	502	172	292	68	360
Total	243	1,459	1,216	417	660	151	811
Total Approaches							
Approach	1,625	3,574	1,949	669	2,294	1,064	3,358
Departure	1,625	3,574	1,949	669	2,294	1,064	3,358
Total	3,250	7,148	3,898	1,338	4,588	2,128	6,716

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
26 Highland Springs Ave./6th St.-Ramsey St.							
NBL	182	566	384	132	314	0	314
NBT	542	821	279	96	638	435	1,073
NBR	124	596	472	162	286	0	286
SBL	74	260	186	64	138	27	165
SBT	447	687	240	82	529	355	884
SBR	102	102	0	0	102	14	116
EBL	140	140	0	0	140	17	157
EBT	199	608	409	140	339	0	339
EBR	189	465	276	95	284	0	284
WBL	221	577	356	122	343	0	343
WBT	210	608	398	136	346	0	346
WBR	97	206	109	37	134	33	167
North Leg							
Approach	623	1,049	426	146	769	396	1,165
Departure	779	1,167	388	133	912	485	1,397
Total	1,402	2,216	814	279	1,681	881	2,562
South Leg							
Approach	848	1,982	1,134	390	1,238	435	1,673
Departure	857	1,730	873	299	1,156	355	1,511
Total	1,705	3,712	2,007	689	2,394	790	3,184
East Leg							
Approach	528	1,391	863	295	823	33	856
Departure	397	1,464	1,067	366	763	27	790
Total	925	2,855	1,930	661	1,586	60	1,646
West Leg							
Approach	528	1,213	685	235	763	17	780
Departure	494	1,276	782	268	762	14	776
Total	1,022	2,489	1,467	503	1,525	31	1,556
Total Approaches							
Approach	2,527	5,636	3,109	1,066	3,593	881	4,474
Departure	2,527	5,636	3,109	1,066	3,593	881	4,474
Total	5,054	11,272	6,218	2,132	7,186	1,762	8,948

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
27 Highland Springs Ave./I-10 Westbound Ramps							
NBL	296	517	221	76	372	0	372
NBT	813	1,329	516	177	990	385	1,375
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	613	1,132	519	178	791	178	969
SBR	302	598	296	101	403	178	581
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	335	347	12	4	339	0	339
WBT	0	0	0	0	0	0	0
WBR	217	652	435	149	366	50	416
North Leg							
Approach	915	1,730	815	279	1,194	356	1,550
Departure	1,030	1,981	951	326	1,356	435	1,791
Total	1,945	3,711	1,766	605	2,550	791	3,341
South Leg							
Approach	1,109	1,846	737	253	1,362	385	1,747
Departure	948	1,479	531	182	1,130	178	1,308
Total	2,057	3,325	1,268	435	2,492	563	3,055
East Leg							
Approach	552	999	447	153	705	50	755
Departure	0	0	0	0	0	0	0
Total	552	999	447	153	705	50	755
West Leg							
Approach	0	0	0	0	0	0	0
Departure	598	1,115	517	177	775	178	953
Total	598	1,115	517	177	775	178	953
Total Approaches							
Approach	2,576	4,575	1,999	685	3,261	791	4,052
Departure	2,576	4,575	1,999	685	3,261	791	4,052
Total	5,152	9,150	3,998	1,370	6,522	1,582	8,104

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
28 Highland Springs Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	770	1,359	589	202	972	167	1,139
NBR	316	409	93	32	348	0	348
SBL	129	387	258	88	217	41	258
SBT	826	1,092	266	91	917	137	1,054
SBR	0	0	0	0	0	0	0
EBL	334	488	154	53	387	217	604
EBT	0	0	0	0	0	0	0
EBR	379	694	315	108	487	0	487
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	955	1,479	524	179	1,134	178	1,312
Departure	1,104	1,847	743	255	1,359	384	1,743
Total	2,059	3,326	1,267	434	2,493	562	3,055
South Leg							
Approach	1,086	1,768	682	234	1,320	167	1,487
Departure	1,205	1,786	581	199	1,404	137	1,541
Total	2,291	3,554	1,263	433	2,724	304	3,028
East Leg							
Approach	0	0	0	0	0	0	0
Departure	445	796	351	120	565	41	606
Total	445	796	351	120	565	41	606
West Leg							
Approach	713	1,183	470	161	874	217	1,091
Departure	0	0	0	0	0	0	0
Total	713	1,183	470	161	874	217	1,091
Total Approaches							
Approach	2,754	4,430	1,676	574	3,328	562	3,890
Departure	2,754	4,430	1,676	574	3,328	562	3,890
Total	5,508	8,859	3,351	1,148	6,656	1,124	7,780

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
29 Highland Springs Ave./1st St.-Sun Lakes Blvd.							
NBL	22	188	166	57	79	0	79
NBT	199	617	418	143	342	84	426
NBR	11	272	261	89	100	0	100
SBL	177	386	209	72	249	14	263
SBT	209	773	564	193	402	68	470
SBR	126	250	124	43	169	0	169
EBL	85	268	183	63	148	0	148
EBT	72	923	851	292	364	0	364
EBR	30	266	236	81	111	0	111
WBL	26	343	317	109	135	0	135
WBT	60	847	787	270	330	0	330
WBR	151	335	184	63	214	17	231
North Leg							
Approach	512	1,409	897	308	820	82	902
Departure	435	1,220	785	269	704	101	805
Total	947	2,629	1,682	577	1,524	183	1,707
South Leg							
Approach	232	1,077	845	289	521	84	605
Departure	265	1,382	1,117	383	648	68	716
Total	497	2,459	1,962	672	1,169	152	1,321
East Leg							
Approach	237	1,525	1,288	442	679	17	696
Departure	260	1,581	1,321	453	713	14	727
Total	497	3,106	2,609	895	1,392	31	1,423
West Leg							
Approach	187	1,457	1,270	436	623	0	623
Departure	208	1,285	1,077	370	578	0	578
Total	395	2,742	2,347	806	1,201	0	1,201
Total Approaches							
Approach	1,168	5,468	4,300	1,475	2,643	183	2,826
Departure	1,168	5,468	4,300	1,475	2,643	183	2,826
Total	2,336	10,936	8,600	2,950	5,286	366	5,652

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
30 Highland Springs Ave./Potrero Blvd.							
NBL	3	129	126	43	46	0	46
NBT	97	747	650	223	320	50	370
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	158	917	759	260	418	41	459
SBR	57	354	297	102	159	14	173
EBL	40	229	189	65	105	17	122
EBT	0	0	0	0	0	0	0
EBR	2	155	153	52	54	0	54
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	215	1,271	1,056	362	577	55	632
Departure	137	976	839	288	425	67	492
Total	352	2,247	1,895	650	1,002	122	1,124
South Leg							
Approach	100	876	776	266	366	50	416
Departure	160	1,072	912	312	472	41	513
Total	260	1,948	1,688	578	838	91	929
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	42	384	342	117	159	17	176
Departure	60	483	423	145	205	14	219
Total	102	867	765	262	364	31	395
Total Approaches							
Approach	357	2,531	2,174	745	1,102	122	1,224
Departure	357	2,531	2,174	745	1,102	122	1,224
Total	714	5,062	4,348	1,490	2,204	244	2,448

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
31 C St.-Apex Ave./Wilson St.							
NBL	1	1	0	0	1	0	1
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	55	55
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	96	96
EBL	0	0	0	0	0	117	117
EBT	363	1,152	789	271	634	64	698
EBR	4	4	0	0	4	0	4
WBL	0	0	0	0	0	0	0
WBT	289	991	702	241	530	58	588
WBR	0	0	0	0	0	67	67
North Leg							
Approach	0	0	0	0	0	151	151
Departure	0	0	0	0	0	184	184
Total	0	0	0	0	0	335	335
South Leg							
Approach	1	1	0	0	1	0	1
Departure	4	4	0	0	4	0	4
Total	5	5	0	0	5	0	5
East Leg							
Approach	289	991	702	241	530	125	655
Departure	363	1,152	789	271	634	119	753
Total	652	2,143	1,491	512	1,164	244	1,408
West Leg							
Approach	367	1,156	789	271	638	181	819
Departure	290	992	702	241	531	154	685
Total	657	2,148	1,491	512	1,169	335	1,504
Total Approaches							
Approach	657	2,148	1,491	512	1,169	457	1,626
Departure	657	2,148	1,491	512	1,169	457	1,626
Total	1,314	4,296	2,982	1,024	2,338	914	3,252

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
32 Highland Home Rd./Northern Loop							
NBL	0	0	0	0	0	151	151
NBT	18	813	795	273	291	27	318
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	9	1,011	1,002	344	353	33	386
SBR	0	0	0	0	0	167	167
EBL	0	0	0	0	0	137	137
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	123	123
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	9	1,011	1,002	344	353	200	553
Departure	18	813	795	273	291	164	455
Total	27	1,824	1,797	617	644	364	1,008
South Leg							
Approach	18	813	795	273	291	178	469
Departure	9	1,011	1,002	344	353	156	509
Total	27	1,824	1,797	617	644	334	978
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	260	260
Departure	0	0	0	0	0	318	318
Total	0	0	0	0	0	578	578
Total Approaches							
Approach	27	1,824	1,797	617	644	638	1,282
Departure	27	1,824	1,797	617	644	638	1,282
Total	54	3,648	3,594	1,234	1,288	1,276	2,564

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
33 Highland Home Rd./Beaumont Rd.-G St							
NBL	0	0	0	0	0	0	0
NBT	18	492	474	163	181	134	315
NBR	0	230	230	79	79	47	126
SBL	0	624	624	214	214	47	261
SBT	9	388	379	130	139	109	248
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	0	179	179	61	61	44	105
WBT	0	0	0	0	0	0	0
WBR	0	322	322	110	110	44	154
North Leg							
Approach	9	1,012	1,003	344	353	156	509
Departure	18	814	796	273	291	178	469
Total	27	1,826	1,799	617	644	334	978
South Leg							
Approach	18	722	704	242	260	181	441
Departure	9	567	558	191	200	153	353
Total	27	1,289	1,262	433	460	334	794
East Leg							
Approach	0	501	501	171	171	88	259
Departure	0	854	854	293	293	94	387
Total	0	1,355	1,355	464	464	182	646
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	27	2,235	2,208	757	784	425	1,209
Departure	27	2,235	2,208	757	784	425	1,209
Total	54	4,470	4,416	1,514	1,568	850	2,418

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
34 Highland Home Rd./F St.							
NBL	0	0	0	0	0	134	134
NBT	18	651	633	217	235	181	416
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	9	567	558	191	200	154	354
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	109	109
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	9	567	558	191	200	154	354
Departure	18	651	633	217	235	181	416
Total	27	1,218	1,191	408	435	335	770
South Leg							
Approach	18	651	633	217	235	315	550
Departure	9	567	558	191	200	263	463
Total	27	1,218	1,191	408	435	578	1,013
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	109	109
Departure	0	0	0	0	0	134	134
Total	0	0	0	0	0	243	243
Total Approaches							
Approach	27	1,218	1,191	408	435	578	1,013
Departure	27	1,218	1,191	408	435	578	1,013
Total	54	2,436	2,382	816	870	1,156	2,026

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
35 Highland Home Rd./D St.							
NBL	0	0	0	0	0	117	117
NBT	18	696	678	232	250	301	551
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	9	551	542	186	195	246	441
SBR	0	0	0	0	0	17	17
EBL	0	0	0	0	0	14	14
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	96	96
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	9	551	542	186	195	263	458
Departure	18	696	678	232	250	315	565
Total	27	1,247	1,220	418	445	578	1,023
South Leg							
Approach	18	696	678	232	250	418	668
Departure	9	551	542	186	195	342	537
Total	27	1,247	1,220	418	445	760	1,205
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	110	110
Departure	0	0	0	0	0	134	134
Total	0	0	0	0	0	244	244
Total Approaches							
Approach	27	1,247	1,220	418	445	791	1,236
Departure	27	1,247	1,220	418	445	791	1,236
Total	54	2,494	2,440	836	890	1,582	2,472

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
36 Highland Home Rd./Wilson St.							
NBL	18	87	69	24	42	67	109
NBT	7	315	308	106	113	167	280
NBR	40	198	158	54	94	0	94
SBL	4	241	237	81	85	164	249
SBT	2	270	268	92	94	137	231
SBR	3	39	36	12	15	41	56
EBL	6	13	7	2	8	50	58
EBT	307	975	668	229	536	14	550
EBR	6	146	140	48	54	55	109
WBL	30	43	13	4	34	0	34
WBT	262	830	568	195	457	17	474
WBR	5	369	364	125	130	201	331
North Leg							
Approach	9	550	541	185	194	342	536
Departure	18	697	679	233	251	418	669
Total	27	1,247	1,220	418	445	760	1,205
South Leg							
Approach	65	600	535	184	249	234	483
Departure	38	459	421	144	182	192	374
Total	103	1,059	956	328	431	426	857
East Leg							
Approach	297	1,242	945	324	621	218	839
Departure	351	1,414	1,063	364	715	178	893
Total	648	2,656	2,008	688	1,336	396	1,732
West Leg							
Approach	319	1,134	815	279	598	119	717
Departure	283	956	673	231	514	125	639
Total	602	2,090	1,488	510	1,112	244	1,356
Total Approaches							
Approach	690	3,526	2,836	972	1,662	913	2,575
Departure	690	3,526	2,836	972	1,662	913	2,575
Total	1,380	7,052	5,672	1,944	3,324	1,826	5,150

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
37 Highland Home Rd./Ramsey St.							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	16	305	289	99	115	191	306
SBT	0	0	0	0	0	0	0
SBR	31	100	69	24	55	0	55
EBL	90	330	240	82	172	0	172
EBT	332	972	640	219	551	27	578
EBR	1	1	0	0	1	0	1
WBL	9	9	0	0	9	0	9
WBT	361	1,022	661	227	588	33	621
WBR	28	332	304	104	132	234	366
North Leg							
Approach	47	405	358	123	170	191	361
Departure	118	662	544	186	304	234	538
Total	165	1,067	902	309	474	425	899
South Leg							
Approach	0	0	0	0	0	0	0
Departure	10	10	0	0	10	0	10
Total	10	10	0	0	10	0	10
East Leg							
Approach	398	1,363	965	331	729	267	996
Departure	348	1,277	929	318	666	218	884
Total	746	2,640	1,894	649	1,395	485	1,880
West Leg							
Approach	423	1,303	880	301	724	27	751
Departure	392	1,122	730	251	643	33	676
Total	815	2,425	1,610	552	1,367	60	1,427
Total Approaches							
Approach	868	3,071	2,203	755	1,623	485	2,108
Departure	868	3,071	2,203	755	1,623	485	2,108
Total	1,736	6,142	4,406	1,510	3,246	970	4,216

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
38 Sunset Ave./Wilson St.							
NBL	192	288	96	33	225	17	242
NBT	29	806	777	266	295	0	295
NBR	54	54	0	0	54	0	54
SBL	3	141	138	47	50	0	50
SBT	9	445	436	149	158	0	158
SBR	5	206	201	69	74	33	107
EBL	20	280	260	89	109	27	136
EBT	146	712	566	194	340	109	449
EBR	153	153	0	0	153	14	167
WBL	39	193	154	53	92	0	92
WBT	147	914	767	263	410	134	544
WBR	2	178	176	60	62	0	62
North Leg							
Approach	17	792	775	265	282	33	315
Departure	51	1,264	1,213	415	466	27	493
Total	68	2,056	1,988	680	748	60	808
South Leg							
Approach	275	1,148	873	299	574	17	591
Departure	201	791	590	202	403	14	417
Total	476	1,939	1,463	501	977	31	1,008
East Leg							
Approach	188	1,285	1,097	376	564	134	698
Departure	203	907	704	241	444	109	553
Total	391	2,192	1,801	617	1,008	243	1,251
West Leg							
Approach	319	1,145	826	283	602	150	752
Departure	344	1,408	1,064	365	709	184	893
Total	663	2,553	1,890	648	1,311	334	1,645
Total Approaches							
Approach	799	4,370	3,571	1,223	2,022	334	2,356
Departure	799	4,370	3,571	1,223	2,022	334	2,356
Total	1,598	8,740	7,142	2,446	4,044	668	4,712

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
39 Sunset Ave./Ramsey St.							
NBL	116	192	76	26	142	134	276
NBT	246	1,301	1,055	362	608	0	608
NBR	53	196	143	49	102	0	102
SBL	65	127	62	21	86	14	100
SBT	206	946	740	254	460	0	460
SBR	36	239	203	70	106	0	106
EBL	60	191	131	45	105	0	105
EBT	199	837	638	219	418	41	459
EBR	66	195	129	44	110	109	219
WBL	49	543	494	169	218	0	218
WBT	193	686	493	169	362	50	412
WBR	60	67	7	2	62	17	79
North Leg							
Approach	307	1,312	1,005	345	652	14	666
Departure	366	1,559	1,193	409	775	17	792
Total	673	2,871	2,198	754	1,427	31	1,458
South Leg							
Approach	415	1,689	1,274	437	852	134	986
Departure	321	1,684	1,363	467	788	109	897
Total	736	3,373	2,637	904	1,640	243	1,883
East Leg							
Approach	302	1,296	994	340	642	67	709
Departure	317	1,160	843	289	606	55	661
Total	619	2,456	1,837	629	1,248	122	1,370
West Leg							
Approach	325	1,223	898	308	633	150	783
Departure	345	1,117	772	265	610	184	794
Total	670	2,340	1,670	573	1,243	334	1,577
Total Approaches							
Approach	1,349	5,520	4,171	1,430	2,779	365	3,144
Departure	1,349	5,520	4,171	1,430	2,779	365	3,144
Total	2,698	11,040	8,342	2,860	5,558	730	6,288

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
40 Sunset Ave./I-10 Westbound Ramps							
NBL	38	401	363	124	162	0	162
NBT	276	1,640	1,364	468	744	84	828
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	209	636	427	146	355	109	464
SBR	123	1,049	926	317	440	0	440
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	6	101	95	33	39	0	39
WBT	15	15	0	0	15	0	15
WBR	142	142	0	0	142	50	192
North Leg							
Approach	332	1,685	1,353	463	795	109	904
Departure	418	1,782	1,364	468	886	134	1,020
Total	750	3,467	2,717	931	1,681	243	1,924
South Leg							
Approach	314	2,041	1,727	592	906	84	990
Departure	215	737	522	179	394	109	503
Total	529	2,778	2,249	771	1,300	193	1,493
East Leg							
Approach	163	258	95	33	196	50	246
Departure	0	0	0	0	0	0	0
Total	163	258	95	33	196	50	246
West Leg							
Approach	0	0	0	0	0	0	0
Departure	176	1,465	1,289	441	617	0	617
Total	176	1,465	1,289	441	617	0	617
Total Approaches							
Approach	809	3,984	3,175	1,088	1,897	243	2,140
Departure	809	3,984	3,175	1,088	1,897	243	2,140
Total	1,618	7,968	6,350	2,176	3,794	486	4,280

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
41 Sunset Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	85	1,038	953	327	412	84	496
NBR	5	76	71	24	29	0	29
SBL	113	113	0	0	113	41	154
SBT	97	679	582	200	297	68	365
SBR	0	0	0	0	0	0	0
EBL	222	1,004	782	268	490	0	490
EBT	4	4	0	0	4	0	4
EBR	51	635	584	200	251	0	251
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	210	792	582	200	410	109	519
Departure	307	2,042	1,735	595	902	84	986
Total	517	2,834	2,317	795	1,312	193	1,505
South Leg							
Approach	90	1,114	1,024	351	441	84	525
Departure	148	1,314	1,166	400	548	68	616
Total	238	2,428	2,190	751	989	152	1,141
East Leg							
Approach	0	0	0	0	0	0	0
Departure	122	193	71	24	146	41	187
Total	122	193	71	24	146	41	187
West Leg							
Approach	277	1,643	1,366	468	745	0	745
Departure	0	0	0	0	0	0	0
Total	277	1,643	1,366	468	745	0	745
Total Approaches							
Approach	577	3,549	2,972	1,019	1,596	193	1,789
Departure	577	3,549	2,972	1,019	1,596	193	1,789
Total	1,154	7,098	5,944	2,038	3,192	386	3,578

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
42 Sunrise Ave./Wilson St.							
NBL	5	131	126	43	48	17	65
NBT	6	87	81	28	34	0	34
NBR	19	144	125	43	62	0	62
SBL	1	32	31	11	12	0	12
SBT	4	35	31	11	15	0	15
SBR	5	49	44	15	20	0	20
EBL	10	58	48	16	26	0	26
EBT	188	803	615	211	399	109	508
EBR	9	40	31	11	20	14	34
WBL	13	110	97	33	46	0	46
WBT	175	1,100	925	317	492	134	626
WBR	0	50	50	17	17	0	17
North Leg							
Approach	10	116	106	37	47	0	47
Departure	16	195	179	61	77	0	77
Total	26	311	285	98	124	0	124
South Leg							
Approach	30	362	332	114	144	17	161
Departure	26	185	159	55	81	14	95
Total	56	547	491	169	225	31	256
East Leg							
Approach	188	1,260	1,072	367	555	134	689
Departure	208	979	771	265	473	109	582
Total	396	2,239	1,843	632	1,028	243	1,271
West Leg							
Approach	207	901	694	238	445	123	568
Departure	185	1,280	1,095	375	560	151	711
Total	392	2,181	1,789	613	1,005	274	1,279
Total Approaches							
Approach	435	2,639	2,204	756	1,191	274	1,465
Departure	435	2,639	2,204	756	1,191	274	1,465
Total	870	5,278	4,408	1,512	2,382	548	2,930

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
43 16th St./Wilson St.							
NBL	11	23	12	4	15	17	32
NBT	0	0	0	0	0	0	0
NBR	20	163	143	49	69	0	69
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	179	780	601	206	385	82	467
EBR	13	139	126	43	56	14	70
WBL	15	96	81	28	43	0	43
WBT	171	1,133	962	330	501	100	601
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	31	186	155	53	84	17	101
Departure	28	235	207	71	99	14	113
Total	59	421	362	124	183	31	214
East Leg							
Approach	186	1,229	1,043	358	544	100	644
Departure	199	943	744	255	454	82	536
Total	385	2,172	1,787	613	998	182	1,180
West Leg							
Approach	192	919	727	249	441	96	537
Departure	182	1,156	974	334	516	117	633
Total	374	2,075	1,701	583	957	213	1,170
Total Approaches							
Approach	409	2,334	1,925	660	1,069	213	1,282
Departure	409	2,334	1,925	660	1,069	213	1,282
Total	818	4,668	3,850	1,320	2,138	426	2,564

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
44							
8th St./Wilson St.							
NBL	12	261	249	85	97	0	97
NBT	131	163	32	11	142	0	142
NBR	56	56	0	0	56	0	56
SBL	6	161	155	53	59	0	59
SBT	81	81	0	0	81	0	81
SBR	36	91	55	19	55	0	55
EBL	37	61	24	8	45	0	45
EBT	93	753	660	226	319	68	387
EBR	29	39	10	3	32	0	32
WBL	46	46	0	0	46	0	46
WBT	93	881	788	270	363	84	447
WBR	6	149	143	49	55	0	55
North Leg							
Approach	123	333	210	72	195	0	195
Departure	174	373	199	68	242	0	242
Total	297	706	409	140	437	0	437
South Leg							
Approach	199	480	281	96	295	0	295
Departure	156	166	10	3	159	0	159
Total	355	646	291	99	454	0	454
East Leg							
Approach	145	1,076	931	319	464	84	548
Departure	155	970	815	279	434	68	502
Total	300	2,046	1,746	598	898	152	1,050
West Leg							
Approach	159	853	694	237	396	68	464
Departure	141	1,233	1,092	374	515	84	599
Total	300	2,086	1,786	611	911	152	1,063
Total Approaches							
Approach	626	2,742	2,116	724	1,350	152	1,502
Departure	626	2,742	2,116	724	1,350	152	1,502
Total	1,252	5,484	4,232	1,448	2,700	304	3,004

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
45 8th St./Ramsey St.							
NBL	108	619	511	175	283	14	297
NBT	208	319	111	38	246	0	246
NBR	127	570	443	152	279	14	293
SBL	26	26	0	0	26	0	26
SBT	167	167	0	0	167	0	167
SBR	53	53	0	0	53	0	53
EBL	80	80	0	0	80	0	80
EBT	209	605	396	136	345	0	345
EBR	141	271	130	45	186	17	203
WBL	188	465	277	95	283	17	300
WBT	212	433	221	76	288	0	288
WBR	32	81	49	17	49	0	49
North Leg							
Approach	246	246	0	0	246	0	246
Departure	320	480	160	55	375	0	375
Total	566	726	160	55	621	0	621
South Leg							
Approach	443	1,508	1,065	365	808	28	836
Departure	496	903	407	140	636	34	670
Total	939	2,411	1,472	505	1,444	62	1,506
East Leg							
Approach	432	979	547	188	620	17	637
Departure	362	1,201	839	288	650	14	664
Total	794	2,180	1,386	476	1,270	31	1,301
West Leg							
Approach	430	956	526	181	611	17	628
Departure	373	1,105	732	251	624	14	638
Total	803	2,061	1,258	432	1,235	31	1,266
Total Approaches							
Approach	1,551	3,689	2,138	734	2,285	62	2,347
Departure	1,551	3,689	2,138	734	2,285	62	2,347
Total	3,102	7,378	4,276	1,468	4,570	124	4,694

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
46 8th St./I-10 Westbound Ramps							
NBL	176	666	490	168	344	17	361
NBT	346	1,026	680	233	579	27	606
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	164	428	264	91	255	0	255
SBR	293	408	115	39	332	33	365
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	31	104	73	25	56	0	56
WBT	0	0	0	0	0	0	0
WBR	120	482	362	124	244	0	244
North Leg							
Approach	457	836	379	130	587	33	620
Departure	466	1,508	1,042	357	823	27	850
Total	923	2,344	1,421	487	1,410	60	1,470
South Leg							
Approach	522	1,692	1,170	401	923	44	967
Departure	195	532	337	116	311	0	311
Total	717	2,224	1,507	517	1,234	44	1,278
East Leg							
Approach	151	586	435	149	300	0	300
Departure	0	0	0	0	0	0	0
Total	151	586	435	149	300	0	300
West Leg							
Approach	0	0	0	0	0	0	0
Departure	469	1,074	605	207	676	50	726
Total	469	1,074	605	207	676	50	726
Total Approaches							
Approach	1,130	3,114	1,984	680	1,810	77	1,887
Departure	1,130	3,114	1,984	680	1,810	77	1,887
Total	2,260	6,228	3,968	1,360	3,620	154	3,774

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
47 8th St./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	276	1,145	869	298	574	17	591
NBR	15	136	121	41	56	0	56
SBL	76	203	127	44	120	0	120
SBT	127	328	201	69	196	0	196
SBR	0	0	0	0	0	0	0
EBL	239	549	310	106	345	27	372
EBT	1	1	0	0	1	0	1
EBR	178	649	471	161	339	14	353
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	203	531	328	113	316	0	316
Departure	515	1,694	1,179	404	919	44	963
Total	718	2,225	1,507	517	1,235	44	1,279
South Leg							
Approach	291	1,281	990	339	630	17	647
Departure	305	977	672	230	535	14	549
Total	596	2,258	1,662	569	1,165	31	1,196
East Leg							
Approach	0	0	0	0	0	0	0
Departure	92	340	248	85	177	0	177
Total	92	340	248	85	177	0	177
West Leg							
Approach	418	1,199	781	267	685	41	726
Departure	0	0	0	0	0	0	0
Total	418	1,199	781	267	685	41	726
Total Approaches							
Approach	912	3,011	2,099	719	1,631	58	1,689
Departure	912	3,011	2,099	719	1,631	58	1,689
Total	1,824	6,022	4,198	1,438	3,262	116	3,378

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
48							
4th St./Wilson St.							
NBL	15	15	0	0	15	0	15
NBT	15	169	154	53	68	0	68
NBR	13	113	100	34	47	0	47
SBL	5	81	76	26	31	0	31
SBT	20	41	21	7	27	0	27
SBR	8	8	0	0	8	0	8
EBL	7	62	55	19	26	0	26
EBT	134	848	714	245	379	68	447
EBR	14	14	0	0	14	0	14
WBL	12	15	3	1	13	0	13
WBT	117	1,015	898	308	425	84	509
WBR	8	128	120	41	49	0	49
North Leg							
Approach	33	130	97	33	66	0	66
Departure	30	359	329	113	143	0	143
Total	63	489	426	146	209	0	209
South Leg							
Approach	43	297	254	87	130	0	130
Departure	46	70	24	8	54	0	54
Total	89	367	278	95	184	0	184
East Leg							
Approach	137	1,158	1,021	350	487	84	571
Departure	152	1,042	890	305	457	68	525
Total	289	2,200	1,911	655	944	152	1,096
West Leg							
Approach	155	924	769	264	419	68	487
Departure	140	1,038	898	308	448	84	532
Total	295	1,962	1,667	572	867	152	1,019
Total Approaches							
Approach	368	2,509	2,141	734	1,102	152	1,254
Departure	368	2,509	2,141	734	1,102	152	1,254
Total	736	5,018	4,282	1,468	2,204	304	2,508

Table B-6 - Year 2022 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,022 Share	Year 2022 Without Project	Project Trips	Year 2022 With Project
49 San Geronio Ave./Wilson St.							
NBL	25	81	56	19	44	0	44
NBT	57	235	178	61	118	0	118
NBR	40	41	1	0	40	0	40
SBL	9	11	2	1	10	0	10
SBT	38	92	54	19	57	0	57
SBR	26	224	198	68	94	17	111
EBL	19	357	338	116	135	14	149
EBT	86	523	437	150	236	55	291
EBR	26	130	104	36	62	0	62
WBL	34	42	8	3	37	0	37
WBT	78	817	739	253	331	67	398
WBR	11	103	92	32	43	0	43
North Leg							
Approach	73	327	254	88	161	17	178
Departure	87	695	608	209	296	14	310
Total	160	1,022	862	297	457	31	488
South Leg							
Approach	122	357	235	80	202	0	202
Departure	98	264	166	58	156	0	156
Total	220	621	401	138	358	0	358
East Leg							
Approach	123	962	839	288	411	67	478
Departure	135	575	440	151	286	55	341
Total	258	1,537	1,279	439	697	122	819
West Leg							
Approach	131	1,010	879	302	433	69	502
Departure	129	1,122	993	340	469	84	553
Total	260	2,132	1,872	642	902	153	1,055
Total Approaches							
Approach	449	2,656	2,207	758	1,207	153	1,360
Departure	449	2,656	2,207	758	1,207	153	1,360
Total	898	5,312	4,414	1,516	2,414	306	2,720

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	19	19	0	0	19	0	19
SBL	143	433	290	182	325	26	351
SBT	0	11	11	7	7	0	7
SBR	30	615	585	368	398	0	398
EBL	0	0	0	0	0	0	0
EBT	305	2,366	2,061	1,295	1,600	52	1,652
EBR	16	16	0	0	16	0	16
WBL	31	31	0	0	31	0	31
WBT	205	1,996	1,791	1,126	1,331	88	1,419
WBR	300	399	99	62	362	0	362
North Leg							
Approach	173	1,059	886	557	730	26	756
Departure	300	399	99	62	362	0	362
Total	473	1,458	985	619	1,092	26	1,118
South Leg							
Approach	19	19	0	0	19	0	19
Departure	47	58	11	7	54	0	54
Total	66	77	11	7	73	0	73
East Leg							
Approach	536	2,426	1,890	1,188	1,724	88	1,812
Departure	467	2,818	2,351	1,477	1,944	78	2,022
Total	1,003	5,244	4,241	2,665	3,668	166	3,834
West Leg							
Approach	321	2,382	2,061	1,295	1,616	52	1,668
Departure	235	2,611	2,376	1,494	1,729	88	1,817
Total	556	4,993	4,437	2,789	3,345	140	3,485
Total Approaches							
Approach	1,049	5,886	4,837	3,040	4,089	166	4,255
Departure	1,049	5,886	4,837	3,040	4,089	166	4,255
Total	2,098	11,772	9,674	6,080	8,178	332	8,510

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
2 I-10 Westbound Ramps/Oak Valley Pkwy.							
NBL	85	399	314	197	282	0	282
NBT	0	0	0	0	0	0	0
NBR	125	320	195	123	248	0	248
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	272	1,293	1,021	642	914	77	991
EBR	59	735	676	425	484	0	484
WBL	0	0	0	0	0	0	0
WBT	910	3,234	2,324	1,461	2,371	132	2,503
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	210	719	509	320	530	0	530
Departure	59	735	676	425	484	0	484
Total	269	1,454	1,185	745	1,014	0	1,014
East Leg							
Approach	910	3,234	2,324	1,461	2,371	132	2,503
Departure	397	1,613	1,216	765	1,162	77	1,239
Total	1,307	4,847	3,540	2,226	3,533	209	3,742
West Leg							
Approach	331	2,028	1,697	1,067	1,398	77	1,475
Departure	995	3,633	2,638	1,658	2,653	132	2,785
Total	1,326	5,661	4,335	2,725	4,051	209	4,260
Total Approaches							
Approach	1,451	5,981	4,530	2,848	4,299	209	4,508
Departure	1,451	5,981	4,530	2,848	4,299	209	4,508
Total	2,902	11,962	9,060	5,696	8,598	418	9,016

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
3 Elm Ave./Oak Valley Pkwy.-14th St.							
NBL	60	264	204	128	188	0	188
NBT	5	82	77	48	53	0	53
NBR	53	53	0	0	53	0	53
SBL	1	41	40	25	26	0	26
SBT	3	119	116	73	76	0	76
SBR	0	260	260	163	163	0	163
EBL	1	143	142	89	90	0	90
EBT	271	601	330	207	478	103	581
EBR	42	188	146	92	134	0	134
WBL	90	90	0	0	90	0	90
WBT	497	941	444	279	776	176	952
WBR	1	41	40	25	26	0	26
North Leg							
Approach	4	420	416	261	265	0	265
Departure	7	266	259	162	169	0	169
Total	11	686	675	423	434	0	434
South Leg							
Approach	118	399	281	176	294	0	294
Departure	135	397	262	165	300	0	300
Total	253	796	543	341	594	0	594
East Leg							
Approach	588	1,072	484	304	892	176	1,068
Departure	325	695	370	232	557	103	660
Total	913	1,767	854	536	1,449	279	1,728
West Leg							
Approach	314	932	618	388	702	103	805
Departure	557	1,465	908	570	1,127	176	1,303
Total	871	2,397	1,526	958	1,829	279	2,108
Total Approaches							
Approach	1,024	2,823	1,799	1,129	2,153	279	2,432
Departure	1,024	2,823	1,799	1,129	2,153	279	2,432
Total	2,048	5,646	3,598	2,258	4,306	558	4,864

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
4	Beaumont Ave./Oak Valley Pkwy.-14th St.						
NBL	34	34	0	0	34	0	34
NBT	286	286	0	0	286	0	286
NBR	31	31	0	0	31	0	31
SBL	98	186	88	55	153	13	166
SBT	425	514	89	56	481	0	481
SBR	281	281	0	0	281	0	281
EBL	145	145	0	0	145	0	145
EBT	150	517	367	231	381	103	484
EBR	36	66	30	19	55	0	55
WBL	71	71	0	0	71	0	71
WBT	282	816	534	336	618	176	794
WBR	67	134	67	42	109	22	131
North Leg							
Approach	804	981	177	111	915	13	928
Departure	498	565	67	42	540	22	562
Total	1,302	1,546	244	153	1,455	35	1,490
South Leg							
Approach	351	351	0	0	351	0	351
Departure	532	651	119	75	607	0	607
Total	883	1,002	119	75	958	0	958
East Leg							
Approach	420	1,021	601	378	798	198	996
Departure	279	734	455	286	565	116	681
Total	699	1,755	1,056	664	1,363	314	1,677
West Leg							
Approach	331	728	397	250	581	103	684
Departure	597	1,131	534	336	933	176	1,109
Total	928	1,859	931	586	1,514	279	1,793
Total Approaches							
Approach	1,906	3,081	1,175	739	2,645	314	2,959
Departure	1,906	3,081	1,175	739	2,645	314	2,959
Total	3,812	6,162	2,350	1,478	5,290	628	5,918

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
5							
Beaumont Ave./8th St.							
NBL	12	14	2	1	13	0	13
NBT	214	267	53	33	247	0	247
NBR	22	22	0	0	22	0	22
SBL	45	57	12	8	53	0	53
SBT	353	695	342	215	568	0	568
SBR	31	31	0	0	31	0	31
EBL	20	20	0	0	20	0	20
EBT	37	65	28	18	55	64	119
EBR	6	16	10	6	12	0	12
WBL	16	16	0	0	16	0	16
WBT	20	160	140	88	108	110	218
WBR	23	23	0	0	23	0	23
North Leg							
Approach	429	783	354	223	652	0	652
Departure	257	310	53	33	290	0	290
Total	686	1,093	407	256	942	0	942
South Leg							
Approach	248	303	55	34	282	0	282
Departure	375	727	352	221	596	0	596
Total	623	1,030	407	255	878	0	878
East Leg							
Approach	59	199	140	88	147	110	257
Departure	104	144	40	26	130	64	194
Total	163	343	180	114	277	174	451
West Leg							
Approach	63	101	38	24	87	64	151
Departure	63	205	142	89	152	110	262
Total	126	306	180	113	239	174	413
Total Approaches							
Approach	799	1,386	587	369	1,168	174	1,342
Departure	799	1,386	587	369	1,168	174	1,342
Total	1,598	2,772	1,174	738	2,336	348	2,684

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
6							
Beaumont Ave./I-10 Westbound Ramps							
NBL	155	642	487	306	461	0	461
NBT	236	703	467	294	530	0	530
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	262	1,130	868	546	808	0	808
SBR	98	250	152	96	194	0	194
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	29	277	248	156	185	44	229
WBT	0	0	0	0	0	0	0
WBR	61	409	348	219	280	0	280
North Leg							
Approach	360	1,380	1,020	642	1,002	0	1,002
Departure	297	1,112	815	513	810	0	810
Total	657	2,492	1,835	1,155	1,812	0	1,812
South Leg							
Approach	391	1,345	954	600	991	0	991
Departure	291	1,407	1,116	702	993	44	1,037
Total	682	2,752	2,070	1,302	1,984	44	2,028
East Leg							
Approach	90	686	596	375	465	44	509
Departure	0	0	0	0	0	0	0
Total	90	686	596	375	465	44	509
West Leg							
Approach	0	0	0	0	0	0	0
Departure	253	892	639	402	655	0	655
Total	253	892	639	402	655	0	655
Total Approaches							
Approach	840	3,411	2,571	1,617	2,457	44	2,501
Departure	840	3,411	2,571	1,617	2,457	44	2,501
Total	1,681	6,822	5,141	3,234	4,915	88	5,003

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
7 Beaumont Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	302	1,089	787	495	797	0	797
NBR	83	223	140	88	171	26	197
SBL	79	342	263	165	244	0	244
SBT	185	1,065	880	553	738	44	782
SBR	0	0	0	0	0	0	0
EBL	98	256	158	99	197	0	197
EBT	0	0	0	0	0	0	0
EBR	132	453	321	202	334	0	334
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	264	1,407	1,143	718	982	44	1,026
Departure	400	1,345	945	594	994	0	994
Total	664	2,752	2,088	1,312	1,976	44	2,020
South Leg							
Approach	385	1,312	927	583	968	26	994
Departure	316	1,518	1,202	755	1,071	44	1,115
Total	701	2,830	2,129	1,338	2,039	70	2,109
East Leg							
Approach	0	0	0	0	0	0	0
Departure	162	565	403	253	415	26	441
Total	162	565	403	253	415	26	441
West Leg							
Approach	230	709	479	301	531	0	531
Departure	0	0	0	0	0	0	0
Total	230	709	479	301	531	0	531
Total Approaches							
Approach	878	3,428	2,550	1,602	2,480	70	2,550
Departure	878	3,428	2,550	1,602	2,480	70	2,550
Total	1,756	6,856	5,100	3,204	4,960	140	5,100

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
8							
Beaumont Ave./1st St.							
NBL	30	72	42	26	56	0	56
NBT	210	1,160	950	597	807	26	833
NBR	291	291	0	0	291	0	291
SBL	123	144	21	13	136	0	136
SBT	169	1,000	831	522	691	44	735
SBR	22	143	121	76	98	0	98
EBL	28	45	17	11	39	0	39
EBT	29	69	40	25	54	0	54
EBR	5	11	6	4	9	0	9
WBL	209	347	138	87	296	0	296
WBT	85	189	104	65	150	0	150
WBR	123	123	0	0	123	0	123
North Leg							
Approach	314	1,287	973	611	925	44	969
Departure	361	1,328	967	608	969	26	995
Total	675	2,615	1,940	1,219	1,894	70	1,964
South Leg							
Approach	531	1,523	992	623	1,154	26	1,180
Departure	383	1,358	975	613	996	44	1,040
Total	914	2,881	1,967	1,236	2,150	70	2,220
East Leg							
Approach	417	659	242	152	569	0	569
Departure	443	504	61	38	481	0	481
Total	860	1,163	303	190	1,050	0	1,050
West Leg							
Approach	62	125	63	40	102	0	102
Departure	137	404	267	167	304	0	304
Total	199	529	330	207	406	0	406
Total Approaches							
Approach	1,324	3,594	2,270	1,426	2,750	70	2,820
Departure	1,324	3,594	2,270	1,426	2,750	70	2,820
Total	2,648	7,188	4,540	2,852	5,500	140	5,640

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
9	Beaumont Ave./Westward Ave.						
NBL	0	51	51	32	32	0	32
NBT	220	819	599	377	597	26	623
NBR	0	76	76	48	48	0	48
SBL	0	46	46	29	29	0	29
SBT	223	918	695	437	660	44	704
SBR	0	396	396	249	249	0	249
EBL	0	341	341	214	214	0	214
EBT	0	35	35	22	22	0	22
EBR	0	6	6	4	4	0	4
WBL	0	163	163	102	102	0	102
WBT	0	63	63	40	40	0	40
WBR	0	248	248	156	156	0	156
North Leg							
Approach	223	1,360	1,137	715	938	44	982
Departure	220	1,408	1,188	747	967	26	993
Total	442	2,768	2,326	1,462	1,904	70	1,974
South Leg							
Approach	220	946	726	457	677	26	703
Departure	223	1,087	864	543	766	44	810
Total	442	2,032	1,590	1,000	1,442	70	1,512
East Leg							
Approach	0	474	474	298	298	0	298
Departure	0	157	157	99	99	0	99
Total	0	631	631	397	397	0	397
West Leg							
Approach	0	382	382	240	240	0	240
Departure	0	510	510	321	321	0	321
Total	0	891	891	561	561	0	561
Total Approaches							
Approach	442	3,161	2,719	1,710	2,152	70	2,222
Departure	442	3,161	2,719	1,710	2,152	70	2,222
Total	885	6,323	5,438	3,420	4,305	140	4,445

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
10 Lamb Canyon Rd./California Ave.							
NBL	234	378	144	91	325	0	325
NBT	193	711	518	326	519	13	532
NBR	0	4	4	3	3	0	3
SBL	0	56	56	35	35	0	35
SBT	234	1,026	792	498	732	22	754
SBR	1	1	0	0	1	0	1
EBL	1	1	0	0	1	0	1
EBT	0	14	14	9	9	0	9
EBR	65	253	188	118	183	0	183
WBL	0	20	20	13	13	0	13
WBT	0	89	89	56	56	0	56
WBR	0	184	184	116	116	0	116
North Leg							
Approach	235	1,083	848	533	768	22	790
Departure	194	896	702	442	636	13	649
Total	429	1,979	1,550	975	1,404	35	1,439
South Leg							
Approach	427	1,093	666	420	847	13	860
Departure	299	1,299	1,000	629	928	22	950
Total	726	2,392	1,666	1,049	1,775	35	1,810
East Leg							
Approach	0	293	293	185	185	0	185
Departure	0	74	74	47	47	0	47
Total	0	367	367	232	232	0	232
West Leg							
Approach	66	268	202	127	193	0	193
Departure	235	468	233	147	382	0	382
Total	301	736	435	274	575	0	575
Total Approaches							
Approach	728	2,737	2,009	1,265	1,993	35	2,028
Departure	728	2,737	2,009	1,265	1,993	35	2,028
Total	1,456	5,474	4,018	2,530	3,986	70	4,056

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
11 Palm Ave./Oak Valley Pkwy.-14th St.							
NBL	41	139	98	62	103	0	103
NBT	117	117	0	0	117	0	117
NBR	30	80	50	31	61	0	61
SBL	108	108	0	0	108	0	108
SBT	105	105	0	0	105	0	105
SBR	98	98	0	0	98	0	98
EBL	51	51	0	0	51	0	51
EBT	196	534	338	212	408	129	537
EBR	46	155	109	69	115	0	115
WBL	31	206	175	110	141	0	141
WBT	275	739	464	292	567	220	787
WBR	103	103	0	0	103	0	103
North Leg							
Approach	311	311	0	0	311	0	311
Departure	271	271	0	0	271	0	271
Total	582	582	0	0	582	0	582
South Leg							
Approach	188	336	148	93	281	0	281
Departure	182	466	284	179	361	0	361
Total	370	802	432	272	642	0	642
East Leg							
Approach	409	1,048	639	402	811	220	1,031
Departure	334	722	388	243	577	129	706
Total	743	1,770	1,027	645	1,388	349	1,737
West Leg							
Approach	293	740	447	281	574	129	703
Departure	414	976	562	354	768	220	988
Total	707	1,716	1,009	635	1,342	349	1,691
Total Approaches							
Approach	1,201	2,435	1,234	776	1,977	349	2,326
Departure	1,201	2,435	1,234	776	1,977	349	2,326
Total	2,402	4,870	2,468	1,552	3,954	698	4,652

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
12 Palm Ave./8th St.							
NBL	19	19	0	0	19	0	19
NBT	120	152	32	20	140	0	140
NBR	32	84	52	33	65	13	78
SBL	9	83	74	47	56	0	56
SBT	113	381	268	168	281	0	281
SBR	11	13	2	1	12	0	12
EBL	30	30	0	0	30	0	30
EBT	41	85	44	28	69	77	146
EBR	43	43	0	0	43	0	43
WBL	88	88	0	0	88	22	110
WBT	37	181	144	91	128	132	260
WBR	15	34	19	12	27	0	27
North Leg							
Approach	133	477	344	216	349	0	349
Departure	165	216	51	32	197	0	197
Total	298	693	395	248	546	0	546
South Leg							
Approach	171	255	84	53	224	13	237
Departure	244	512	268	168	412	22	434
Total	415	767	352	221	636	35	671
East Leg							
Approach	140	303	163	103	243	154	397
Departure	82	252	170	108	190	90	280
Total	222	555	333	211	433	244	677
West Leg							
Approach	114	158	44	28	142	77	219
Departure	67	213	146	92	159	132	291
Total	181	371	190	120	301	209	510
Total Approaches							
Approach	558	1,193	635	400	958	244	1,202
Departure	558	1,193	635	400	958	244	1,202
Total	1,116	2,386	1,270	800	1,916	488	2,404

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
13	Pennsylvania Ave./Oak Valley Pkwy.-14th St.						
NBL	100	100	0	0	100	0	100
NBT	0	0	0	0	0	0	0
NBR	94	94	0	0	94	0	94
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	226	594	368	231	457	142	599
EBR	96	96	0	0	96	0	96
WBL	122	164	42	26	148	0	148
WBT	292	814	522	328	620	242	862
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	194	194	0	0	194	0	194
Departure	218	260	42	26	244	0	244
Total	412	454	42	26	438	0	438
East Leg							
Approach	414	978	564	354	768	242	1,010
Departure	320	688	368	231	551	142	693
Total	734	1,666	932	585	1,319	384	1,703
West Leg							
Approach	322	690	368	231	553	142	695
Departure	392	914	522	328	720	242	962
Total	714	1,604	890	559	1,273	384	1,657
Total Approaches							
Approach	930	1,862	932	585	1,515	384	1,899
Departure	930	1,862	932	585	1,515	384	1,899
Total	1,860	3,724	1,864	1,170	3,030	768	3,798

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
14	Pennsylvania Ave./8th St.						
NBL	29	29	0	0	29	0	29
NBT	171	171	0	0	171	0	171
NBR	17	17	0	0	17	13	30
SBL	83	83	0	0	83	0	83
SBT	226	363	137	86	312	0	312
SBR	29	39	10	6	35	0	35
EBL	25	25	0	0	25	0	25
EBT	78	196	118	74	152	90	242
EBR	20	23	3	2	22	0	22
WBL	23	23	0	0	23	22	45
WBT	80	150	70	44	124	154	278
WBR	53	53	0	0	53	0	53
North Leg							
Approach	338	485	147	92	430	0	430
Departure	249	249	0	0	249	0	249
Total	587	734	147	92	679	0	679
South Leg							
Approach	217	217	0	0	217	13	230
Departure	269	409	140	88	357	22	379
Total	486	626	140	88	574	35	609
East Leg							
Approach	156	226	70	44	200	176	376
Departure	178	296	118	74	252	103	355
Total	334	522	188	118	452	279	731
West Leg							
Approach	123	244	121	76	199	90	289
Departure	138	218	80	50	188	154	342
Total	261	462	201	126	387	244	631
Total Approaches							
Approach	834	1,172	338	212	1,046	279	1,325
Departure	834	1,172	338	212	1,046	279	1,325
Total	1,668	2,344	676	424	2,092	558	2,650

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
15	Pennsylvania Ave./I-10 Westbound Ramp						
NBL	0	0	0	0	0	0	0
NBT	314	487	173	109	423	52	475
NBR	0	286	286	180	180	0	180
SBL	0	590	590	371	371	0	371
SBT	386	708	322	202	588	88	676
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	125	125	0	0	125	0	125
WBT	0	0	0	0	0	0	0
WBR	174	174	0	0	174	0	174
North Leg							
Approach	386	1,298	912	573	959	88	1,047
Departure	488	661	173	109	597	52	649
Total	874	1,959	1,085	682	1,556	140	1,696
South Leg							
Approach	314	773	459	289	603	52	655
Departure	511	833	322	202	713	88	801
Total	825	1,606	781	491	1,316	140	1,456
East Leg							
Approach	299	299	0	0	299	0	299
Departure	0	876	876	551	551	0	551
Total	299	1,175	876	551	850	0	850
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	999	2,370	1,371	862	1,861	140	2,001
Departure	999	2,370	1,371	862	1,861	140	2,001
Total	1,998	4,740	2,742	1,724	3,722	280	4,002

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
16	Pennsylvania Ave/I-10 Eastbound Ramp						
NBL	0	0	0	0	0	0	0
NBT	231	520	289	182	413	52	465
NBR	103	117	14	9	112	0	112
SBL	215	215	0	0	215	0	215
SBT	298	615	317	199	497	88	585
SBR	0	0	0	0	0	0	0
EBL	97	253	156	98	195	0	195
EBT	0	0	0	0	0	0	0
EBR	88	304	216	136	224	0	224
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	513	830	317	199	712	88	800
Departure	328	773	445	280	608	52	660
Total	841	1,603	762	479	1,320	140	1,460
South Leg							
Approach	334	637	303	191	525	52	577
Departure	386	919	533	335	721	88	809
Total	720	1,556	836	526	1,246	140	1,386
East Leg							
Approach	0	0	0	0	0	0	0
Departure	318	332	14	9	327	0	327
Total	318	332	14	9	327	0	327
West Leg							
Approach	185	557	372	234	419	0	419
Departure	0	0	0	0	0	0	0
Total	185	557	372	234	419	0	419
Total Approaches							
Approach	1,032	2,024	992	624	1,656	140	1,796
Departure	1,032	2,024	992	624	1,656	140	1,796
Total	2,064	4,048	1,984	1,248	3,312	280	3,592

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
17 Pennsylvania Ave./3rd St.							
NBL	7	7	0	0	7	0	7
NBT	322	638	316	199	521	52	573
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	364	920	556	349	713	88	801
SBR	26	26	0	0	26	0	26
EBL	17	17	0	0	17	0	17
EBT	0	0	0	0	0	0	0
EBR	2	2	0	0	2	0	2
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	390	946	556	349	739	88	827
Departure	339	655	316	199	538	52	590
Total	729	1,601	872	548	1,277	140	1,417
South Leg							
Approach	329	645	316	199	528	52	580
Departure	366	922	556	349	715	88	803
Total	695	1,567	872	548	1,243	140	1,383
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	19	19	0	0	19	0	19
Departure	33	33	0	0	33	0	33
Total	52	52	0	0	52	0	52
Total Approaches							
Approach	738	1,610	872	548	1,286	140	1,426
Departure	738	1,610	872	548	1,286	140	1,426
Total	1,477	3,220	1,743	1,096	2,573	280	2,853

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
18 Cherry Ave./Oak Valley Pkwy.-14th St.							
NBL	0	0	0	0	0	0	0
NBT	0	24	24	15	15	0	15
NBR	0	1	1	1	1	0	1
SBL	289	289	0	0	289	0	289
SBT	0	63	63	40	40	0	40
SBR	181	439	258	162	343	0	343
EBL	124	124	0	0	124	0	124
EBT	190	517	327	206	396	142	538
EBR	0	0	0	0	0	0	0
WBL	0	7	7	4	4	0	4
WBT	211	538	327	206	417	242	659
WBR	229	229	0	0	229	0	229
North Leg							
Approach	470	791	321	202	672	0	672
Departure	353	377	24	15	368	0	368
Total	823	1,168	345	217	1,040	0	1,040
South Leg							
Approach	0	25	25	16	16	0	16
Departure	0	70	70	44	44	0	44
Total	0	95	95	60	60	0	60
East Leg							
Approach	440	774	334	210	650	242	892
Departure	479	807	328	207	686	142	828
Total	919	1,581	662	417	1,336	384	1,720
West Leg							
Approach	314	641	327	206	520	142	662
Departure	392	977	585	368	760	242	1,002
Total	706	1,618	912	574	1,280	384	1,664
Total Approaches							
Approach	1,224	2,231	1,007	634	1,858	384	2,242
Departure	1,224	2,231	1,007	634	1,858	384	2,242
Total	2,448	4,462	2,014	1,268	3,716	768	4,484

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
19 Starlight Ave/ Oak Valley Pkwy.-14th St.							
NBL	160	160	0	0	160	0	160
NBT	4	13	9	6	10	0	10
NBR	9	9	0	0	9	0	9
SBL	1	108	107	67	68	13	81
SBT	6	98	92	58	64	0	64
SBR	8	120	112	70	78	0	78
EBL	7	40	33	21	28	0	28
EBT	201	380	179	113	314	155	469
EBR	127	182	55	35	162	0	162
WBL	15	15	0	0	15	0	15
WBT	167	276	109	69	236	264	500
WBR	1	38	37	23	24	22	46
North Leg							
Approach	15	326	311	195	210	13	223
Departure	12	91	79	50	62	22	84
Total	27	417	390	245	272	35	307
South Leg							
Approach	173	182	9	6	179	0	179
Departure	148	295	147	93	241	0	241
Total	321	477	156	99	420	0	420
East Leg							
Approach	183	329	146	92	275	286	561
Departure	211	497	286	180	391	168	559
Total	394	826	432	272	666	454	1,120
West Leg							
Approach	335	602	267	169	504	155	659
Departure	335	556	221	139	474	264	738
Total	670	1,158	488	308	978	419	1,397
Total Approaches							
Approach	706	1,439	733	462	1,168	454	1,622
Departure	706	1,439	733	462	1,168	454	1,622
Total	1,412	2,878	1,466	924	2,336	908	3,244

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
20 Highland Springs Ave./Brookside Ave.							
NBL	176	176	0	0	176	22	198
NBT	27	150	123	77	104	22	126
NBR	0	71	71	45	45	26	71
SBL	0	106	106	67	67	103	170
SBT	68	350	282	177	245	13	258
SBR	1	113	112	70	71	0	71
EBL	1	46	45	28	29	0	29
EBT	0	188	188	118	118	26	144
EBR	185	185	0	0	185	13	198
WBL	0	213	213	134	134	44	178
WBT	0	362	362	228	228	44	272
WBR	0	90	90	57	57	176	233
North Leg							
Approach	69	569	500	314	383	116	499
Departure	28	286	258	162	190	198	388
Total	97	855	758	476	573	314	887
South Leg							
Approach	203	397	194	122	325	70	395
Departure	253	748	495	311	564	70	634
Total	456	1,145	689	433	889	140	1,029
East Leg							
Approach	0	665	665	419	419	264	683
Departure	0	365	365	230	230	155	385
Total	0	1,030	1,030	649	649	419	1,068
West Leg							
Approach	186	419	233	146	332	39	371
Departure	177	651	474	298	475	66	541
Total	363	1,070	707	444	807	105	912
Total Approaches							
Approach	458	2,050	1,592	1,001	1,459	489	1,948
Departure	458	2,050	1,592	1,001	1,459	489	1,948
Total	916	4,100	3,184	2,002	2,918	978	3,896

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
21 Highland Springs Ave./16th St.-Cougar Way							
NBL	0	2	2	1	1	22	23
NBT	203	203	0	0	203	70	273
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	253	331	78	49	302	70	372
SBR	0	48	48	30	30	0	30
EBL	0	25	25	16	16	0	16
EBT	0	0	0	0	0	0	0
EBR	0	1	1	1	1	13	14
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	253	379	126	79	332	70	402
Departure	203	228	25	16	219	70	289
Total	456	607	151	95	551	140	691
South Leg							
Approach	203	205	2	1	204	92	296
Departure	253	332	79	50	303	83	386
Total	456	537	81	51	507	175	682
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	26	26	17	17	13	30
Departure	0	50	50	31	31	22	53
Total	0	76	76	48	48	35	83
Total Approaches							
Approach	456	610	154	97	553	175	728
Departure	456	610	154	97	553	175	728
Total	912	1,220	308	194	1,106	350	1,456

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
22 Highland Springs Ave./F St.							
NBL	0	0	0	0	0	0	0
NBT	191	191	0	0	191	70	261
NBR	0	0	0	0	0	193	193
SBL	0	0	0	0	0	13	13
SBT	243	398	155	97	340	70	410
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	330	330
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	22	22
North Leg							
Approach	243	398	155	97	340	83	423
Departure	191	191	0	0	191	92	283
Total	434	589	155	97	531	175	706
South Leg							
Approach	191	191	0	0	191	263	454
Departure	243	398	155	97	340	400	740
Total	434	589	155	97	531	663	1,194
East Leg							
Approach	0	0	0	0	0	352	352
Departure	0	0	0	0	0	206	206
Total	0	0	0	0	0	558	558
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	434	589	155	97	531	698	1,229
Departure	434	589	155	97	531	698	1,229
Total	868	1,178	310	194	1,062	1,396	2,458

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.							
NBL	124	276	152	96	220	66	286
NBT	185	185	0	0	185	206	391
NBR	0	0	0	0	0	64	64
SBL	0	0	0	0	0	26	26
SBT	234	376	142	89	323	352	675
SBR	9	9	0	0	9	22	31
EBL	6	6	0	0	6	13	19
EBT	0	0	0	0	0	116	116
EBR	204	521	317	199	403	39	442
WBL	0	0	0	0	0	110	110
WBT	0	0	0	0	0	198	198
WBR	0	0	0	0	0	44	44
North Leg							
Approach	243	385	142	89	332	400	732
Departure	191	191	0	0	191	263	454
Total	434	576	142	89	523	663	1,186
South Leg							
Approach	309	461	152	96	405	336	741
Departure	438	897	459	288	726	501	1,227
Total	747	1,358	611	384	1,131	837	1,968
East Leg							
Approach	0	0	0	0	0	352	352
Departure	0	0	0	0	0	206	206
Total	0	0	0	0	0	558	558
West Leg							
Approach	210	527	317	199	409	168	577
Departure	133	285	152	96	229	286	515
Total	343	812	469	295	638	454	1,092
Total Approaches							
Approach	762	1,373	611	384	1,146	1,256	2,402
Departure	762	1,373	611	384	1,146	1,256	2,402
Total	1,524	2,746	1,222	768	2,292	2,512	4,804

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
24 Highland Springs Ave./Starlight Ave.-A St.							
NBL	26	219	193	121	147	0	147
NBT	287	423	136	85	372	219	591
NBR	0	0	0	0	0	103	103
SBL	0	0	0	0	0	39	39
SBT	515	705	190	119	634	374	1,008
SBR	20	212	192	121	141	88	229
EBL	17	22	5	3	20	52	72
EBT	0	0	0	0	0	64	64
EBR	169	330	161	101	270	0	270
WBL	0	0	0	0	0	176	176
WBT	0	0	0	0	0	110	110
WBR	0	0	0	0	0	66	66
North Leg							
Approach	535	917	382	240	775	501	1,276
Departure	304	445	141	88	392	337	729
Total	839	1,362	523	328	1,167	838	2,005
South Leg							
Approach	313	642	329	206	519	322	841
Departure	684	1,035	351	220	904	550	1,454
Total	997	1,677	680	426	1,423	872	2,295
East Leg							
Approach	0	0	0	0	0	352	352
Departure	0	0	0	0	0	206	206
Total	0	0	0	0	0	558	558
West Leg							
Approach	186	352	166	104	290	116	406
Departure	46	431	385	242	288	198	486
Total	232	783	551	346	578	314	892
Total Approaches							
Approach	1,034	1,911	877	550	1,584	1,291	2,875
Departure	1,034	1,911	877	550	1,584	1,291	2,875
Total	2,068	3,822	1,754	1,100	3,168	2,582	5,750

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
25 Highland Springs Ave./8th St.-Wilson St.							
NBL	57	57	0	0	57	0	57
NBT	149	343	194	122	271	283	554
NBR	116	155	39	25	141	90	231
SBL	150	174	24	15	165	22	187
SBT	398	536	138	87	485	485	970
SBR	93	93	0	0	93	44	137
EBL	19	33	14	9	28	26	54
EBT	94	115	21	13	107	39	146
EBR	101	101	0	0	101	0	101
WBL	141	517	376	236	377	154	531
WBT	88	199	111	70	158	66	224
WBR	116	123	7	4	120	13	133
North Leg							
Approach	641	803	162	102	743	551	1,294
Departure	284	499	215	135	419	322	741
Total	925	1,302	377	237	1,162	873	2,035
South Leg							
Approach	322	555	233	147	469	373	842
Departure	640	1,154	514	323	963	639	1,602
Total	962	1,709	747	470	1,432	1,012	2,444
East Leg							
Approach	345	839	494	310	655	233	888
Departure	360	444	84	53	413	151	564
Total	705	1,283	578	363	1,068	384	1,452
West Leg							
Approach	214	249	35	22	236	65	301
Departure	238	349	111	70	308	110	418
Total	452	598	146	92	544	175	719
Total Approaches							
Approach	1,522	2,446	924	581	2,103	1,222	3,325
Departure	1,522	2,446	924	581	2,103	1,222	3,325
Total	3,044	4,892	1,848	1,162	4,206	2,444	6,650

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
26 Highland Springs Ave./6th St.-Ramsey St.							
NBL	36	275	239	150	186	0	186
NBT	405	718	313	197	602	335	937
NBR	159	461	302	190	349	0	349
SBL	110	142	32	20	130	44	174
SBT	489	1,024	535	336	825	573	1,398
SBR	48	48	0	0	48	22	70
EBL	74	74	0	0	74	13	87
EBT	124	221	97	61	185	0	185
EBR	174	306	132	83	257	0	257
WBL	127	428	301	189	316	0	316
WBT	98	144	46	29	127	0	127
WBR	33	71	38	24	57	26	83
North Leg							
Approach	647	1,214	567	356	1,003	639	1,642
Departure	512	863	351	221	733	374	1,107
Total	1,159	2,077	918	577	1,736	1,013	2,749
South Leg							
Approach	600	1,454	854	537	1,137	335	1,472
Departure	790	1,758	968	608	1,398	573	1,971
Total	1,391	3,212	1,821	1,145	2,536	908	3,444
East Leg							
Approach	258	643	385	242	500	26	526
Departure	393	824	431	271	664	44	708
Total	651	1,467	816	513	1,164	70	1,234
West Leg							
Approach	372	601	229	144	516	13	529
Departure	182	467	285	179	361	22	383
Total	555	1,068	513	323	878	35	913
Total Approaches							
Approach	1,878	3,912	2,034	1,279	3,157	1,013	4,170
Departure	1,878	3,912	2,034	1,279	3,157	1,013	4,170
Total	3,755	7,824	4,069	2,558	6,313	2,026	8,339

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
27 Highland Springs Ave./I-10 Westbound Ramps							
NBL	141	583	442	278	419	0	419
NBT	502	1,039	537	337	839	296	1,135
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	462	1,004	542	341	803	286	1,089
SBR	294	754	460	289	583	286	869
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	138	391	253	159	297	0	297
WBT	0	0	0	0	0	0	0
WBR	141	414	273	172	313	39	352
North Leg							
Approach	756	1,758	1,002	630	1,386	572	1,958
Departure	643	1,453	810	509	1,152	335	1,487
Total	1,400	3,211	1,811	1,139	2,539	907	3,446
South Leg							
Approach	643	1,622	979	615	1,258	296	1,554
Departure	600	1,395	795	500	1,100	286	1,386
Total	1,243	3,017	1,774	1,115	2,358	582	2,940
East Leg							
Approach	279	805	526	331	610	39	649
Departure	0	0	0	0	0	0	0
Total	279	805	526	331	610	39	649
West Leg							
Approach	0	0	0	0	0	0	0
Departure	435	1,337	902	567	1,002	286	1,288
Total	435	1,337	902	567	1,002	286	1,288
Total Approaches							
Approach	1,678	4,185	2,507	1,576	3,254	907	4,161
Departure	1,678	4,185	2,507	1,576	3,254	907	4,161
Total	3,357	8,370	5,013	3,152	6,509	1,814	8,323

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
28 Highland Springs Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	393	1,053	660	415	808	129	937
NBR	189	482	293	184	373	0	373
SBL	168	480	312	196	364	66	430
SBT	416	914	498	313	729	220	949
SBR	0	0	0	0	0	0	0
EBL	218	570	352	221	439	167	606
EBT	0	0	0	0	0	0	0
EBR	128	442	314	197	325	0	325
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	584	1,394	810	509	1,093	286	1,379
Departure	611	1,623	1,012	636	1,247	296	1,543
Total	1,195	3,017	1,822	1,145	2,340	582	2,922
South Leg							
Approach	582	1,535	953	599	1,181	129	1,310
Departure	544	1,356	812	510	1,054	220	1,274
Total	1,126	2,891	1,765	1,109	2,235	349	2,584
East Leg							
Approach	0	0	0	0	0	0	0
Departure	357	962	605	380	737	66	803
Total	357	962	605	380	737	66	803
West Leg							
Approach	347	1,012	665	418	765	167	932
Departure	0	0	0	0	0	0	0
Total	347	1,012	665	418	765	167	932
Total Approaches							
Approach	1,512	3,941	2,429	1,526	3,038	582	3,620
Departure	1,512	3,941	2,429	1,526	3,038	582	3,620
Total	3,025	7,882	4,857	3,052	6,077	1,164	7,241

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
29 Highland Springs Ave./1st St.-Sun Lakes Blvd.							
NBL	24	152	128	80	104	0	104
NBT	129	953	824	518	647	64	711
NBR	9	70	61	38	47	0	47
SBL	79	191	112	70	149	22	171
SBT	55	494	439	276	331	110	441
SBR	22	39	17	10	32	0	32
EBL	75	75	0	0	75	0	75
EBT	37	101	64	40	77	0	77
EBR	18	47	29	18	36	0	36
WBL	4	76	72	45	49	0	49
WBT	41	277	236	148	189	0	189
WBR	169	308	139	87	256	13	269
North Leg							
Approach	156	724	568	356	512	132	644
Departure	373	1,336	963	605	978	77	1,055
Total	529	2,060	1,531	961	1,490	209	1,699
South Leg							
Approach	162	1,175	1,013	636	798	64	862
Departure	77	617	540	339	416	110	526
Total	239	1,792	1,553	975	1,214	174	1,388
East Leg							
Approach	214	661	447	280	494	13	507
Departure	125	362	237	148	273	22	295
Total	339	1,023	684	428	767	35	802
West Leg							
Approach	130	223	93	58	188	0	188
Departure	87	468	381	238	325	0	325
Total	218	691	474	296	514	0	514
Total Approaches							
Approach	662	2,783	2,121	1,330	1,992	209	2,201
Departure	662	2,783	2,121	1,330	1,992	209	2,201
Total	1,324	5,566	4,242	2,660	3,984	418	4,402

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
30 Highland Springs Ave./Potrero Blvd.							
NBL	4	95	91	57	61	0	61
NBT	108	785	677	426	534	39	573
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	21	497	476	300	321	66	387
SBR	6	94	88	55	61	22	83
EBL	32	307	275	173	205	13	218
EBT	0	0	0	0	0	0	0
EBR	5	80	75	47	52	0	52
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	27	591	564	355	382	88	470
Departure	140	1,092	952	599	739	52	791
Total	167	1,683	1,516	954	1,121	140	1,261
South Leg							
Approach	112	880	768	483	595	39	634
Departure	26	577	551	347	373	66	439
Total	137	1,457	1,320	830	967	105	1,072
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	37	387	350	220	257	13	270
Departure	10	189	179	112	122	22	144
Total	47	576	529	332	379	35	414
Total Approaches							
Approach	176	1,858	1,682	1,058	1,234	140	1,374
Departure	176	1,858	1,682	1,058	1,234	140	1,374
Total	351	3,716	3,365	2,116	2,467	280	2,747

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
31 C St.-Apex Ave./Wilson St.							
NBL	6	6	0	0	6	0	6
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	88	88
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	154	154
EBL	0	0	0	0	0	90	90
EBT	303	439	136	85	388	61	449
EBR	1	1	0	0	1	0	1
WBL	0	0	0	0	0	0	0
WBT	316	915	599	377	693	79	772
WBR	0	0	0	0	0	52	52
North Leg							
Approach	0	0	0	0	0	242	242
Departure	0	0	0	0	0	142	142
Total	0	0	0	0	0	384	384
South Leg							
Approach	6	6	0	0	6	0	6
Departure	1	1	0	0	1	0	1
Total	7	7	0	0	7	0	7
East Leg							
Approach	316	915	599	377	693	131	824
Departure	303	439	136	85	388	149	537
Total	619	1,354	735	462	1,081	280	1,361
West Leg							
Approach	304	440	136	85	389	151	540
Departure	322	921	599	377	699	233	932
Total	626	1,361	735	462	1,088	384	1,472
Total Approaches							
Approach	626	1,361	735	462	1,088	524	1,612
Departure	626	1,361	735	462	1,088	524	1,612
Total	1,252	2,722	1,470	924	2,176	1,048	3,224

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
32 Highland Home Rd./Northern Loop							
NBL	0	0	0	0	0	116	116
NBT	13	641	628	395	408	44	452
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	19	368	349	219	238	26	264
SBR	0	0	0	0	0	129	129
EBL	0	0	0	0	0	220	220
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	198	198
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	19	368	349	219	238	155	393
Departure	13	641	628	395	408	264	672
Total	32	1,009	977	614	646	419	1,065
South Leg							
Approach	13	641	628	395	408	160	568
Departure	19	368	349	219	238	224	462
Total	32	1,009	977	614	646	384	1,030
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	418	418
Departure	0	0	0	0	0	245	245
Total	0	0	0	0	0	663	663
Total Approaches							
Approach	32	1,009	977	614	646	733	1,379
Departure	32	1,009	977	614	646	733	1,379
Total	64	2,018	1,954	1,228	1,292	1,466	2,758

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
33 Highland Home Rd./Beaumont Rd.-G St							
NBL	0	0	0	0	0	0	0
NBT	13	163	150	94	107	103	210
NBR	0	77	77	48	48	48	96
SBL	0	105	105	66	66	48	114
SBT	19	262	243	153	172	176	348
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	0	294	294	185	185	57	242
WBT	0	0	0	0	0	0	0
WBR	0	478	478	300	300	57	357
North Leg							
Approach	19	367	348	219	238	224	462
Departure	13	641	628	394	407	160	567
Total	32	1,008	976	613	645	384	1,029
South Leg							
Approach	13	240	227	142	155	151	306
Departure	19	556	537	338	357	233	590
Total	32	796	764	480	512	384	896
East Leg							
Approach	0	772	772	485	485	114	599
Departure	0	182	182	114	114	96	210
Total	0	954	954	599	599	210	809
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	32	1,379	1,347	846	878	489	1,367
Departure	32	1,379	1,347	846	878	489	1,367
Total	64	2,758	2,694	1,692	1,756	978	2,734

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
34 Highland Home Rd./F St.							
NBL	0	0	0	0	0	103	103
NBT	13	226	213	134	147	151	298
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	19	583	564	355	374	233	607
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	176	176
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	19	583	564	355	374	233	607
Departure	13	226	213	134	147	151	298
Total	32	809	777	489	521	384	905
South Leg							
Approach	13	226	213	134	147	254	401
Departure	19	583	564	355	374	409	783
Total	32	809	777	489	521	663	1,184
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	176	176
Departure	0	0	0	0	0	103	103
Total	0	0	0	0	0	279	279
Total Approaches							
Approach	32	809	777	489	521	663	1,184
Departure	32	809	777	489	521	663	1,184
Total	64	1,618	1,554	978	1,042	1,326	2,368

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
35 Highland Home Rd./D St.							
NBL	0	0	0	0	0	90	90
NBT	13	226	213	134	147	232	379
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	19	573	554	348	367	397	764
SBR	0	0	0	0	0	13	13
EBL	0	0	0	0	0	22	22
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	154	154
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	19	573	554	348	367	410	777
Departure	13	226	213	134	147	254	401
Total	32	799	767	482	514	664	1,178
South Leg							
Approach	13	226	213	134	147	322	469
Departure	19	573	554	348	367	551	918
Total	32	799	767	482	514	873	1,387
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	176	176
Departure	0	0	0	0	0	103	103
Total	0	0	0	0	0	279	279
Total Approaches							
Approach	32	799	767	482	514	908	1,422
Departure	32	799	767	482	514	908	1,422
Total	64	1,598	1,534	964	1,028	1,816	2,844

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
36 Highland Home Rd./Wilson St.							
NBL	14	14	0	0	14	52	66
NBT	1	65	64	40	41	129	170
NBR	30	30	0	0	30	0	30
SBL	5	250	245	154	159	264	423
SBT	7	264	257	162	169	220	389
SBR	7	59	52	33	40	66	106
EBL	10	112	102	64	74	39	113
EBT	241	259	18	11	252	22	274
EBR	18	58	40	25	43	88	131
WBL	41	118	77	48	89	0	89
WBT	252	879	627	394	646	13	659
WBR	2	49	47	30	32	155	187
North Leg							
Approach	19	573	554	349	368	550	918
Departure	13	226	213	134	147	323	470
Total	32	799	767	483	515	873	1,388
South Leg							
Approach	45	109	64	40	85	181	266
Departure	66	440	374	235	301	308	609
Total	111	549	438	275	386	489	875
East Leg							
Approach	295	1,046	751	472	767	168	935
Departure	276	539	263	165	441	286	727
Total	571	1,585	1,014	637	1,208	454	1,662
West Leg							
Approach	269	429	160	100	369	149	518
Departure	273	952	679	427	700	131	831
Total	542	1,381	839	527	1,069	280	1,349
Total Approaches							
Approach	628	2,157	1,529	961	1,589	1,048	2,637
Departure	628	2,157	1,529	961	1,589	1,048	2,637
Total	1,256	4,314	3,058	1,922	3,178	2,096	5,274

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
37 Highland Home Rd./Ramsey St.							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	23	270	247	155	178	308	486
SBT	2	2	0	0	2	0	2
SBR	39	201	162	102	141	0	141
EBL	22	22	0	0	22	0	22
EBT	238	555	317	199	437	44	481
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	245	356	111	70	315	26	341
WBR	20	82	62	39	59	180	239
North Leg							
Approach	64	473	409	257	321	308	629
Departure	42	104	62	39	81	180	261
Total	106	577	471	296	402	488	890
South Leg							
Approach	0	0	0	0	0	0	0
Departure	2	2	0	0	2	0	2
Total	2	2	0	0	2	0	2
East Leg							
Approach	265	438	173	109	374	206	580
Departure	261	825	564	354	615	352	967
Total	526	1,263	737	463	989	558	1,547
West Leg							
Approach	260	577	317	199	459	44	503
Departure	284	557	273	172	456	26	482
Total	544	1,134	590	371	915	70	985
Total Approaches							
Approach	589	1,488	899	565	1,154	558	1,712
Departure	589	1,488	899	565	1,154	558	1,712
Total	1,178	2,976	1,798	1,130	2,308	1,116	3,424

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
38 Sunset Ave./Wilson St.							
NBL	107	107	0	0	107	13	120
NBT	16	267	251	158	174	0	174
NBR	22	44	22	14	36	0	36
SBL	0	140	140	88	88	0	88
SBT	33	811	778	489	522	0	522
SBR	7	138	131	82	89	26	115
EBL	5	125	120	75	80	44	124
EBT	169	433	264	166	335	176	511
EBR	201	201	0	0	201	22	223
WBL	37	44	7	4	41	0	41
WBT	132	209	77	48	180	103	283
WBR	1	67	66	41	42	0	42
North Leg							
Approach	40	1,089	1,049	659	699	26	725
Departure	22	459	437	274	296	44	340
Total	62	1,548	1,486	933	995	70	1,065
South Leg							
Approach	145	418	273	172	317	13	330
Departure	271	1,056	785	493	764	22	786
Total	416	1,474	1,058	665	1,081	35	1,116
East Leg							
Approach	170	320	150	93	263	103	366
Departure	191	617	426	268	459	176	635
Total	361	937	576	361	722	279	1,001
West Leg							
Approach	375	759	384	241	616	242	858
Departure	246	454	208	130	376	142	518
Total	621	1,213	592	371	992	384	1,376
Total Approaches							
Approach	730	2,586	1,856	1,165	1,895	384	2,279
Departure	730	2,586	1,856	1,165	1,895	384	2,279
Total	1,460	5,172	3,712	2,330	3,790	768	4,558

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
39 Sunset Ave./Ramsey St.							
NBL	78	308	230	145	223	103	326
NBT	126	469	343	216	342	0	342
NBR	65	151	86	54	119	0	119
SBL	52	111	59	37	89	22	111
SBT	203	1,239	1,036	651	854	0	854
SBR	50	106	56	35	85	0	85
EBL	47	47	0	0	47	0	47
EBT	155	334	179	113	268	66	334
EBR	64	223	159	100	164	176	340
WBL	42	97	55	35	77	0	77
WBT	159	159	0	0	159	39	198
WBR	28	28	0	0	28	13	41
North Leg							
Approach	305	1,456	1,151	723	1,028	22	1,050
Departure	201	544	343	216	417	13	430
Total	506	2,000	1,494	939	1,445	35	1,480
South Leg							
Approach	269	928	659	415	684	103	787
Departure	309	1,559	1,250	786	1,095	176	1,271
Total	578	2,487	1,909	1,201	1,779	279	2,058
East Leg							
Approach	229	284	55	35	264	52	316
Departure	272	596	324	204	476	88	564
Total	501	880	379	239	740	140	880
West Leg							
Approach	266	604	338	213	479	242	721
Departure	287	573	286	180	467	142	609
Total	553	1,177	624	393	946	384	1,330
Total Approaches							
Approach	1,069	3,272	2,203	1,386	2,455	419	2,874
Departure	1,069	3,272	2,203	1,386	2,455	419	2,874
Total	2,138	6,544	4,406	2,772	4,910	838	5,748

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
40 Sunset Ave./I-10 Westbound Ramps							
NBL	40	566	526	331	371	0	371
NBT	174	654	480	302	476	64	540
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	175	705	530	333	508	176	684
SBR	168	853	685	431	599	0	599
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	7	109	102	64	71	0	71
WBT	7	7	0	0	7	0	7
WBR	97	275	178	112	209	39	248
North Leg							
Approach	343	1,558	1,215	764	1,107	176	1,283
Departure	271	929	658	414	685	103	788
Total	614	2,487	1,873	1,178	1,792	279	2,071
South Leg							
Approach	214	1,220	1,006	633	847	64	911
Departure	182	814	632	397	579	176	755
Total	396	2,034	1,638	1,030	1,426	240	1,666
East Leg							
Approach	111	391	280	176	287	39	326
Departure	0	0	0	0	0	0	0
Total	111	391	280	176	287	39	326
West Leg							
Approach	0	0	0	0	0	0	0
Departure	215	1,426	1,211	762	977	0	977
Total	215	1,426	1,211	762	977	0	977
Total Approaches							
Approach	668	3,169	2,501	1,573	2,241	279	2,520
Departure	668	3,169	2,501	1,573	2,241	279	2,520
Total	1,336	6,338	5,002	3,146	4,482	558	5,040

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
41 Sunset Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	80	847	767	482	562	64	626
NBR	6	229	223	140	146	0	146
SBL	118	372	254	160	278	66	344
SBT	66	442	376	236	302	110	412
SBR	0	0	0	0	0	0	0
EBL	144	372	228	143	287	0	287
EBT	2	2	0	0	2	0	2
EBR	30	338	308	194	224	0	224
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	184	814	630	396	580	176	756
Departure	224	1,219	995	625	849	64	913
Total	408	2,033	1,625	1,021	1,429	240	1,669
South Leg							
Approach	86	1,076	990	622	708	64	772
Departure	96	780	684	430	526	110	636
Total	182	1,856	1,674	1,052	1,234	174	1,408
East Leg							
Approach	0	0	0	0	0	0	0
Departure	126	603	477	300	426	66	492
Total	126	603	477	300	426	66	492
West Leg							
Approach	176	712	536	337	513	0	513
Departure	0	0	0	0	0	0	0
Total	176	712	536	337	513	0	513
Total Approaches							
Approach	446	2,602	2,156	1,355	1,801	240	2,041
Departure	446	2,602	2,156	1,355	1,801	240	2,041
Total	892	5,204	4,312	2,710	3,602	480	4,082

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
42 Sunrise Ave./Wilson St.							
NBL	3	44	41	26	29	13	42
NBT	3	22	19	12	15	0	15
NBR	12	34	22	14	26	0	26
SBL	0	21	21	13	13	0	13
SBT	7	111	104	65	72	0	72
SBR	12	30	18	11	23	0	23
EBL	7	25	18	11	18	0	18
EBT	174	445	271	170	344	176	520
EBR	6	151	145	91	97	22	119
WBL	31	31	0	0	31	0	31
WBT	180	241	61	38	218	103	321
WBR	1	8	7	4	5	0	5
North Leg							
Approach	19	162	143	89	108	0	108
Departure	11	55	44	27	38	0	38
Total	30	217	187	116	146	0	146
South Leg							
Approach	18	100	82	52	70	13	83
Departure	44	293	249	156	200	22	222
Total	62	393	331	208	270	35	305
East Leg							
Approach	212	280	68	42	254	103	357
Departure	186	500	314	197	383	176	559
Total	398	780	382	239	637	279	916
West Leg							
Approach	187	621	434	272	459	198	657
Departure	195	315	120	75	270	116	386
Total	382	936	554	347	729	314	1,043
Total Approaches							
Approach	436	1,163	727	455	891	314	1,205
Departure	436	1,163	727	455	891	314	1,205
Total	872	2,326	1,454	910	1,782	628	2,410

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
43 16th St./Wilson St.							
NBL	7	27	20	13	20	13	33
NBT	0	0	0	0	0	0	0
NBR	24	46	22	14	38	0	38
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	1	1	0	0	1	0	1
EBT	176	421	245	154	330	132	462
EBR	7	15	8	5	12	22	34
WBL	16	158	142	89	105	0	105
WBT	174	234	60	38	212	77	289
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	1	1	0	0	1	0	1
Total	1	1	0	0	1	0	1
South Leg							
Approach	31	73	42	27	58	13	71
Departure	23	173	150	94	117	22	139
Total	54	246	192	121	175	35	210
East Leg							
Approach	190	392	202	127	317	77	394
Departure	200	467	267	168	368	132	500
Total	390	859	469	295	685	209	894
West Leg							
Approach	184	437	253	159	343	154	497
Departure	181	261	80	51	232	90	322
Total	365	698	333	210	575	244	819
Total Approaches							
Approach	405	902	497	313	718	244	962
Departure	405	902	497	313	718	244	962
Total	810	1,804	994	626	1,436	488	1,924

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
44							
8th St./Wilson St.							
NBL	118	118	0	0	118	0	118
NBT	48	48	0	0	48	0	48
NBR	19	19	0	0	19	0	19
SBL	7	171	164	103	110	0	110
SBT	131	195	64	40	171	0	171
SBR	47	47	0	0	47	0	47
EBL	21	21	0	0	21	0	21
EBT	169	448	279	175	344	110	454
EBR	68	68	0	0	68	0	68
WBL	41	41	0	0	41	0	41
WBT	148	249	101	63	211	64	275
WBR	3	45	42	26	29	0	29
North Leg							
Approach	185	413	228	143	328	0	328
Departure	72	114	42	26	98	0	98
Total	257	527	270	169	426	0	426
South Leg							
Approach	185	185	0	0	185	0	185
Departure	240	304	64	40	280	0	280
Total	425	489	64	40	465	0	465
East Leg							
Approach	192	335	143	89	281	64	345
Departure	195	638	443	278	473	110	583
Total	387	973	586	367	754	174	928
West Leg							
Approach	258	537	279	175	433	110	543
Departure	313	414	101	63	376	64	440
Total	571	951	380	238	809	174	983
Total Approaches							
Approach	820	1,470	650	407	1,227	174	1,401
Departure	820	1,470	650	407	1,227	174	1,401
Total	1,640	2,940	1,300	814	2,454	348	2,802

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
45 8th St./Ramsey St.							
NBL	64	104	40	25	89	22	111
NBT	197	197	0	0	197	0	197
NBR	189	510	321	202	391	22	413
SBL	26	45	19	12	38	0	38
SBT	290	356	66	41	331	0	331
SBR	31	31	0	0	31	0	31
EBL	17	17	0	0	17	0	17
EBT	142	208	66	41	183	0	183
EBR	72	98	26	16	88	13	101
WBL	86	681	595	374	460	13	473
WBT	96	99	3	2	98	0	98
WBR	26	26	0	0	26	0	26
North Leg							
Approach	347	432	85	53	400	0	400
Departure	240	240	0	0	240	0	240
Total	587	672	85	53	640	0	640
South Leg							
Approach	450	811	361	227	677	44	721
Departure	448	1,135	687	431	879	26	905
Total	898	1,946	1,048	658	1,556	70	1,626
East Leg							
Approach	208	806	598	376	584	13	597
Departure	357	763	406	255	612	22	634
Total	565	1,569	1,004	631	1,196	35	1,231
West Leg							
Approach	231	323	92	57	288	13	301
Departure	191	234	43	27	218	22	240
Total	422	557	135	84	506	35	541
Total Approaches							
Approach	1,236	2,372	1,136	713	1,949	70	2,019
Departure	1,236	2,372	1,136	713	1,949	70	2,019
Total	2,472	4,744	2,272	1,426	3,898	140	4,038

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
46 8th St./I-10 Westbound Ramps							
NBL	127	683	556	349	476	13	489
NBT	386	586	200	126	512	44	556
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	256	375	119	75	331	0	331
SBR	243	758	515	324	567	26	593
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	16	60	44	28	44	0	44
WBT	2	2	0	0	2	0	2
WBR	56	138	82	52	108	0	108
North Leg							
Approach	499	1,133	634	399	898	26	924
Departure	442	724	282	178	620	44	664
Total	941	1,857	916	577	1,518	70	1,588
South Leg							
Approach	513	1,269	756	475	988	57	1,045
Departure	272	435	163	103	375	0	375
Total	785	1,704	919	578	1,363	57	1,420
East Leg							
Approach	74	200	126	80	154	0	154
Departure	0	0	0	0	0	0	0
Total	74	200	126	80	154	0	154
West Leg							
Approach	0	0	0	0	0	0	0
Departure	372	1,443	1,071	673	1,045	39	1,084
Total	372	1,443	1,071	673	1,045	39	1,084
Total Approaches							
Approach	1,086	2,602	1,516	954	2,040	83	2,123
Departure	1,086	2,602	1,516	954	2,040	83	2,123
Total	2,172	5,204	3,032	1,908	4,080	166	4,246

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
47 8th St./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	293	742	449	282	575	13	588
NBR	15	117	102	64	79	0	79
SBL	114	286	172	108	222	0	222
SBT	165	165	0	0	165	0	165
SBR	0	0	0	0	0	0	0
EBL	207	527	320	201	408	44	452
EBT	0	0	0	0	0	0	0
EBR	158	573	415	261	419	22	441
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	279	451	172	108	387	0	387
Departure	500	1,269	769	483	983	57	1,040
Total	779	1,720	941	591	1,370	57	1,427
South Leg							
Approach	308	859	551	346	654	13	667
Departure	323	738	415	261	584	22	606
Total	631	1,597	966	607	1,238	35	1,273
East Leg							
Approach	0	0	0	0	0	0	0
Departure	129	403	274	172	301	0	301
Total	129	403	274	172	301	0	301
West Leg							
Approach	365	1,100	735	462	827	66	893
Departure	0	0	0	0	0	0	0
Total	365	1,100	735	462	827	66	893
Total Approaches							
Approach	952	2,410	1,458	916	1,868	79	1,947
Departure	952	2,410	1,458	916	1,868	79	1,947
Total	1,904	4,820	2,916	1,832	3,736	158	3,894

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
48							
4th St./Wilson St.							
NBL	16	16	0	0	16	0	16
NBT	7	30	23	14	21	0	21
NBR	10	19	9	6	16	0	16
SBL	14	107	93	58	72	0	72
SBT	17	200	183	115	132	0	132
SBR	5	49	44	28	33	0	33
EBL	4	12	8	5	9	0	9
EBT	169	594	425	267	436	110	546
EBR	13	30	17	11	24	0	24
WBL	10	65	55	35	45	0	45
WBT	161	248	87	55	216	64	280
WBR	10	30	20	13	23	0	23
North Leg							
Approach	36	356	320	201	237	0	237
Departure	21	72	51	32	53	0	53
Total	57	428	371	233	290	0	290
South Leg							
Approach	33	65	32	20	53	0	53
Departure	40	295	255	161	201	0	201
Total	73	360	287	181	254	0	254
East Leg							
Approach	181	343	162	103	284	64	348
Departure	193	720	527	331	524	110	634
Total	374	1,063	689	434	808	174	982
West Leg							
Approach	186	636	450	283	469	110	579
Departure	182	313	131	83	265	64	329
Total	368	949	581	366	734	174	908
Total Approaches							
Approach	436	1,400	964	607	1,043	174	1,217
Departure	436	1,400	964	607	1,043	174	1,217
Total	872	2,800	1,928	1,214	2,086	348	2,434

Table B-7 - Year 2032 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
49 San Geronio Ave./Wilson St.							
NBL	38	41	3	2	40	0	40
NBT	28	43	15	9	37	0	37
NBR	33	33	0	0	33	0	33
SBL	9	16	7	4	13	0	13
SBT	55	232	177	111	166	0	166
SBR	23	183	160	101	124	13	137
EBL	13	72	59	37	50	22	72
EBT	150	520	370	233	383	88	471
EBR	43	126	83	52	95	0	95
WBL	12	23	11	7	19	0	19
WBT	101	121	20	13	114	52	166
WBR	2	3	1	1	3	0	3
North Leg							
Approach	87	431	344	216	303	13	316
Departure	43	118	75	47	90	22	112
Total	130	549	419	263	393	35	428
South Leg							
Approach	99	117	18	11	110	0	110
Departure	110	381	271	170	280	0	280
Total	209	498	289	181	390	0	390
East Leg							
Approach	115	147	32	21	136	52	188
Departure	192	569	377	237	429	88	517
Total	307	716	409	258	565	140	705
West Leg							
Approach	206	718	512	322	528	110	638
Departure	162	345	183	116	278	65	343
Total	368	1,063	695	438	806	175	981
Total Approaches							
Approach	507	1,413	906	570	1,077	175	1,252
Departure	507	1,413	906	570	1,077	175	1,252
Total	1,014	2,826	1,812	1,140	2,154	350	2,504

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	59	59	0	0	59	0	59
SBL	408	1,315	907	570	978	52	1,030
SBT	1	8	7	4	5	0	5
SBR	61	683	622	391	452	0	452
EBL	0	0	0	0	0	0	0
EBT	187	2,473	2,286	1,437	1,624	104	1,728
EBR	12	12	0	0	12	0	12
WBL	19	19	0	0	19	0	19
WBT	204	1,978	1,774	1,115	1,319	76	1,395
WBR	107	205	98	62	169	0	169
North Leg							
Approach	470	2,006	1,536	965	1,435	52	1,487
Departure	107	205	98	62	169	0	169
Total	577	2,211	1,634	1,027	1,604	52	1,656
South Leg							
Approach	59	59	0	0	59	0	59
Departure	32	39	7	4	36	0	36
Total	91	98	7	4	95	0	95
East Leg							
Approach	330	2,202	1,872	1,177	1,507	76	1,583
Departure	654	3,847	3,193	2,007	2,661	156	2,817
Total	984	6,049	5,065	3,184	4,168	232	4,400
West Leg							
Approach	199	2,485	2,286	1,437	1,636	104	1,740
Departure	265	2,661	2,396	1,506	1,771	76	1,847
Total	464	5,146	4,682	2,943	3,407	180	3,587
Total Approaches							
Approach	1,058	6,752	5,694	3,579	4,637	232	4,869
Departure	1,058	6,752	5,694	3,579	4,637	232	4,869
Total	2,116	13,504	11,388	7,158	9,274	464	9,738

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
2 I-10 Westbound Ramps/Oak Valley Pkwy.							
NBL	179	513	334	210	389	0	389
NBT	0	0	0	0	0	0	0
NBR	189	1,026	837	526	715	0	715
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	484	2,834	2,350	1,477	1,961	155	2,116
EBR	26	344	318	200	226	0	226
WBL	0	0	0	0	0	0	0
WBT	412	2,437	2,025	1,273	1,685	114	1,799
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	368	1,539	1,171	736	1,104	0	1,104
Departure	26	344	318	200	226	0	226
Total	394	1,883	1,489	936	1,330	0	1,330
East Leg							
Approach	412	2,437	2,025	1,273	1,685	114	1,799
Departure	673	3,860	3,187	2,003	2,676	155	2,831
Total	1,085	6,297	5,212	3,276	4,361	269	4,630
West Leg							
Approach	510	3,178	2,668	1,677	2,187	155	2,342
Departure	591	2,950	2,359	1,483	2,074	114	2,188
Total	1,101	6,128	5,027	3,160	4,261	269	4,530
Total Approaches							
Approach	1,290	7,154	5,864	3,686	4,976	269	5,245
Departure	1,290	7,154	5,864	3,686	4,976	269	5,245
Total	2,580	14,308	11,728	7,372	9,952	538	10,490

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
3 Elm Ave./Oak Valley Pkwy.-14th St.							
NBL	32	265	233	146	178	0	178
NBT	10	263	253	159	169	0	169
NBR	45	45	0	0	45	0	45
SBL	4	50	46	29	33	0	33
SBT	4	201	197	124	128	0	128
SBR	6	218	212	133	139	0	139
EBL	6	277	271	170	176	0	176
EBT	358	1,262	904	568	926	207	1,133
EBR	28	328	300	189	217	0	217
WBL	36	36	0	0	36	0	36
WBT	283	890	607	382	665	153	818
WBR	38	63	25	16	54	0	54
North Leg							
Approach	14	469	455	286	300	0	300
Departure	54	603	549	345	399	0	399
Total	68	1,072	1,004	631	699	0	699
South Leg							
Approach	87	573	486	305	392	0	392
Departure	68	565	497	313	381	0	381
Total	155	1,138	983	618	773	0	773
East Leg							
Approach	357	989	632	398	755	153	908
Departure	407	1,357	950	597	1,004	207	1,211
Total	764	2,346	1,582	995	1,759	360	2,119
West Leg							
Approach	392	1,867	1,475	927	1,319	207	1,526
Departure	321	1,373	1,052	661	982	153	1,135
Total	713	3,240	2,527	1,588	2,301	360	2,661
Total Approaches							
Approach	850	3,898	3,048	1,916	2,766	360	3,126
Departure	850	3,898	3,048	1,916	2,766	360	3,126
Total	1,700	7,796	6,096	3,832	5,532	720	6,252

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
4	Beaumont Ave./Oak Valley Pkwy.-14th St.						
NBL	74	127	53	33	107	0	107
NBT	316	553	237	149	465	0	465
NBR	81	135	54	34	115	0	115
SBL	62	85	23	14	76	26	102
SBT	204	409	205	129	333	0	333
SBR	108	108	0	0	108	0	108
EBL	128	128	0	0	128	0	128
EBT	245	1,187	942	592	837	207	1,044
EBR	51	51	0	0	51	0	51
WBL	102	102	0	0	102	0	102
WBT	219	778	559	351	570	153	723
WBR	71	105	34	21	92	19	111
North Leg							
Approach	374	602	228	143	517	26	543
Departure	515	786	271	170	685	19	704
Total	889	1,388	499	313	1,202	45	1,247
South Leg							
Approach	471	815	344	216	687	0	687
Departure	357	562	205	129	486	0	486
Total	828	1,377	549	345	1,173	0	1,173
East Leg							
Approach	392	985	593	372	764	172	936
Departure	388	1,407	1,019	640	1,028	233	1,261
Total	780	2,392	1,612	1,012	1,792	405	2,197
West Leg							
Approach	424	1,366	942	592	1,016	207	1,223
Departure	401	1,013	612	384	785	153	938
Total	825	2,379	1,554	976	1,801	360	2,161
Total Approaches							
Approach	1,661	3,768	2,107	1,323	2,984	405	3,389
Departure	1,661	3,768	2,107	1,323	2,984	405	3,389
Total	3,322	7,536	4,214	2,646	5,968	810	6,778

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
5	Beaumont Ave./8th St.						
NBL	13	243	230	145	158	0	158
NBT	415	881	466	293	708	0	708
NBR	22	39	17	11	33	0	33
SBL	27	47	20	13	40	0	40
SBT	278	503	225	141	419	0	419
SBR	36	36	0	0	36	0	36
EBL	51	51	0	0	51	0	51
EBT	31	261	230	145	176	129	305
EBR	17	166	149	94	111	0	111
WBL	20	20	0	0	20	0	20
WBT	34	529	495	311	345	95	440
WBR	47	47	0	0	47	0	47
North Leg							
Approach	341	586	245	154	495	0	495
Departure	513	979	466	293	806	0	806
Total	854	1,565	711	447	1,301	0	1,301
South Leg							
Approach	450	1,163	713	449	899	0	899
Departure	315	689	374	235	550	0	550
Total	765	1,852	1,087	684	1,449	0	1,449
East Leg							
Approach	101	596	495	311	412	95	507
Departure	80	347	267	169	249	129	378
Total	181	943	762	480	661	224	885
West Leg							
Approach	99	478	379	239	338	129	467
Departure	83	808	725	456	539	95	634
Total	182	1,286	1,104	695	877	224	1,101
Total Approaches							
Approach	991	2,823	1,832	1,153	2,144	224	2,368
Departure	991	2,823	1,832	1,153	2,144	224	2,368
Total	1,982	5,646	3,664	2,306	4,288	448	4,736

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
6	Beaumont Ave./I-10 Westbound Ramps						
NBL	205	397	192	121	326	0	326
NBT	531	2,219	1,688	1,061	1,592	0	1,592
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	320	1,311	991	623	943	0	943
SBR	166	223	57	36	202	0	202
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	63	290	227	143	206	38	244
WBT	1	1	0	0	1	0	1
WBR	95	338	243	153	248	0	248
North Leg							
Approach	486	1,534	1,048	659	1,145	0	1,145
Departure	626	2,557	1,931	1,214	1,840	0	1,840
Total	1,112	4,091	2,979	1,873	2,985	0	2,985
South Leg							
Approach	736	2,616	1,880	1,182	1,918	0	1,918
Departure	383	1,601	1,218	766	1,149	38	1,187
Total	1,119	4,217	3,098	1,948	3,067	38	3,105
East Leg							
Approach	159	629	470	296	455	38	493
Departure	0	0	0	0	0	0	0
Total	159	629	470	296	455	38	493
West Leg							
Approach	0	0	0	0	0	0	0
Departure	372	621	249	157	529	0	529
Total	372	621	249	157	529	0	529
Total Approaches							
Approach	1,381	4,779	3,398	2,137	3,518	38	3,556
Departure	1,381	4,779	3,398	2,137	3,518	38	3,556
Total	2,762	9,558	6,796	4,274	7,036	76	7,112

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
7 Beaumont Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	323	1,706	1,383	869	1,192	0	1,192
NBR	59	360	301	189	248	52	300
SBL	82	292	210	132	214	0	214
SBT	249	1,309	1,060	666	915	38	953
SBR	0	0	0	0	0	0	0
EBL	247	910	663	416	663	0	663
EBT	0	0	0	0	0	0	0
EBR	159	484	325	204	363	0	363
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	331	1,601	1,270	798	1,129	38	1,167
Departure	570	2,616	2,046	1,285	1,855	0	1,855
Total	901	4,217	3,316	2,083	2,984	38	3,022
South Leg							
Approach	382	2,066	1,684	1,058	1,440	52	1,492
Departure	408	1,793	1,385	870	1,278	38	1,316
Total	790	3,859	3,069	1,928	2,718	90	2,808
East Leg							
Approach	0	0	0	0	0	0	0
Departure	141	652	511	321	462	52	514
Total	141	652	511	321	462	52	514
West Leg							
Approach	407	1,394	987	620	1,027	0	1,027
Departure	0	0	0	0	0	0	0
Total	407	1,394	987	620	1,027	0	1,027
Total Approaches							
Approach	1,120	5,061	3,941	2,476	3,596	90	3,686
Departure	1,120	5,061	3,941	2,476	3,596	90	3,686
Total	2,239	10,122	7,883	4,952	7,191	180	7,371

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
8							
Beaumont Ave./1st St.							
NBL	9	43	34	21	30	0	30
NBT	193	1,316	1,123	706	899	52	951
NBR	203	203	0	0	203	0	203
SBL	164	337	173	109	273	0	273
SBT	255	1,240	985	619	874	38	912
SBR	16	151	135	85	101	0	101
EBL	20	306	286	180	200	0	200
EBT	65	509	444	279	344	0	344
EBR	36	36	0	0	36	0	36
WBL	336	336	0	0	336	0	336
WBT	118	512	394	248	366	0	366
WBR	124	239	115	72	196	0	196
North Leg							
Approach	435	1,728	1,293	813	1,248	38	1,286
Departure	337	1,861	1,524	958	1,295	52	1,347
Total	771	3,589	2,818	1,771	2,542	90	2,632
South Leg							
Approach	405	1,562	1,157	727	1,132	52	1,184
Departure	627	1,612	985	619	1,246	38	1,284
Total	1,031	3,174	2,143	1,346	2,377	90	2,467
East Leg							
Approach	578	1,087	509	320	898	0	898
Departure	432	1,049	617	388	820	0	820
Total	1,010	2,136	1,126	708	1,718	0	1,718
West Leg							
Approach	121	851	730	459	580	0	580
Departure	143	706	563	354	497	0	497
Total	264	1,557	1,293	813	1,077	0	1,077
Total Approaches							
Approach	1,538	5,228	3,690	2,319	3,857	90	3,947
Departure	1,538	5,228	3,690	2,319	3,857	90	3,947
Total	3,077	10,456	7,379	4,638	7,715	180	7,895

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
9	Beaumont Ave./Westward Ave.						
NBL	0	29	29	18	18	0	18
NBT	196	886	690	434	630	52	682
NBR	0	469	469	295	295	0	295
SBL	0	97	97	61	61	0	61
SBT	284	936	652	410	694	38	732
SBR	0	469	469	295	295	0	295
EBL	0	420	420	264	264	0	264
EBT	0	449	449	282	282	0	282
EBR	0	15	15	9	9	0	9
WBL	0	362	362	228	228	0	228
WBT	0	221	221	139	139	0	139
WBR	0	161	161	101	101	0	101
North Leg							
Approach	284	1,502	1,218	766	1,050	38	1,088
Departure	196	1,467	1,271	799	995	52	1,047
Total	480	2,969	2,489	1,565	2,045	90	2,135
South Leg							
Approach	196	1,384	1,188	747	943	52	995
Departure	284	1,313	1,029	647	931	38	969
Total	480	2,697	2,217	1,394	1,874	90	1,964
East Leg							
Approach	0	744	744	468	468	0	468
Departure	0	1,015	1,015	638	638	0	638
Total	0	1,759	1,759	1,106	1,106	0	1,106
West Leg							
Approach	0	884	884	555	555	0	555
Departure	0	719	719	452	452	0	452
Total	0	1,603	1,603	1,007	1,007	0	1,007
Total Approaches							
Approach	480	4,514	4,034	2,536	3,016	90	3,106
Departure	480	4,514	4,034	2,536	3,016	90	3,106
Total	960	9,028	8,068	5,072	6,032	180	6,212

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
10 Lamb Canyon Rd./California Ave.							
NBL	155	310	155	97	252	0	252
NBT	251	1,254	1,003	631	882	26	908
NBR	0	20	20	13	13	0	13
SBL	0	187	187	118	118	0	118
SBT	324	1,111	787	495	819	19	838
SBR	1	1	0	0	1	0	1
EBL	1	1	0	0	1	0	1
EBT	0	124	124	78	78	0	78
EBR	126	394	268	168	294	0	294
WBL	0	8	8	5	5	0	5
WBT	0	60	60	38	38	0	38
WBR	0	100	100	63	63	0	63
North Leg							
Approach	325	1,299	974	613	938	19	957
Departure	252	1,355	1,103	694	946	26	972
Total	577	2,654	2,077	1,307	1,884	45	1,929
South Leg							
Approach	406	1,584	1,178	741	1,147	26	1,173
Departure	450	1,513	1,063	668	1,118	19	1,137
Total	856	3,097	2,241	1,409	2,265	45	2,310
East Leg							
Approach	0	168	168	106	106	0	106
Departure	0	331	331	209	209	0	209
Total	0	499	499	315	315	0	315
West Leg							
Approach	127	519	392	246	373	0	373
Departure	156	371	215	135	291	0	291
Total	283	890	607	381	664	0	664
Total Approaches							
Approach	858	3,570	2,712	1,706	2,564	45	2,609
Departure	858	3,570	2,712	1,706	2,564	45	2,609
Total	1,716	7,140	5,424	3,412	5,128	90	5,218

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
11 Palm Ave./Oak Valley Pkwy.-14th St.							
NBL	36	108	72	45	81	0	81
NBT	40	269	229	144	184	0	184
NBR	14	203	189	119	133	0	133
SBL	44	44	0	0	44	0	44
SBT	36	242	206	129	165	0	165
SBR	50	59	9	6	56	0	56
EBL	53	109	56	35	88	0	88
EBT	323	1,024	701	441	764	259	1,023
EBR	44	226	182	114	158	0	158
WBL	12	49	37	23	35	0	35
WBT	286	773	487	306	592	191	783
WBR	69	227	158	99	168	0	168
North Leg							
Approach	130	345	215	135	265	0	265
Departure	162	605	443	278	440	0	440
Total	292	950	658	413	705	0	705
South Leg							
Approach	90	580	490	308	398	0	398
Departure	92	517	425	266	358	0	358
Total	182	1,097	915	574	756	0	756
East Leg							
Approach	367	1,049	682	428	795	191	986
Departure	381	1,271	890	560	941	259	1,200
Total	748	2,320	1,572	988	1,736	450	2,186
West Leg							
Approach	420	1,359	939	590	1,010	259	1,269
Departure	372	940	568	357	729	191	920
Total	792	2,299	1,507	947	1,739	450	2,189
Total Approaches							
Approach	1,007	3,333	2,326	1,461	2,468	450	2,918
Departure	1,007	3,333	2,326	1,461	2,468	450	2,918
Total	2,014	6,666	4,652	2,922	4,936	900	5,836

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
12 Palm Ave./8th St.							
NBL	13	19	6	4	17	0	17
NBT	68	476	408	256	324	0	324
NBR	16	87	71	45	61	26	87
SBL	23	41	18	11	34	0	34
SBT	67	368	301	189	256	0	256
SBR	8	104	96	60	68	0	68
EBL	3	51	48	30	33	0	33
EBT	57	244	187	118	175	155	330
EBR	23	66	43	27	50	0	50
WBL	16	149	133	84	100	19	119
WBT	77	434	357	224	301	114	415
WBR	17	214	197	124	141	0	141
North Leg							
Approach	98	513	415	260	358	0	358
Departure	88	741	653	410	498	0	498
Total	186	1,254	1,068	670	856	0	856
South Leg							
Approach	97	582	485	305	402	26	428
Departure	106	583	477	300	406	19	425
Total	203	1,165	962	605	808	45	853
East Leg							
Approach	110	797	687	432	542	133	675
Departure	96	372	276	174	270	181	451
Total	206	1,169	963	606	812	314	1,126
West Leg							
Approach	83	361	278	175	258	155	413
Departure	98	557	459	288	386	114	500
Total	181	918	737	463	644	269	913
Total Approaches							
Approach	388	2,253	1,865	1,172	1,560	314	1,874
Departure	388	2,253	1,865	1,172	1,560	314	1,874
Total	776	4,506	3,730	2,344	3,120	628	3,748

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
13	Pennsylvania Ave./Oak Valley Pkwy.-14th St.						
NBL	106	131	25	16	122	0	122
NBT	0	0	0	0	0	0	0
NBR	66	271	205	129	195	0	195
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	269	1,121	852	536	805	285	1,090
EBR	69	69	0	0	69	0	69
WBL	51	186	135	85	136	0	136
WBT	220	872	652	410	630	210	840
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	172	402	230	145	317	0	317
Departure	120	255	135	85	205	0	205
Total	292	657	365	230	522	0	522
East Leg							
Approach	271	1,058	787	495	766	210	976
Departure	335	1,392	1,057	665	1,000	285	1,285
Total	606	2,450	1,844	1,160	1,766	495	2,261
West Leg							
Approach	338	1,190	852	536	874	285	1,159
Departure	326	1,003	677	426	752	210	962
Total	664	2,193	1,529	962	1,626	495	2,121
Total Approaches							
Approach	781	2,650	1,869	1,176	1,957	495	2,452
Departure	781	2,650	1,869	1,176	1,957	495	2,452
Total	1,562	5,300	3,738	2,352	3,914	990	4,904

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
14	Pennsylvania Ave./8th St.						
NBL	27	124	97	61	88	0	88
NBT	260	317	57	36	296	0	296
NBR	22	547	525	330	352	26	378
SBL	34	113	79	50	84	0	84
SBT	148	176	28	18	166	0	166
SBR	7	34	27	17	24	0	24
EBL	18	21	3	2	20	0	20
EBT	63	497	434	273	336	181	517
EBR	20	20	0	0	20	0	20
WBL	26	105	79	50	76	19	95
WBT	50	694	644	405	455	133	588
WBR	50	158	108	68	118	0	118
North Leg							
Approach	189	323	134	85	274	0	274
Departure	328	496	168	106	434	0	434
Total	517	819	302	191	708	0	708
South Leg							
Approach	309	988	679	427	736	26	762
Departure	194	301	107	68	262	19	281
Total	503	1,289	786	495	998	45	1,043
East Leg							
Approach	126	957	831	523	649	152	801
Departure	119	1,157	1,038	653	772	207	979
Total	245	2,114	1,869	1,176	1,421	359	1,780
West Leg							
Approach	101	538	437	275	376	181	557
Departure	84	852	768	483	567	133	700
Total	185	1,390	1,205	758	943	314	1,257
Total Approaches							
Approach	725	2,806	2,081	1,310	2,035	359	2,394
Departure	725	2,806	2,081	1,310	2,035	359	2,394
Total	1,450	5,612	4,162	2,620	4,070	718	4,788

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
15	Pennsylvania Ave./I-10 Westbound Ramp						
NBL	0	0	0	0	0	0	0
NBT	370	1,099	729	458	828	104	932
NBR	0	412	412	259	259	0	259
SBL	0	383	383	241	241	0	241
SBT	368	816	448	282	650	76	726
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	225	225	0	0	225	0	225
WBT	0	0	0	0	0	0	0
WBR	265	265	0	0	265	0	265
North Leg							
Approach	368	1,199	831	523	891	76	967
Departure	635	1,364	729	458	1,093	104	1,197
Total	1,003	2,563	1,560	981	1,984	180	2,164
South Leg							
Approach	370	1,511	1,141	717	1,087	104	1,191
Departure	593	1,041	448	282	875	76	951
Total	963	2,552	1,589	999	1,962	180	2,142
East Leg							
Approach	490	490	0	0	490	0	490
Departure	0	795	795	500	500	0	500
Total	490	1,285	795	500	990	0	990
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,228	3,200	1,972	1,240	2,468	180	2,648
Departure	1,228	3,200	1,972	1,240	2,468	180	2,648
Total	2,456	6,400	3,944	2,480	4,936	360	5,296

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
16	Pennsylvania Ave/I-10 Eastbound Ramp						
NBL	0	0	0	0	0	0	0
NBT	275	1,148	873	549	824	104	928
NBR	89	89	0	0	89	0	89
SBL	173	173	0	0	173	0	173
SBT	425	763	338	212	637	76	713
SBR	0	0	0	0	0	0	0
EBL	99	364	265	167	266	0	266
EBT	0	0	0	0	0	0	0
EBR	141	430	289	181	322	0	322
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	598	936	338	212	810	76	886
Departure	374	1,512	1,138	716	1,090	104	1,194
Total	972	2,448	1,476	928	1,900	180	2,080
South Leg							
Approach	364	1,237	873	549	913	104	1,017
Departure	566	1,193	627	393	959	76	1,035
Total	930	2,430	1,500	942	1,872	180	2,052
East Leg							
Approach	0	0	0	0	0	0	0
Departure	262	262	0	0	262	0	262
Total	262	262	0	0	262	0	262
West Leg							
Approach	240	794	554	348	588	0	588
Departure	0	0	0	0	0	0	0
Total	240	794	554	348	588	0	588
Total Approaches							
Approach	1,202	2,967	1,765	1,109	2,311	180	2,491
Departure	1,202	2,967	1,765	1,109	2,311	180	2,491
Total	2,405	5,934	3,529	2,218	4,623	360	4,983

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
17 Pennsylvania Ave./3rd St.							
NBL	2	56	54	34	36	0	36
NBT	342	1,202	860	541	883	104	987
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	544	1,185	641	403	947	76	1,023
SBR	39	39	0	0	39	0	39
EBL	21	21	0	0	21	0	21
EBT	0	0	0	0	0	0	0
EBR	2	2	0	0	2	0	2
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	583	1,224	641	403	986	76	1,062
Departure	363	1,223	860	541	904	104	1,008
Total	946	2,447	1,501	944	1,890	180	2,070
South Leg							
Approach	344	1,258	914	575	919	104	1,023
Departure	546	1,187	641	403	949	76	1,025
Total	890	2,445	1,555	978	1,868	180	2,048
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	23	23	0	0	23	0	23
Departure	41	95	54	34	75	0	75
Total	64	118	54	34	98	0	98
Total Approaches							
Approach	950	2,505	1,555	978	1,928	180	2,108
Departure	950	2,505	1,555	978	1,928	180	2,108
Total	1,901	5,010	3,109	1,956	3,857	360	4,217

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
18 Cherry Ave./Oak Valley Pkwy.-14th St.							
NBL	0	0	0	0	0	0	0
NBT	0	68	68	43	43	0	43
NBR	0	6	6	4	4	0	4
SBL	170	278	108	68	238	0	238
SBT	0	38	38	24	24	0	24
SBR	59	174	115	72	131	0	131
EBL	102	413	311	195	297	0	297
EBT	259	979	720	453	712	285	997
EBR	0	0	0	0	0	0	0
WBL	0	3	3	2	2	0	2
WBT	197	885	688	432	629	210	839
WBR	126	131	5	3	129	0	129
North Leg							
Approach	229	490	261	164	393	0	393
Departure	228	612	384	241	469	0	469
Total	457	1,102	645	405	862	0	862
South Leg							
Approach	0	74	74	47	47	0	47
Departure	0	41	41	26	26	0	26
Total	0	115	115	73	73	0	73
East Leg							
Approach	323	1,019	696	437	760	210	970
Departure	429	1,263	834	525	954	285	1,239
Total	752	2,282	1,530	962	1,714	495	2,209
West Leg							
Approach	361	1,392	1,031	648	1,009	285	1,294
Departure	256	1,059	803	504	760	210	970
Total	617	2,451	1,834	1,152	1,769	495	2,264
Total Approaches							
Approach	913	2,975	2,062	1,296	2,209	495	2,704
Departure	913	2,975	2,062	1,296	2,209	495	2,704
Total	1,826	5,950	4,124	2,592	4,418	990	5,408

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
19 Starlight Ave/ Oak Valley Pkwy.-14th St.							
NBL	64	280	216	136	200	0	200
NBT	2	124	122	77	79	0	79
NBR	8	16	8	5	13	0	13
SBL	0	91	91	57	57	26	83
SBT	4	49	45	28	32	0	32
SBR	6	74	68	43	49	0	49
EBL	7	121	114	72	79	0	79
EBT	191	665	474	298	489	311	800
EBR	67	274	207	130	197	0	197
WBL	4	4	0	0	4	0	4
WBT	189	614	425	267	456	229	685
WBR	2	139	137	86	88	19	107
North Leg							
Approach	10	214	204	128	138	26	164
Departure	11	384	373	235	246	19	265
Total	21	598	577	363	384	45	429
South Leg							
Approach	74	420	346	218	292	0	292
Departure	75	327	252	158	233	0	233
Total	149	747	598	376	525	0	525
East Leg							
Approach	195	757	562	353	548	248	796
Departure	199	772	573	360	559	337	896
Total	394	1,529	1,135	713	1,107	585	1,692
West Leg							
Approach	265	1,060	795	500	765	311	1,076
Departure	259	968	709	446	705	229	934
Total	524	2,028	1,504	946	1,470	540	2,010
Total Approaches							
Approach	544	2,451	1,907	1,199	1,743	585	2,328
Departure	544	2,451	1,907	1,199	1,743	585	2,328
Total	1,088	4,902	3,814	2,398	3,486	1,170	4,656

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
20 Highland Springs Ave./Brookside Ave.							
NBL	151	151	0	0	151	19	170
NBT	98	712	614	386	484	19	503
NBR	0	452	452	284	284	52	336
SBL	0	192	192	121	121	207	328
SBT	58	369	311	195	253	26	279
SBR	0	102	102	64	64	0	64
EBL	2	225	223	140	142	0	142
EBT	0	391	391	246	246	52	298
EBR	113	113	0	0	113	26	139
WBL	0	267	267	168	168	38	206
WBT	0	378	378	238	238	38	276
WBR	0	179	179	113	113	153	266
North Leg							
Approach	58	663	605	380	438	233	671
Departure	100	1,116	1,016	639	739	172	911
Total	158	1,779	1,621	1,019	1,177	405	1,582
South Leg							
Approach	249	1,315	1,066	670	919	90	1,009
Departure	171	749	578	363	534	90	624
Total	420	2,064	1,644	1,033	1,453	180	1,633
East Leg							
Approach	0	824	824	519	519	229	748
Departure	0	1,035	1,035	651	651	311	962
Total	0	1,859	1,859	1,170	1,170	540	1,710
West Leg							
Approach	115	729	614	386	501	78	579
Departure	151	631	480	302	453	57	510
Total	266	1,360	1,094	688	954	135	1,089
Total Approaches							
Approach	422	3,531	3,109	1,955	2,377	630	3,007
Departure	422	3,531	3,109	1,955	2,377	630	3,007
Total	844	7,062	6,218	3,910	4,754	1,260	6,014

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
21 Highland Springs Ave./16th St.-Cougar Way							
NBL	0	1	1	1	1	19	20
NBT	249	478	229	144	393	90	483
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	171	281	110	69	240	90	330
SBR	0	111	111	70	70	0	70
EBL	0	202	202	127	127	0	127
EBT	0	0	0	0	0	0	0
EBR	0	1	1	1	1	26	27
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	171	392	221	139	310	90	400
Departure	249	680	431	271	520	90	610
Total	420	1,072	652	410	830	180	1,010
South Leg							
Approach	249	479	230	145	394	109	503
Departure	171	282	111	70	241	116	357
Total	420	761	341	215	635	225	860
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	203	203	128	128	26	154
Departure	0	112	112	71	71	19	90
Total	0	315	315	199	199	45	244
Total Approaches							
Approach	420	1,074	654	412	832	225	1,057
Departure	420	1,074	654	412	832	225	1,057
Total	840	2,148	1,308	824	1,664	450	2,114

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
22 Highland Springs Ave./F St.							
NBL	0	0	0	0	0	0	0
NBT	236	556	320	201	437	90	527
NBR	0	0	0	0	0	388	388
SBL	0	0	0	0	0	26	26
SBT	158	328	170	107	265	90	355
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	286	286
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	19	19
North Leg							
Approach	158	328	170	107	265	116	381
Departure	236	556	320	201	437	109	546
Total	394	884	490	308	702	225	927
South Leg							
Approach	236	556	320	201	437	478	915
Departure	158	328	170	107	265	376	641
Total	394	884	490	308	702	854	1,556
East Leg							
Approach	0	0	0	0	0	305	305
Departure	0	0	0	0	0	414	414
Total	0	0	0	0	0	719	719
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	394	884	490	308	702	899	1,601
Departure	394	884	490	308	702	899	1,601
Total	788	1,768	980	616	1,404	1,798	3,202

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.							
NBL	122	777	655	412	534	57	591
NBT	233	446	213	134	367	414	781
NBR	0	0	0	0	0	129	129
SBL	0	0	0	0	0	52	52
SBT	155	307	152	96	251	305	556
SBR	3	5	2	1	4	19	23
EBL	3	107	104	65	68	26	94
EBT	0	0	0	0	0	233	233
EBR	122	635	513	322	444	78	522
WBL	0	0	0	0	0	95	95
WBT	0	0	0	0	0	172	172
WBR	0	0	0	0	0	38	38
North Leg							
Approach	158	312	154	97	255	376	631
Departure	236	553	317	199	435	478	913
Total	394	865	471	296	690	854	1,544
South Leg							
Approach	355	1,223	868	546	901	600	1,501
Departure	277	942	665	418	695	478	1,173
Total	632	2,165	1,533	964	1,596	1,078	2,674
East Leg							
Approach	0	0	0	0	0	305	305
Departure	0	0	0	0	0	414	414
Total	0	0	0	0	0	719	719
West Leg							
Approach	125	742	617	387	512	337	849
Departure	125	782	657	413	538	248	786
Total	250	1,524	1,274	800	1,050	585	1,635
Total Approaches							
Approach	638	2,277	1,639	1,030	1,668	1,618	3,286
Departure	638	2,277	1,639	1,030	1,668	1,618	3,286
Total	1,276	4,554	3,278	2,060	3,336	3,236	6,572

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
24 Highland Springs Ave./Starlight Ave.-A St.							
NBL	124	319	195	123	247	0	247
NBT	459	1,119	660	415	874	440	1,314
NBR	0	0	0	0	0	207	207
SBL	0	0	0	0	0	78	78
SBT	342	835	493	310	652	324	976
SBR	3	187	184	116	119	76	195
EBL	2	178	176	111	113	104	217
EBT	0	0	0	0	0	129	129
EBR	75	219	144	91	166	0	166
WBL	0	0	0	0	0	153	153
WBT	0	0	0	0	0	95	95
WBR	0	0	0	0	0	57	57
North Leg							
Approach	345	1,022	677	426	771	478	1,249
Departure	461	1,297	836	526	987	601	1,588
Total	806	2,319	1,513	952	1,758	1,079	2,837
South Leg							
Approach	583	1,438	855	538	1,121	647	1,768
Departure	417	1,054	637	401	818	477	1,295
Total	1,000	2,492	1,492	939	1,939	1,124	3,063
East Leg							
Approach	0	0	0	0	0	305	305
Departure	0	0	0	0	0	414	414
Total	0	0	0	0	0	719	719
West Leg							
Approach	77	397	320	202	279	233	512
Departure	127	506	379	239	366	171	537
Total	204	903	699	441	645	404	1,049
Total Approaches							
Approach	1,005	2,857	1,852	1,166	2,171	1,663	3,834
Departure	1,005	2,857	1,852	1,166	2,171	1,663	3,834
Total	2,010	5,714	3,704	2,332	4,342	3,326	7,668

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
25 Highland Springs Ave./8th St.-Wilson St.							
NBL	26	26	0	0	26	0	26
NBT	439	706	267	168	607	570	1,177
NBR	179	179	0	0	179	181	360
SBL	93	336	243	153	246	19	265
SBT	317	411	94	59	376	419	795
SBR	11	110	99	62	73	38	111
EBL	11	96	85	53	64	52	116
EBT	63	603	540	339	402	78	480
EBR	49	49	0	0	49	0	49
WBL	135	160	25	16	151	133	284
WBT	62	438	376	236	298	57	355
WBR	117	323	206	129	246	26	272
North Leg							
Approach	421	857	436	274	695	476	1,171
Departure	567	1,125	558	350	917	648	1,565
Total	988	1,982	994	624	1,612	1,124	2,736
South Leg							
Approach	644	911	267	168	812	751	1,563
Departure	501	620	119	75	576	552	1,128
Total	1,145	1,531	386	243	1,388	1,303	2,691
East Leg							
Approach	314	921	607	381	695	216	911
Departure	335	1,118	783	492	827	278	1,105
Total	649	2,039	1,390	873	1,522	494	2,016
West Leg							
Approach	123	748	625	392	515	130	645
Departure	99	574	475	298	397	95	492
Total	222	1,322	1,100	690	912	225	1,137
Total Approaches							
Approach	1,502	3,437	1,935	1,215	2,717	1,573	4,290
Departure	1,502	3,437	1,935	1,215	2,717	1,573	4,290
Total	3,004	6,874	3,870	2,430	5,434	3,146	8,580

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
26 Highland Springs Ave./6th St.-Ramsey St.							
NBL	67	512	445	280	347	0	347
NBT	427	767	340	214	641	673	1,314
NBR	124	596	472	297	421	0	421
SBL	74	260	186	117	191	38	229
SBT	447	569	122	77	524	496	1,020
SBR	102	102	0	0	102	19	121
EBL	140	140	0	0	140	26	166
EBT	199	608	409	257	456	0	456
EBR	213	347	134	84	297	0	297
WBL	221	577	356	224	445	0	445
WBT	210	608	398	250	460	0	460
WBR	97	206	109	69	166	52	218
North Leg							
Approach	623	931	308	194	817	553	1,370
Departure	664	1,113	449	283	947	751	1,698
Total	1,287	2,044	757	477	1,764	1,304	3,068
South Leg							
Approach	618	1,875	1,257	791	1,409	673	2,082
Departure	881	1,493	612	385	1,266	496	1,762
Total	1,499	3,368	1,869	1,176	2,675	1,169	3,844
East Leg							
Approach	528	1,391	863	543	1,071	52	1,123
Departure	397	1,464	1,067	671	1,068	38	1,106
Total	925	2,855	1,930	1,214	2,139	90	2,229
West Leg							
Approach	552	1,095	543	341	893	26	919
Departure	379	1,222	843	530	909	19	928
Total	931	2,317	1,386	871	1,802	45	1,847
Total Approaches							
Approach	2,321	5,292	2,971	1,869	4,190	1,304	5,494
Departure	2,321	5,292	2,971	1,869	4,190	1,304	5,494
Total	4,641	10,584	5,943	3,738	8,379	2,608	10,987

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
27 Highland Springs Ave./I-10 Westbound Ramps							
NBL	179	330	151	95	274	0	274
NBT	583	1,222	639	402	985	595	1,580
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	613	1,132	519	326	939	248	1,187
SBR	326	361	35	22	348	248	596
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	335	347	12	8	343	0	343
WBT	0	0	0	0	0	0	0
WBR	217	652	435	273	490	78	568
North Leg							
Approach	939	1,493	554	348	1,287	496	1,783
Departure	800	1,874	1,074	675	1,475	673	2,148
Total	1,739	3,367	1,628	1,023	2,762	1,169	3,931
South Leg							
Approach	761	1,552	791	497	1,258	595	1,853
Departure	948	1,479	531	334	1,282	248	1,530
Total	1,709	3,031	1,322	831	2,540	843	3,383
East Leg							
Approach	552	999	447	281	833	78	911
Departure	0	0	0	0	0	0	0
Total	552	999	447	281	833	78	911
West Leg							
Approach	0	0	0	0	0	0	0
Departure	505	691	186	117	622	248	870
Total	505	691	186	117	622	248	870
Total Approaches							
Approach	2,252	4,044	1,792	1,126	3,378	1,169	4,547
Departure	2,252	4,044	1,792	1,126	3,378	1,169	4,547
Total	4,504	8,088	3,584	2,252	6,756	2,338	9,094

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
28 Highland Springs Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	653	1,172	519	326	979	259	1,238
NBR	316	409	93	58	374	0	374
SBL	129	387	258	162	291	57	348
SBT	826	1,092	266	167	993	191	1,184
SBR	0	0	0	0	0	0	0
EBL	104	381	277	174	278	337	615
EBT	0	0	0	0	0	0	0
EBR	158	480	322	202	360	0	360
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	955	1,479	524	329	1,284	248	1,532
Departure	756	1,553	797	500	1,256	596	1,852
Total	1,711	3,032	1,321	829	2,540	844	3,384
South Leg							
Approach	969	1,581	612	384	1,353	259	1,612
Departure	984	1,572	588	369	1,353	191	1,544
Total	1,953	3,153	1,200	753	2,706	450	3,156
East Leg							
Approach	0	0	0	0	0	0	0
Departure	445	796	351	220	665	57	722
Total	445	796	351	220	665	57	722
West Leg							
Approach	261	861	600	376	637	337	974
Departure	0	0	0	0	0	0	0
Total	261	861	600	376	637	337	974
Total Approaches							
Approach	2,185	3,921	1,736	1,089	3,274	844	4,118
Departure	2,185	3,921	1,736	1,089	3,274	844	4,118
Total	4,370	7,842	3,472	2,178	6,548	1,688	8,236

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
29 Highland Springs Ave./1st St.-Sun Lakes Blvd.							
NBL	22	188	166	104	126	0	126
NBT	117	617	500	314	431	129	560
NBR	11	272	261	164	175	0	175
SBL	177	386	209	131	308	19	327
SBT	71	773	702	441	512	95	607
SBR	43	43	0	0	43	0	43
EBL	50	81	31	20	70	0	70
EBT	72	923	851	535	607	0	607
EBR	30	266	236	148	178	0	178
WBL	26	343	317	199	225	0	225
WBT	60	847	787	495	555	0	555
WBR	151	335	184	116	267	26	293
North Leg							
Approach	291	1,202	911	572	863	114	977
Departure	318	1,033	715	450	768	155	923
Total	609	2,235	1,626	1,022	1,631	269	1,900
South Leg							
Approach	150	1,077	927	582	732	129	861
Departure	127	1,382	1,255	788	915	95	1,010
Total	277	2,459	2,182	1,370	1,647	224	1,871
East Leg							
Approach	237	1,525	1,288	810	1,047	26	1,073
Departure	260	1,581	1,321	830	1,090	19	1,109
Total	497	3,106	2,609	1,640	2,137	45	2,182
West Leg							
Approach	152	1,270	1,118	703	855	0	855
Departure	125	1,078	953	599	724	0	724
Total	277	2,348	2,071	1,302	1,579	0	1,579
Total Approaches							
Approach	830	5,074	4,244	2,667	3,497	269	3,766
Departure	830	5,074	4,244	2,667	3,497	269	3,766
Total	1,659	10,148	8,489	5,334	6,993	538	7,531

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
30 Highland Springs Ave./Potrero Blvd.							
NBL	3	129	126	79	82	0	82
NBT	39	747	708	445	484	78	562
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	57	917	860	541	598	57	655
SBR	20	354	334	210	230	19	249
EBL	16	229	213	134	150	26	176
EBT	0	0	0	0	0	0	0
EBR	2	155	153	96	98	0	98
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	77	1,271	1,194	751	828	76	904
Departure	55	976	921	579	634	104	738
Total	132	2,247	2,115	1,330	1,462	180	1,642
South Leg							
Approach	42	876	834	524	566	78	644
Departure	59	1,072	1,013	637	696	57	753
Total	100	1,948	1,848	1,161	1,261	135	1,396
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	18	384	366	230	248	26	274
Departure	23	483	460	289	312	19	331
Total	41	867	826	519	560	45	605
Total Approaches							
Approach	137	2,531	2,394	1,505	1,642	180	1,822
Departure	137	2,531	2,394	1,505	1,642	180	1,822
Total	274	5,062	4,788	3,010	3,284	360	3,644

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
31 C St.-Apex Ave./Wilson St.							
NBL	1	1	0	0	1	0	1
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	76	76
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	133	133
EBL	0	0	0	0	0	181	181
EBT	363	1,152	789	496	859	97	956
EBR	4	4	0	0	4	0	4
WBL	0	0	0	0	0	0	0
WBT	289	991	702	441	730	83	813
WBR	0	0	0	0	0	104	104
North Leg							
Approach	0	0	0	0	0	209	209
Departure	0	0	0	0	0	285	285
Total	0	0	0	0	0	494	494
South Leg							
Approach	1	1	0	0	1	0	1
Departure	4	4	0	0	4	0	4
Total	5	5	0	0	5	0	5
East Leg							
Approach	289	991	702	441	730	187	917
Departure	363	1,152	789	496	859	173	1,032
Total	652	2,143	1,491	937	1,589	360	1,949
West Leg							
Approach	367	1,156	789	496	863	278	1,141
Departure	290	992	702	441	731	216	947
Total	657	2,148	1,491	937	1,594	494	2,088
Total Approaches							
Approach	657	2,148	1,491	937	1,594	674	2,268
Departure	657	2,148	1,491	937	1,594	674	2,268
Total	1,314	4,296	2,982	1,874	3,188	1,348	4,536

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
32 Highland Home Rd./Northern Loop							
NBL	0	0	0	0	0	233	233
NBT	18	813	795	500	518	38	556
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	9	1,011	1,002	630	639	52	691
SBR	0	0	0	0	0	259	259
EBL	0	0	0	0	0	191	191
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	172	172
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	9	1,011	1,002	630	639	311	950
Departure	18	813	795	500	518	229	747
Total	27	1,824	1,797	1,130	1,157	540	1,697
South Leg							
Approach	18	813	795	500	518	271	789
Departure	9	1,011	1,002	630	639	224	863
Total	27	1,824	1,797	1,130	1,157	495	1,652
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	363	363
Departure	0	0	0	0	0	492	492
Total	0	0	0	0	0	855	855
Total Approaches							
Approach	27	1,824	1,797	1,130	1,157	945	2,102
Departure	27	1,824	1,797	1,130	1,157	945	2,102
Total	54	3,648	3,594	2,260	2,314	1,890	4,204

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
33 Highland Home Rd./Beaumont Rd.-G St							
NBL	0	0	0	0	0	0	0
NBT	18	492	474	298	316	207	523
NBR	0	230	230	145	145	71	216
SBL	0	624	624	392	392	71	463
SBT	9	388	379	238	247	153	400
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	0	179	179	113	113	64	177
WBT	0	0	0	0	0	0	0
WBR	0	322	322	202	202	64	266
North Leg							
Approach	9	1,012	1,003	630	639	224	863
Departure	18	814	796	500	518	271	789
Total	27	1,826	1,799	1,130	1,157	495	1,652
South Leg							
Approach	18	722	704	443	461	278	739
Departure	9	567	558	351	360	217	577
Total	27	1,289	1,262	794	821	495	1,316
East Leg							
Approach	0	501	501	315	315	128	443
Departure	0	854	854	537	537	142	679
Total	0	1,355	1,355	852	852	270	1,122
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	27	2,235	2,208	1,388	1,415	630	2,045
Departure	27	2,235	2,208	1,388	1,415	630	2,045
Total	54	4,470	4,416	2,776	2,830	1,260	4,090

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
34 Highland Home Rd./F St.							
NBL	0	0	0	0	0	207	207
NBT	18	651	633	398	416	278	694
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	9	567	558	351	360	217	577
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	153	153
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	9	567	558	351	360	217	577
Departure	18	651	633	398	416	278	694
Total	27	1,218	1,191	749	776	495	1,271
South Leg							
Approach	18	651	633	398	416	485	901
Departure	9	567	558	351	360	370	730
Total	27	1,218	1,191	749	776	855	1,631
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	153	153
Departure	0	0	0	0	0	207	207
Total	0	0	0	0	0	360	360
Total Approaches							
Approach	27	1,218	1,191	749	776	855	1,631
Departure	27	1,218	1,191	749	776	855	1,631
Total	54	2,436	2,382	1,498	1,552	1,710	3,262

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
35 Highland Home Rd./D St.							
NBL	0	0	0	0	0	181	181
NBT	18	696	678	426	444	466	910
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	9	551	542	341	350	343	693
SBR	0	0	0	0	0	26	26
EBL	0	0	0	0	0	19	19
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	133	133
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	9	551	542	341	350	369	719
Departure	18	696	678	426	444	485	929
Total	27	1,247	1,220	767	794	854	1,648
South Leg							
Approach	18	696	678	426	444	647	1,091
Departure	9	551	542	341	350	476	826
Total	27	1,247	1,220	767	794	1,123	1,917
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	152	152
Departure	0	0	0	0	0	207	207
Total	0	0	0	0	0	359	359
Total Approaches							
Approach	27	1,247	1,220	767	794	1,168	1,962
Departure	27	1,247	1,220	767	794	1,168	1,962
Total	54	2,494	2,440	1,534	1,588	2,336	3,924

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
36 Highland Home Rd./Wilson St.							
NBL	18	87	69	43	61	104	165
NBT	7	315	308	194	201	259	460
NBR	40	198	158	99	139	0	139
SBL	4	241	237	149	153	229	382
SBT	2	270	268	168	170	191	361
SBR	3	39	36	23	26	57	83
EBL	6	13	7	4	10	78	88
EBT	307	975	668	420	727	19	746
EBR	6	146	140	88	94	76	170
WBL	30	43	13	8	38	0	38
WBT	262	830	568	357	619	26	645
WBR	5	369	364	229	234	311	545
North Leg							
Approach	9	550	541	340	349	477	826
Departure	18	697	679	427	445	648	1,093
Total	27	1,247	1,220	767	794	1,125	1,919
South Leg							
Approach	65	600	535	336	401	363	764
Departure	38	459	421	264	302	267	569
Total	103	1,059	956	600	703	630	1,333
East Leg							
Approach	297	1,242	945	594	891	337	1,228
Departure	351	1,414	1,063	668	1,019	248	1,267
Total	648	2,656	2,008	1,262	1,910	585	2,495
West Leg							
Approach	319	1,134	815	512	831	173	1,004
Departure	283	956	673	423	706	187	893
Total	602	2,090	1,488	935	1,537	360	1,897
Total Approaches							
Approach	690	3,526	2,836	1,782	2,472	1,350	3,822
Departure	690	3,526	2,836	1,782	2,472	1,350	3,822
Total	1,380	7,052	5,672	3,564	4,944	2,700	7,644

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
37 Highland Home Rd./Ramsey St.							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	16	305	289	182	198	267	465
SBT	0	0	0	0	0	0	0
SBR	31	100	69	43	74	0	74
EBL	90	330	240	151	241	0	241
EBT	332	972	640	402	734	38	772
EBR	1	1	0	0	1	0	1
WBL	9	9	0	0	9	0	9
WBT	361	1,022	661	415	776	52	828
WBR	28	332	304	191	219	362	581
North Leg							
Approach	47	405	358	225	272	267	539
Departure	118	662	544	342	460	362	822
Total	165	1,067	902	567	732	629	1,361
South Leg							
Approach	0	0	0	0	0	0	0
Departure	10	10	0	0	10	0	10
Total	10	10	0	0	10	0	10
East Leg							
Approach	398	1,363	965	606	1,004	414	1,418
Departure	348	1,277	929	584	932	305	1,237
Total	746	2,640	1,894	1,190	1,936	719	2,655
West Leg							
Approach	423	1,303	880	553	976	38	1,014
Departure	392	1,122	730	458	850	52	902
Total	815	2,425	1,610	1,011	1,826	90	1,916
Total Approaches							
Approach	868	3,071	2,203	1,384	2,252	719	2,971
Departure	868	3,071	2,203	1,384	2,252	719	2,971
Total	1,736	6,142	4,406	2,768	4,504	1,438	5,942

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
38 Sunset Ave./Wilson St.							
NBL	192	288	96	60	252	26	278
NBT	29	806	777	488	517	0	517
NBR	54	54	0	0	54	0	54
SBL	3	141	138	87	90	0	90
SBT	9	445	436	274	283	0	283
SBR	5	206	201	126	131	52	183
EBL	20	280	260	163	183	38	221
EBT	146	712	566	356	502	153	655
EBR	153	153	0	0	153	19	172
WBL	39	193	154	97	136	0	136
WBT	147	914	767	482	629	207	836
WBR	2	178	176	111	113	0	113
North Leg							
Approach	17	792	775	487	504	52	556
Departure	51	1,264	1,213	762	813	38	851
Total	68	2,056	1,988	1,249	1,317	90	1,407
South Leg							
Approach	275	1,148	873	548	823	26	849
Departure	201	791	590	371	572	19	591
Total	476	1,939	1,463	919	1,395	45	1,440
East Leg							
Approach	188	1,285	1,097	690	878	207	1,085
Departure	203	907	704	443	646	153	799
Total	391	2,192	1,801	1,133	1,524	360	1,884
West Leg							
Approach	319	1,145	826	519	838	210	1,048
Departure	344	1,408	1,064	668	1,012	285	1,297
Total	663	2,553	1,890	1,187	1,850	495	2,345
Total Approaches							
Approach	799	4,370	3,571	2,244	3,043	495	3,538
Departure	799	4,370	3,571	2,244	3,043	495	3,538
Total	1,598	8,740	7,142	4,488	6,086	990	7,076

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
39 Sunset Ave./Ramsey St.							
NBL	116	192	76	48	164	207	371
NBT	246	1,301	1,055	663	909	0	909
NBR	53	196	143	90	143	0	143
SBL	65	127	62	39	104	19	123
SBT	206	946	740	465	671	0	671
SBR	36	239	203	128	164	0	164
EBL	60	191	131	82	142	0	142
EBT	199	837	638	401	600	57	657
EBR	66	195	129	81	147	153	300
WBL	49	543	494	311	360	0	360
WBT	193	686	493	310	503	78	581
WBR	60	67	7	4	64	26	90
North Leg							
Approach	307	1,312	1,005	632	939	19	958
Departure	366	1,559	1,193	749	1,115	26	1,141
Total	673	2,871	2,198	1,381	2,054	45	2,099
South Leg							
Approach	415	1,689	1,274	801	1,216	207	1,423
Departure	321	1,684	1,363	857	1,178	153	1,331
Total	736	3,373	2,637	1,658	2,394	360	2,754
East Leg							
Approach	302	1,296	994	625	927	104	1,031
Departure	317	1,160	843	530	847	76	923
Total	619	2,456	1,837	1,155	1,774	180	1,954
West Leg							
Approach	325	1,223	898	564	889	210	1,099
Departure	345	1,117	772	486	831	285	1,116
Total	670	2,340	1,670	1,050	1,720	495	2,215
Total Approaches							
Approach	1,349	5,520	4,171	2,622	3,971	540	4,511
Departure	1,349	5,520	4,171	2,622	3,971	540	4,511
Total	2,698	11,040	8,342	5,244	7,942	1,080	9,022

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
40 Sunset Ave./I-10 Westbound Ramps							
NBL	38	401	363	228	266	0	266
NBT	276	1,640	1,364	857	1,133	129	1,262
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	209	636	427	268	477	153	630
SBR	123	1,049	926	582	705	0	705
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	6	101	95	60	66	0	66
WBT	15	15	0	0	15	0	15
WBR	142	142	0	0	142	78	220
North Leg							
Approach	332	1,685	1,353	850	1,182	153	1,335
Departure	418	1,782	1,364	857	1,275	207	1,482
Total	750	3,467	2,717	1,707	2,457	360	2,817
South Leg							
Approach	314	2,041	1,727	1,085	1,399	129	1,528
Departure	215	737	522	328	543	153	696
Total	529	2,778	2,249	1,413	1,942	282	2,224
East Leg							
Approach	163	258	95	60	223	78	301
Departure	0	0	0	0	0	0	0
Total	163	258	95	60	223	78	301
West Leg							
Approach	0	0	0	0	0	0	0
Departure	176	1,465	1,289	810	986	0	986
Total	176	1,465	1,289	810	986	0	986
Total Approaches							
Approach	809	3,984	3,175	1,995	2,804	360	3,164
Departure	809	3,984	3,175	1,995	2,804	360	3,164
Total	1,618	7,968	6,350	3,990	5,608	720	6,328

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
41 Sunset Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	85	1,038	953	599	684	129	813
NBR	5	76	71	45	50	0	50
SBL	113	113	0	0	113	57	170
SBT	97	679	582	366	463	95	558
SBR	0	0	0	0	0	0	0
EBL	222	1,004	782	492	714	0	714
EBT	4	4	0	0	4	0	4
EBR	51	635	584	367	418	0	418
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	210	792	582	366	576	152	728
Departure	307	2,042	1,735	1,091	1,398	129	1,527
Total	517	2,834	2,317	1,457	1,974	281	2,255
South Leg							
Approach	90	1,114	1,024	644	734	129	863
Departure	148	1,314	1,166	733	881	95	976
Total	238	2,428	2,190	1,377	1,615	224	1,839
East Leg							
Approach	0	0	0	0	0	0	0
Departure	122	193	71	45	167	57	224
Total	122	193	71	45	167	57	224
West Leg							
Approach	277	1,643	1,366	859	1,136	0	1,136
Departure	0	0	0	0	0	0	0
Total	277	1,643	1,366	859	1,136	0	1,136
Total Approaches							
Approach	577	3,549	2,972	1,869	2,446	281	2,727
Departure	577	3,549	2,972	1,869	2,446	281	2,727
Total	1,154	7,098	5,944	3,738	4,892	562	5,454

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
42 Sunrise Ave./Wilson St.							
NBL	5	131	126	79	84	26	110
NBT	6	87	81	51	57	0	57
NBR	19	144	125	79	98	0	98
SBL	1	32	31	19	20	0	20
SBT	4	35	31	19	23	0	23
SBR	5	49	44	28	33	0	33
EBL	10	58	48	30	40	0	40
EBT	188	803	615	387	575	153	728
EBR	9	40	31	19	28	19	47
WBL	13	110	97	61	74	0	74
WBT	175	1,100	925	581	756	207	963
WBR	0	50	50	31	31	0	31
North Leg							
Approach	10	116	106	66	76	0	76
Departure	16	195	179	112	128	0	128
Total	26	311	285	178	204	0	204
South Leg							
Approach	30	362	332	209	239	26	265
Departure	26	185	159	99	125	19	144
Total	56	547	491	308	364	45	409
East Leg							
Approach	188	1,260	1,072	673	861	207	1,068
Departure	208	979	771	485	693	153	846
Total	396	2,239	1,843	1,158	1,554	360	1,914
West Leg							
Approach	207	901	694	436	643	172	815
Departure	185	1,280	1,095	688	873	233	1,106
Total	392	2,181	1,789	1,124	1,516	405	1,921
Total Approaches							
Approach	435	2,639	2,204	1,384	1,819	405	2,224
Departure	435	2,639	2,204	1,384	1,819	405	2,224
Total	870	5,278	4,408	2,768	3,638	810	4,448

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
43 16th St./Wilson St.							
NBL	11	23	12	8	19	26	45
NBT	0	0	0	0	0	0	0
NBR	20	163	143	90	110	0	110
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	179	780	601	378	557	114	671
EBR	13	139	126	79	92	19	111
WBL	15	96	81	51	66	0	66
WBT	171	1,133	962	605	776	155	931
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	31	186	155	98	129	26	155
Departure	28	235	207	130	158	19	177
Total	59	421	362	228	287	45	332
East Leg							
Approach	186	1,229	1,043	656	842	155	997
Departure	199	943	744	468	667	114	781
Total	385	2,172	1,787	1,124	1,509	269	1,778
West Leg							
Approach	192	919	727	457	649	133	782
Departure	182	1,156	974	613	795	181	976
Total	374	2,075	1,701	1,070	1,444	314	1,758
Total Approaches							
Approach	409	2,334	1,925	1,211	1,620	314	1,934
Departure	409	2,334	1,925	1,211	1,620	314	1,934
Total	818	4,668	3,850	2,422	3,240	628	3,868

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
44 8th St./Wilson St.							
NBL	12	261	249	157	169	0	169
NBT	131	163	32	20	151	0	151
NBR	56	56	0	0	56	0	56
SBL	6	161	155	97	103	0	103
SBT	81	81	0	0	81	0	81
SBR	36	91	55	35	71	0	71
EBL	37	61	24	15	52	0	52
EBT	93	753	660	415	508	95	603
EBR	29	39	10	6	35	0	35
WBL	46	46	0	0	46	0	46
WBT	93	881	788	495	588	129	717
WBR	6	149	143	90	96	0	96
North Leg							
Approach	123	333	210	132	255	0	255
Departure	174	373	199	125	299	0	299
Total	297	706	409	257	554	0	554
South Leg							
Approach	199	480	281	177	376	0	376
Departure	156	166	10	6	162	0	162
Total	355	646	291	183	538	0	538
East Leg							
Approach	145	1,076	931	585	730	129	859
Departure	155	970	815	512	667	95	762
Total	300	2,046	1,746	1,097	1,397	224	1,621
West Leg							
Approach	159	853	694	436	595	95	690
Departure	141	1,233	1,092	687	828	129	957
Total	300	2,086	1,786	1,123	1,423	224	1,647
Total Approaches							
Approach	626	2,742	2,116	1,330	1,956	224	2,180
Departure	626	2,742	2,116	1,330	1,956	224	2,180
Total	1,252	5,484	4,232	2,660	3,912	448	4,360

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
45 8th St./Ramsey St.							
NBL	108	619	511	321	429	19	448
NBT	208	319	111	70	278	0	278
NBR	127	570	443	278	405	19	424
SBL	26	26	0	0	26	0	26
SBT	167	167	0	0	167	0	167
SBR	53	53	0	0	53	0	53
EBL	80	80	0	0	80	0	80
EBT	209	605	396	249	458	0	458
EBR	141	271	130	82	223	26	249
WBL	188	465	277	174	362	26	388
WBT	212	433	221	139	351	0	351
WBR	32	81	49	31	63	0	63
North Leg							
Approach	246	246	0	0	246	0	246
Departure	320	480	160	101	421	0	421
Total	566	726	160	101	667	0	667
South Leg							
Approach	443	1,508	1,065	669	1,112	38	1,150
Departure	496	903	407	256	752	52	804
Total	939	2,411	1,472	925	1,864	90	1,954
East Leg							
Approach	432	979	547	344	776	26	802
Departure	362	1,201	839	527	889	19	908
Total	794	2,180	1,386	871	1,665	45	1,710
West Leg							
Approach	430	956	526	331	761	26	787
Departure	373	1,105	732	460	833	19	852
Total	803	2,061	1,258	791	1,594	45	1,639
Total Approaches							
Approach	1,551	3,689	2,138	1,344	2,895	90	2,985
Departure	1,551	3,689	2,138	1,344	2,895	90	2,985
Total	3,102	7,378	4,276	2,688	5,790	180	5,970

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
46 8th St./I-10 Westbound Ramps							
NBL	176	666	490	308	484	26	510
NBT	346	1,026	680	427	773	38	811
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	164	428	264	166	330	0	330
SBR	293	408	115	72	365	52	417
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	31	104	73	46	77	0	77
WBT	0	0	0	0	0	0	0
WBR	120	482	362	228	348	0	348
North Leg							
Approach	457	836	379	238	695	52	747
Departure	466	1,508	1,042	655	1,121	38	1,159
Total	923	2,344	1,421	893	1,816	90	1,906
South Leg							
Approach	522	1,692	1,170	735	1,257	64	1,321
Departure	195	532	337	212	407	0	407
Total	717	2,224	1,507	947	1,664	64	1,728
East Leg							
Approach	151	586	435	274	425	0	425
Departure	0	0	0	0	0	0	0
Total	151	586	435	274	425	0	425
West Leg							
Approach	0	0	0	0	0	0	0
Departure	469	1,074	605	380	849	78	927
Total	469	1,074	605	380	849	78	927
Total Approaches							
Approach	1,130	3,114	1,984	1,247	2,377	116	2,493
Departure	1,130	3,114	1,984	1,247	2,377	116	2,493
Total	2,260	6,228	3,968	2,494	4,754	232	4,986

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
47 8th St./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	276	1,145	869	546	822	26	848
NBR	15	136	121	76	91	0	91
SBL	76	203	127	80	156	0	156
SBT	127	328	201	126	253	0	253
SBR	0	0	0	0	0	0	0
EBL	239	549	310	195	434	38	472
EBT	1	1	0	0	1	0	1
EBR	178	649	471	296	474	19	493
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	203	531	328	206	409	0	409
Departure	515	1,694	1,179	741	1,256	64	1,320
Total	718	2,225	1,507	947	1,665	64	1,729
South Leg							
Approach	291	1,281	990	622	913	26	939
Departure	305	977	672	422	727	19	746
Total	596	2,258	1,662	1,044	1,640	45	1,685
East Leg							
Approach	0	0	0	0	0	0	0
Departure	92	340	248	156	248	0	248
Total	92	340	248	156	248	0	248
West Leg							
Approach	418	1,199	781	491	909	57	966
Departure	0	0	0	0	0	0	0
Total	418	1,199	781	491	909	57	966
Total Approaches							
Approach	912	3,011	2,099	1,319	2,231	83	2,314
Departure	912	3,011	2,099	1,319	2,231	83	2,314
Total	1,824	6,022	4,198	2,638	4,462	166	4,628

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
48 4th St./Wilson St.							
NBL	15	15	0	0	15	0	15
NBT	15	169	154	97	112	0	112
NBR	13	113	100	63	76	0	76
SBL	5	81	76	48	53	0	53
SBT	20	41	21	13	33	0	33
SBR	8	8	0	0	8	0	8
EBL	7	62	55	35	42	0	42
EBT	134	848	714	449	583	95	678
EBR	14	14	0	0	14	0	14
WBL	12	15	3	2	14	0	14
WBT	117	1,015	898	564	681	129	810
WBR	8	128	120	75	83	0	83
North Leg							
Approach	33	130	97	61	94	0	94
Departure	30	359	329	207	237	0	237
Total	63	489	426	268	331	0	331
South Leg							
Approach	43	297	254	160	203	0	203
Departure	46	70	24	15	61	0	61
Total	89	367	278	175	264	0	264
East Leg							
Approach	137	1,158	1,021	641	778	129	907
Departure	152	1,042	890	560	712	95	807
Total	289	2,200	1,911	1,201	1,490	224	1,714
West Leg							
Approach	155	924	769	484	639	95	734
Departure	140	1,038	898	564	704	129	833
Total	295	1,962	1,667	1,048	1,343	224	1,567
Total Approaches							
Approach	368	2,509	2,141	1,346	1,714	224	1,938
Departure	368	2,509	2,141	1,346	1,714	224	1,938
Total	736	5,018	4,282	2,692	3,428	448	3,876

Table B-8 - Year 2032 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,032 Share	Year 2032 Without Project	Project Trips	Year 2032 With Project
49 San Geronio Ave./Wilson St.							
NBL	25	81	56	35	60	0	60
NBT	57	235	178	112	169	0	169
NBR	40	41	1	1	41	0	41
SBL	9	11	2	1	10	0	10
SBT	38	92	54	34	72	0	72
SBR	26	224	198	124	150	26	176
EBL	19	357	338	212	231	19	250
EBT	86	523	437	275	361	76	437
EBR	26	130	104	65	91	0	91
WBL	34	42	8	5	39	0	39
WBT	78	817	739	465	543	104	647
WBR	11	103	92	58	69	0	69
North Leg							
Approach	73	327	254	159	232	26	258
Departure	87	695	608	382	469	19	488
Total	160	1,022	862	541	701	45	746
South Leg							
Approach	122	357	235	148	270	0	270
Departure	98	264	166	104	202	0	202
Total	220	621	401	252	472	0	472
East Leg							
Approach	123	962	839	528	651	104	755
Departure	135	575	440	277	412	76	488
Total	258	1,537	1,279	805	1,063	180	1,243
West Leg							
Approach	131	1,010	879	552	683	95	778
Departure	129	1,122	993	624	753	130	883
Total	260	2,132	1,872	1,176	1,436	225	1,661
Total Approaches							
Approach	449	2,656	2,207	1,387	1,836	225	2,061
Departure	449	2,656	2,207	1,387	1,836	225	2,061
Total	898	5,312	4,414	2,774	3,672	450	4,122

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	19	19	0	0	19	0	19
SBL	143	433	290	265	408	31	439
SBT	0	11	11	10	10	0	10
SBR	30	615	585	535	565	0	565
EBL	0	0	0	0	0	0	0
EBT	305	2,366	2,061	1,884	2,189	62	2,251
EBR	16	16	0	0	16	0	16
WBL	31	31	0	0	31	0	31
WBT	205	1,996	1,791	1,637	1,842	121	1,963
WBR	300	399	99	91	391	0	391
North Leg							
Approach	173	1,059	886	810	983	31	1,014
Departure	300	399	99	91	391	0	391
Total	473	1,458	985	901	1,374	31	1,405
South Leg							
Approach	19	19	0	0	19	0	19
Departure	47	58	11	10	57	0	57
Total	66	77	11	10	76	0	76
East Leg							
Approach	536	2,426	1,890	1,728	2,264	121	2,385
Departure	467	2,818	2,351	2,149	2,616	93	2,709
Total	1,003	5,244	4,241	3,877	4,880	214	5,094
West Leg							
Approach	321	2,382	2,061	1,884	2,205	62	2,267
Departure	235	2,611	2,376	2,172	2,407	121	2,528
Total	556	4,993	4,437	4,056	4,612	183	4,795
Total Approaches							
Approach	1,049	5,886	4,837	4,422	5,471	214	5,685
Departure	1,049	5,886	4,837	4,422	5,471	214	5,685
Total	2,098	11,772	9,674	8,844	10,942	428	11,370

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
2 I-10 Westbound Ramps/Oak Valley Pkwy.							
NBL	85	399	314	287	372	0	372
NBT	0	0	0	0	0	0	0
NBR	125	320	195	178	303	0	303
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	272	1,293	1,021	933	1,205	93	1,298
EBR	59	735	676	618	677	0	677
WBL	0	0	0	0	0	0	0
WBT	910	3,234	2,324	2,125	3,035	182	3,217
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	210	719	509	465	675	0	675
Departure	59	735	676	618	677	0	677
Total	269	1,454	1,185	1,083	1,352	0	1,352
East Leg							
Approach	910	3,234	2,324	2,125	3,035	182	3,217
Departure	397	1,613	1,216	1,111	1,508	93	1,601
Total	1,307	4,847	3,540	3,236	4,543	275	4,818
West Leg							
Approach	331	2,028	1,697	1,551	1,882	93	1,975
Departure	995	3,633	2,638	2,412	3,407	182	3,589
Total	1,326	5,661	4,335	3,963	5,289	275	5,564
Total Approaches							
Approach	1,451	5,981	4,530	4,141	5,592	275	5,867
Departure	1,451	5,981	4,530	4,141	5,592	275	5,867
Total	2,902	11,962	9,060	8,282	11,184	550	11,734

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
3 Elm Ave./Oak Valley Pkwy.-14th St.							
NBL	60	264	204	187	247	0	247
NBT	5	82	77	70	75	0	75
NBR	53	53	0	0	53	0	53
SBL	1	41	40	37	38	0	38
SBT	3	119	116	106	109	0	109
SBR	0	260	260	238	238	0	238
EBL	1	143	142	130	131	0	131
EBT	271	601	330	302	573	124	697
EBR	42	188	146	133	175	0	175
WBL	90	90	0	0	90	0	90
WBT	497	941	444	406	903	243	1,146
WBR	1	41	40	37	38	0	38
North Leg							
Approach	4	420	416	381	385	0	385
Departure	7	266	259	237	244	0	244
Total	11	686	675	618	629	0	629
South Leg							
Approach	118	399	281	257	375	0	375
Departure	135	397	262	239	374	0	374
Total	253	796	543	496	749	0	749
East Leg							
Approach	588	1,072	484	443	1,031	243	1,274
Departure	325	695	370	339	664	124	788
Total	913	1,767	854	782	1,695	367	2,062
West Leg							
Approach	314	932	618	565	879	124	1,003
Departure	557	1,465	908	831	1,388	243	1,631
Total	871	2,397	1,526	1,396	2,267	367	2,634
Total Approaches							
Approach	1,024	2,823	1,799	1,646	2,670	367	3,037
Departure	1,024	2,823	1,799	1,646	2,670	367	3,037
Total	2,048	5,646	3,598	3,292	5,340	734	6,074

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
4	Beaumont Ave./Oak Valley Pkwy.-14th St.						
NBL	34	34	0	0	34	0	34
NBT	286	286	0	0	286	0	286
NBR	31	31	0	0	31	0	31
SBL	98	186	88	80	178	16	194
SBT	425	514	89	81	506	0	506
SBR	281	281	0	0	281	0	281
EBL	145	145	0	0	145	0	145
EBT	150	517	367	336	486	124	610
EBR	36	66	30	27	63	0	63
WBL	71	71	0	0	71	0	71
WBT	282	816	534	488	770	243	1,013
WBR	67	134	67	61	128	30	158
North Leg							
Approach	804	981	177	161	965	16	981
Departure	498	565	67	61	559	30	589
Total	1,302	1,546	244	222	1,524	46	1,570
South Leg							
Approach	351	351	0	0	351	0	351
Departure	532	651	119	108	640	0	640
Total	883	1,002	119	108	991	0	991
East Leg							
Approach	420	1,021	601	549	969	273	1,242
Departure	279	734	455	416	695	140	835
Total	699	1,755	1,056	965	1,664	413	2,077
West Leg							
Approach	331	728	397	363	694	124	818
Departure	597	1,131	534	488	1,085	243	1,328
Total	928	1,859	931	851	1,779	367	2,146
Total Approaches							
Approach	1,906	3,081	1,175	1,073	2,979	413	3,392
Departure	1,906	3,081	1,175	1,073	2,979	413	3,392
Total	3,812	6,162	2,350	2,146	5,958	826	6,784

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
5							
Beaumont Ave./8th St.							
NBL	12	14	2	2	14	0	14
NBT	214	267	53	48	262	0	262
NBR	22	22	0	0	22	0	22
SBL	45	57	12	11	56	0	56
SBT	353	695	342	313	666	0	666
SBR	31	31	0	0	31	0	31
EBL	20	20	0	0	20	0	20
EBT	37	65	28	26	63	78	141
EBR	6	16	10	9	15	0	15
WBL	16	16	0	0	16	0	16
WBT	20	160	140	128	148	152	300
WBR	23	23	0	0	23	0	23
North Leg							
Approach	429	783	354	324	753	0	753
Departure	257	310	53	48	305	0	305
Total	686	1,093	407	372	1,058	0	1,058
South Leg							
Approach	248	303	55	50	298	0	298
Departure	375	727	352	322	697	0	697
Total	623	1,030	407	372	995	0	995
East Leg							
Approach	59	199	140	128	187	152	339
Departure	104	144	40	37	141	78	219
Total	163	343	180	165	328	230	558
West Leg							
Approach	63	101	38	35	98	78	176
Departure	63	205	142	130	193	152	345
Total	126	306	180	165	291	230	521
Total Approaches							
Approach	799	1,386	587	537	1,336	230	1,566
Departure	799	1,386	587	537	1,336	230	1,566
Total	1,598	2,772	1,174	1,074	2,672	460	3,132

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
6	Beaumont Ave./I-10 Westbound Ramps						
NBL	155	642	487	445	600	0	600
NBT	236	703	467	427	663	0	663
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	262	1,130	868	794	1,056	0	1,056
SBR	98	250	152	139	237	0	237
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	29	277	248	227	256	61	317
WBT	0	0	0	0	0	0	0
WBR	61	409	348	318	379	0	379
North Leg							
Approach	360	1,380	1,020	933	1,293	0	1,293
Departure	297	1,112	815	745	1,042	0	1,042
Total	657	2,492	1,835	1,678	2,335	0	2,335
South Leg							
Approach	391	1,345	954	872	1,263	0	1,263
Departure	291	1,407	1,116	1,021	1,312	61	1,373
Total	682	2,752	2,070	1,893	2,575	61	2,636
East Leg							
Approach	90	686	596	545	635	61	696
Departure	0	0	0	0	0	0	0
Total	90	686	596	545	635	61	696
West Leg							
Approach	0	0	0	0	0	0	0
Departure	253	892	639	584	837	0	837
Total	253	892	639	584	837	0	837
Total Approaches							
Approach	840	3,411	2,571	2,350	3,190	61	3,251
Departure	840	3,411	2,571	2,350	3,190	61	3,251
Total	1,681	6,822	5,141	4,700	6,381	122	6,503

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
7 Beaumont Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	302	1,089	787	719	1,021	0	1,021
NBR	83	223	140	128	211	31	242
SBL	79	342	263	240	319	0	319
SBT	185	1,065	880	805	990	61	1,051
SBR	0	0	0	0	0	0	0
EBL	98	256	158	144	242	0	242
EBT	0	0	0	0	0	0	0
EBR	132	453	321	294	426	0	426
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	264	1,407	1,143	1,045	1,309	61	1,370
Departure	400	1,345	945	863	1,263	0	1,263
Total	664	2,752	2,088	1,908	2,572	61	2,633
South Leg							
Approach	385	1,312	927	847	1,232	31	1,263
Departure	316	1,518	1,202	1,099	1,415	61	1,476
Total	701	2,830	2,129	1,946	2,647	92	2,739
East Leg							
Approach	0	0	0	0	0	0	0
Departure	162	565	403	368	530	31	561
Total	162	565	403	368	530	31	561
West Leg							
Approach	230	709	479	438	668	0	668
Departure	0	0	0	0	0	0	0
Total	230	709	479	438	668	0	668
Total Approaches							
Approach	878	3,428	2,550	2,330	3,208	92	3,300
Departure	878	3,428	2,550	2,330	3,208	92	3,300
Total	1,756	6,856	5,100	4,660	6,416	184	6,600

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
8	Beaumont Ave./1st St.						
NBL	30	72	42	38	68	0	68
NBT	210	1,160	950	869	1,079	31	1,110
NBR	291	291	0	0	291	0	291
SBL	123	144	21	19	142	0	142
SBT	169	1,000	831	760	929	61	990
SBR	22	143	121	111	133	0	133
EBL	28	45	17	16	44	0	44
EBT	29	69	40	37	66	0	66
EBR	5	11	6	5	10	0	10
WBL	209	347	138	126	335	0	335
WBT	85	189	104	95	180	0	180
WBR	123	123	0	0	123	0	123
North Leg							
Approach	314	1,287	973	890	1,204	61	1,265
Departure	361	1,328	967	885	1,246	31	1,277
Total	675	2,615	1,940	1,775	2,450	92	2,542
South Leg							
Approach	531	1,523	992	907	1,438	31	1,469
Departure	383	1,358	975	891	1,274	61	1,335
Total	914	2,881	1,967	1,798	2,712	92	2,804
East Leg							
Approach	417	659	242	221	638	0	638
Departure	443	504	61	56	499	0	499
Total	860	1,163	303	277	1,137	0	1,137
West Leg							
Approach	62	125	63	58	120	0	120
Departure	137	404	267	244	381	0	381
Total	199	529	330	302	501	0	501
Total Approaches							
Approach	1,324	3,594	2,270	2,076	3,400	92	3,492
Departure	1,324	3,594	2,270	2,076	3,400	92	3,492
Total	2,648	7,188	4,540	4,152	6,800	184	6,984

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
9	Beaumont Ave./Westward Ave.						
NBL	0	51	51	46	46	0	46
NBT	220	819	599	548	768	31	799
NBR	0	76	76	69	69	0	69
SBL	0	46	46	42	42	0	42
SBT	223	918	695	636	859	61	920
SBR	0	396	396	362	362	0	362
EBL	0	341	341	312	312	0	312
EBT	0	35	35	32	32	0	32
EBR	0	6	6	5	5	0	5
WBL	0	163	163	149	149	0	149
WBT	0	63	63	58	58	0	58
WBR	0	248	248	227	227	0	227
North Leg							
Approach	223	1,360	1,137	1,040	1,263	61	1,324
Departure	220	1,408	1,188	1,087	1,307	31	1,338
Total	442	2,768	2,326	2,127	2,569	92	2,661
South Leg							
Approach	220	946	726	663	883	31	914
Departure	223	1,087	864	790	1,013	61	1,074
Total	442	2,032	1,590	1,453	1,895	92	1,987
East Leg							
Approach	0	474	474	434	434	0	434
Departure	0	157	157	143	143	0	143
Total	0	631	631	577	577	0	577
West Leg							
Approach	0	382	382	349	349	0	349
Departure	0	510	510	466	466	0	466
Total	0	891	891	815	815	0	815
Total Approaches							
Approach	442	3,161	2,719	2,486	2,928	92	3,020
Departure	442	3,161	2,719	2,486	2,928	92	3,020
Total	885	6,323	5,438	4,972	5,857	184	6,041

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
10 Lamb Canyon Rd./California Ave.							
NBL	234	378	144	132	366	0	366
NBT	193	711	518	474	667	16	683
NBR	0	4	4	4	4	0	4
SBL	0	56	56	51	51	0	51
SBT	234	1,026	792	724	958	30	988
SBR	1	1	0	0	1	0	1
EBL	1	1	0	0	1	0	1
EBT	0	14	14	13	13	0	13
EBR	65	253	188	172	237	0	237
WBL	0	20	20	18	18	0	18
WBT	0	89	89	81	81	0	81
WBR	0	184	184	168	168	0	168
North Leg							
Approach	235	1,083	848	775	1,010	30	1,040
Departure	194	896	702	642	836	16	852
Total	429	1,979	1,550	1,417	1,846	46	1,892
South Leg							
Approach	427	1,093	666	610	1,037	16	1,053
Departure	299	1,299	1,000	914	1,213	30	1,243
Total	726	2,392	1,666	1,524	2,250	46	2,296
East Leg							
Approach	0	293	293	267	267	0	267
Departure	0	74	74	68	68	0	68
Total	0	367	367	335	335	0	335
West Leg							
Approach	66	268	202	185	251	0	251
Departure	235	468	233	213	448	0	448
Total	301	736	435	398	699	0	699
Total Approaches							
Approach	728	2,737	2,009	1,837	2,565	46	2,611
Departure	728	2,737	2,009	1,837	2,565	46	2,611
Total	1,456	5,474	4,018	3,674	5,130	92	5,222

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
11 Palm Ave./Oak Valley Pkwy.-14th St.							
NBL	41	139	98	90	131	0	131
NBT	117	117	0	0	117	0	117
NBR	30	80	50	46	76	0	76
SBL	108	108	0	0	108	0	108
SBT	105	105	0	0	105	0	105
SBR	98	98	0	0	98	0	98
EBL	51	51	0	0	51	0	51
EBT	196	534	338	309	505	155	660
EBR	46	155	109	100	146	0	146
WBL	31	206	175	160	191	0	191
WBT	275	739	464	424	699	304	1,003
WBR	103	103	0	0	103	0	103
North Leg							
Approach	311	311	0	0	311	0	311
Departure	271	271	0	0	271	0	271
Total	582	582	0	0	582	0	582
South Leg							
Approach	188	336	148	136	324	0	324
Departure	182	466	284	260	442	0	442
Total	370	802	432	396	766	0	766
East Leg							
Approach	409	1,048	639	584	993	304	1,297
Departure	334	722	388	355	689	155	844
Total	743	1,770	1,027	939	1,682	459	2,141
West Leg							
Approach	293	740	447	409	702	155	857
Departure	414	976	562	514	928	304	1,232
Total	707	1,716	1,009	923	1,630	459	2,089
Total Approaches							
Approach	1,201	2,435	1,234	1,129	2,330	459	2,789
Departure	1,201	2,435	1,234	1,129	2,330	459	2,789
Total	2,402	4,870	2,468	2,258	4,660	918	5,578

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
12 Palm Ave./8th St.							
NBL	19	19	0	0	19	0	19
NBT	120	152	32	29	149	0	149
NBR	32	84	52	48	80	16	96
SBL	9	83	74	68	77	0	77
SBT	113	381	268	245	358	0	358
SBR	11	13	2	2	13	0	13
EBL	30	30	0	0	30	0	30
EBT	41	85	44	40	81	93	174
EBR	43	43	0	0	43	0	43
WBL	88	88	0	0	88	30	118
WBT	37	181	144	132	169	182	351
WBR	15	34	19	17	32	0	32
North Leg							
Approach	133	477	344	315	448	0	448
Departure	165	216	51	46	211	0	211
Total	298	693	395	361	659	0	659
South Leg							
Approach	171	255	84	77	248	16	264
Departure	244	512	268	245	489	30	519
Total	415	767	352	322	737	46	783
East Leg							
Approach	140	303	163	149	289	212	501
Departure	82	252	170	156	238	109	347
Total	222	555	333	305	527	321	848
West Leg							
Approach	114	158	44	40	154	93	247
Departure	67	213	146	134	201	182	383
Total	181	371	190	174	355	275	630
Total Approaches							
Approach	558	1,193	635	581	1,139	321	1,460
Departure	558	1,193	635	581	1,139	321	1,460
Total	1,116	2,386	1,270	1,162	2,278	642	2,920

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
13	Pennsylvania Ave./Oak Valley Pkwy.-14th St.						
NBL	100	100	0	0	100	0	100
NBT	0	0	0	0	0	0	0
NBR	94	94	0	0	94	0	94
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	226	594	368	336	562	171	733
EBR	96	96	0	0	96	0	96
WBL	122	164	42	38	160	0	160
WBT	292	814	522	477	769	334	1,103
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	194	194	0	0	194	0	194
Departure	218	260	42	38	256	0	256
Total	412	454	42	38	450	0	450
East Leg							
Approach	414	978	564	515	929	334	1,263
Departure	320	688	368	336	656	171	827
Total	734	1,666	932	851	1,585	505	2,090
West Leg							
Approach	322	690	368	336	658	171	829
Departure	392	914	522	477	869	334	1,203
Total	714	1,604	890	813	1,527	505	2,032
Total Approaches							
Approach	930	1,862	932	851	1,781	505	2,286
Departure	930	1,862	932	851	1,781	505	2,286
Total	1,860	3,724	1,864	1,702	3,562	1,010	4,572

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
14	Pennsylvania Ave./8th St.						
NBL	29	29	0	0	29	0	29
NBT	171	171	0	0	171	0	171
NBR	17	17	0	0	17	16	33
SBL	83	83	0	0	83	0	83
SBT	226	363	137	125	351	0	351
SBR	29	39	10	9	38	0	38
EBL	25	25	0	0	25	0	25
EBT	78	196	118	108	186	109	295
EBR	20	23	3	3	23	0	23
WBL	23	23	0	0	23	30	53
WBT	80	150	70	64	144	213	357
WBR	53	53	0	0	53	0	53
North Leg							
Approach	338	485	147	134	472	0	472
Departure	249	249	0	0	249	0	249
Total	587	734	147	134	721	0	721
South Leg							
Approach	217	217	0	0	217	16	233
Departure	269	409	140	128	397	30	427
Total	486	626	140	128	614	46	660
East Leg							
Approach	156	226	70	64	220	243	463
Departure	178	296	118	108	286	125	411
Total	334	522	188	172	506	368	874
West Leg							
Approach	123	244	121	111	234	109	343
Departure	138	218	80	73	211	213	424
Total	261	462	201	184	445	322	767
Total Approaches							
Approach	834	1,172	338	309	1,143	368	1,511
Departure	834	1,172	338	309	1,143	368	1,511
Total	1,668	2,344	676	618	2,286	736	3,022

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
15 Pennsylvania Ave./I-10 Westbound Ramp							
NBL	0	0	0	0	0	0	0
NBT	314	487	173	158	472	62	534
NBR	0	286	286	261	261	0	261
SBL	0	590	590	539	539	0	539
SBT	386	708	322	294	680	121	801
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	125	125	0	0	125	0	125
WBT	0	0	0	0	0	0	0
WBR	174	174	0	0	174	0	174
North Leg							
Approach	386	1,298	912	833	1,219	121	1,340
Departure	488	661	173	158	646	62	708
Total	874	1,959	1,085	991	1,865	183	2,048
South Leg							
Approach	314	773	459	419	733	62	795
Departure	511	833	322	294	805	121	926
Total	825	1,606	781	713	1,538	183	1,721
East Leg							
Approach	299	299	0	0	299	0	299
Departure	0	876	876	800	800	0	800
Total	299	1,175	876	800	1,099	0	1,099
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	999	2,370	1,371	1,252	2,251	183	2,434
Departure	999	2,370	1,371	1,252	2,251	183	2,434
Total	1,998	4,740	2,742	2,504	4,502	366	4,868

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
16	Pennsylvania Ave/I-10 Eastbound Ramp						
NBL	0	0	0	0	0	0	0
NBT	231	520	289	264	495	62	557
NBR	103	117	14	13	116	0	116
SBL	215	215	0	0	215	0	215
SBT	298	615	317	290	588	121	709
SBR	0	0	0	0	0	0	0
EBL	97	253	156	143	240	0	240
EBT	0	0	0	0	0	0	0
EBR	88	304	216	197	285	0	285
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	513	830	317	290	803	121	924
Departure	328	773	445	407	735	62	797
Total	841	1,603	762	697	1,538	183	1,721
South Leg							
Approach	334	637	303	277	611	62	673
Departure	386	919	533	487	873	121	994
Total	720	1,556	836	764	1,484	183	1,667
East Leg							
Approach	0	0	0	0	0	0	0
Departure	318	332	14	13	331	0	331
Total	318	332	14	13	331	0	331
West Leg							
Approach	185	557	372	340	525	0	525
Departure	0	0	0	0	0	0	0
Total	185	557	372	340	525	0	525
Total Approaches							
Approach	1,032	2,024	992	907	1,939	183	2,122
Departure	1,032	2,024	992	907	1,939	183	2,122
Total	2,064	4,048	1,984	1,814	3,878	366	4,244

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
17 Pennsylvania Ave./3rd St.							
NBL	7	7	0	0	7	0	7
NBT	322	638	316	289	611	62	673
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	364	920	556	508	872	121	993
SBR	26	26	0	0	26	0	26
EBL	17	17	0	0	17	0	17
EBT	0	0	0	0	0	0	0
EBR	2	2	0	0	2	0	2
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	390	946	556	508	898	121	1,019
Departure	339	655	316	289	628	62	690
Total	729	1,601	872	797	1,526	183	1,709
South Leg							
Approach	329	645	316	289	618	62	680
Departure	366	922	556	508	874	121	995
Total	695	1,567	872	797	1,492	183	1,675
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	19	19	0	0	19	0	19
Departure	33	33	0	0	33	0	33
Total	52	52	0	0	52	0	52
Total Approaches							
Approach	738	1,610	872	797	1,535	183	1,718
Departure	738	1,610	872	797	1,535	183	1,718
Total	1,477	3,220	1,743	1,594	3,071	366	3,437

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
18 Cherry Ave./Oak Valley Pkwy.-14th St.							
NBL	0	0	0	0	0	0	0
NBT	0	24	24	22	22	0	22
NBR	0	1	1	1	1	0	1
SBL	289	289	0	0	289	0	289
SBT	0	63	63	58	58	0	58
SBR	181	439	258	236	417	0	417
EBL	124	124	0	0	124	0	124
EBT	190	517	327	299	489	171	660
EBR	0	0	0	0	0	0	0
WBL	0	7	7	6	6	0	6
WBT	211	538	327	299	510	334	844
WBR	229	229	0	0	229	0	229
North Leg							
Approach	470	791	321	294	764	0	764
Departure	353	377	24	22	375	0	375
Total	823	1,168	345	316	1,139	0	1,139
South Leg							
Approach	0	25	25	23	23	0	23
Departure	0	70	70	64	64	0	64
Total	0	95	95	87	87	0	87
East Leg							
Approach	440	774	334	305	745	334	1,079
Departure	479	807	328	300	779	171	950
Total	919	1,581	662	605	1,524	505	2,029
West Leg							
Approach	314	641	327	299	613	171	784
Departure	392	977	585	535	927	334	1,261
Total	706	1,618	912	834	1,540	505	2,045
Total Approaches							
Approach	1,224	2,231	1,007	921	2,145	505	2,650
Departure	1,224	2,231	1,007	921	2,145	505	2,650
Total	2,448	4,462	2,014	1,842	4,290	1,010	5,300

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
19 Starlight Ave/ Oak Valley Pkwy.-14th St.							
NBL	160	160	0	0	160	0	160
NBT	4	13	9	8	12	0	12
NBR	9	9	0	0	9	0	9
SBL	1	108	107	98	99	16	115
SBT	6	98	92	84	90	0	90
SBR	8	120	112	102	110	0	110
EBL	7	40	33	30	37	0	37
EBT	201	380	179	164	365	186	551
EBR	127	182	55	50	177	0	177
WBL	15	15	0	0	15	0	15
WBT	167	276	109	100	267	364	631
WBR	1	38	37	34	35	30	65
North Leg							
Approach	15	326	311	284	299	16	315
Departure	12	91	79	72	84	30	114
Total	27	417	390	356	383	46	429
South Leg							
Approach	173	182	9	8	181	0	181
Departure	148	295	147	134	282	0	282
Total	321	477	156	142	463	0	463
East Leg							
Approach	183	329	146	134	317	394	711
Departure	211	497	286	262	473	202	675
Total	394	826	432	396	790	596	1,386
West Leg							
Approach	335	602	267	244	579	186	765
Departure	335	556	221	202	537	364	901
Total	670	1,158	488	446	1,116	550	1,666
Total Approaches							
Approach	706	1,439	733	670	1,376	596	1,972
Departure	706	1,439	733	670	1,376	596	1,972
Total	1,412	2,878	1,466	1,340	2,752	1,192	3,944

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
20 Highland Springs Ave./Brookside Ave.							
NBL	176	176	0	0	176	30	206
NBT	27	150	123	112	139	30	169
NBR	0	71	71	65	65	31	96
SBL	0	106	106	97	97	124	221
SBT	68	350	282	258	326	16	342
SBR	1	113	112	102	103	0	103
EBL	1	46	45	41	42	0	42
EBT	0	188	188	172	172	31	203
EBR	185	185	0	0	185	16	201
WBL	0	213	213	195	195	61	256
WBT	0	362	362	331	331	61	392
WBR	0	90	90	82	82	243	325
North Leg							
Approach	69	569	500	457	526	140	666
Departure	28	286	258	235	263	273	536
Total	97	855	758	692	789	413	1,202
South Leg							
Approach	203	397	194	177	380	91	471
Departure	253	748	495	453	706	93	799
Total	456	1,145	689	630	1,086	184	1,270
East Leg							
Approach	0	665	665	608	608	365	973
Departure	0	365	365	334	334	186	520
Total	0	1,030	1,030	942	942	551	1,493
West Leg							
Approach	186	419	233	213	399	47	446
Departure	177	651	474	433	610	91	701
Total	363	1,070	707	646	1,009	138	1,147
Total Approaches							
Approach	458	2,050	1,592	1,455	1,913	643	2,556
Departure	458	2,050	1,592	1,455	1,913	643	2,556
Total	916	4,100	3,184	2,910	3,826	1,286	5,112

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
21 Highland Springs Ave./16th St.-Cougar Way							
NBL	0	2	2	2	2	30	32
NBT	203	203	0	0	203	92	295
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	253	331	78	71	324	92	416
SBR	0	48	48	44	44	0	44
EBL	0	25	25	23	23	0	23
EBT	0	0	0	0	0	0	0
EBR	0	1	1	1	1	16	17
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	253	379	126	115	368	92	460
Departure	203	228	25	23	226	92	318
Total	456	607	151	138	594	184	778
South Leg							
Approach	203	205	2	2	205	122	327
Departure	253	332	79	72	325	108	433
Total	456	537	81	74	530	230	760
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	26	26	24	24	16	40
Departure	0	50	50	46	46	30	76
Total	0	76	76	70	70	46	116
Total Approaches							
Approach	456	610	154	141	597	230	827
Departure	456	610	154	141	597	230	827
Total	912	1,220	308	282	1,194	460	1,654

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
22 Highland Springs Ave./F St.							
NBL	0	0	0	0	0	0	0
NBT	191	191	0	0	191	92	283
NBR	0	0	0	0	0	233	233
SBL	0	0	0	0	0	16	16
SBT	243	398	155	142	385	92	477
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	456	456
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	30	30
North Leg							
Approach	243	398	155	142	385	108	493
Departure	191	191	0	0	191	122	313
Total	434	589	155	142	576	230	806
South Leg							
Approach	191	191	0	0	191	325	516
Departure	243	398	155	142	385	548	933
Total	434	589	155	142	576	873	1,449
East Leg							
Approach	0	0	0	0	0	486	486
Departure	0	0	0	0	0	249	249
Total	0	0	0	0	0	735	735
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	434	589	155	142	576	919	1,495
Departure	434	589	155	142	576	919	1,495
Total	868	1,178	310	284	1,152	1,838	2,990

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.							
NBL	124	276	152	139	263	91	354
NBT	185	185	0	0	185	248	433
NBR	0	0	0	0	0	78	78
SBL	0	0	0	0	0	31	31
SBT	234	376	142	130	364	486	850
SBR	9	9	0	0	9	30	39
EBL	6	6	0	0	6	16	22
EBT	0	0	0	0	0	140	140
EBR	204	521	317	290	494	47	541
WBL	0	0	0	0	0	152	152
WBT	0	0	0	0	0	273	273
WBR	0	0	0	0	0	61	61
North Leg							
Approach	243	385	142	130	373	547	920
Departure	191	191	0	0	191	325	516
Total	434	576	142	130	564	872	1,436
South Leg							
Approach	309	461	152	139	448	417	865
Departure	438	897	459	420	858	685	1,543
Total	747	1,358	611	559	1,306	1,102	2,408
East Leg							
Approach	0	0	0	0	0	486	486
Departure	0	0	0	0	0	249	249
Total	0	0	0	0	0	735	735
West Leg							
Approach	210	527	317	290	500	203	703
Departure	133	285	152	139	272	394	666
Total	343	812	469	429	772	597	1,369
Total Approaches							
Approach	762	1,373	611	559	1,321	1,653	2,974
Departure	762	1,373	611	559	1,321	1,653	2,974
Total	1,524	2,746	1,222	1,118	2,642	3,306	5,948

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
24 Highland Springs Ave./Starlight Ave.-A St.							
NBL	26	219	193	176	202	0	202
NBT	287	423	136	124	411	264	675
NBR	0	0	0	0	0	124	124
SBL	0	0	0	0	0	47	47
SBT	515	705	190	174	689	516	1,205
SBR	20	212	192	176	196	121	317
EBL	17	22	5	5	22	62	84
EBT	0	0	0	0	0	78	78
EBR	169	330	161	147	316	0	316
WBL	0	0	0	0	0	243	243
WBT	0	0	0	0	0	152	152
WBR	0	0	0	0	0	91	91
North Leg							
Approach	535	917	382	350	885	684	1,569
Departure	304	445	141	129	433	417	850
Total	839	1,362	523	479	1,318	1,101	2,419
South Leg							
Approach	313	642	329	300	613	388	1,001
Departure	684	1,035	351	321	1,005	759	1,764
Total	997	1,677	680	621	1,618	1,147	2,765
East Leg							
Approach	0	0	0	0	0	486	486
Departure	0	0	0	0	0	249	249
Total	0	0	0	0	0	735	735
West Leg							
Approach	186	352	166	152	338	140	478
Departure	46	431	385	352	398	273	671
Total	232	783	551	504	736	413	1,149
Total Approaches							
Approach	1,034	1,911	877	802	1,836	1,698	3,534
Departure	1,034	1,911	877	802	1,836	1,698	3,534
Total	2,068	3,822	1,754	1,604	3,672	3,396	7,068

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
25 Highland Springs Ave./8th St.-Wilson St.							
NBL	57	57	0	0	57	0	57
NBT	149	343	194	177	326	342	668
NBR	116	155	39	36	152	109	261
SBL	150	174	24	22	172	30	202
SBT	398	536	138	126	524	668	1,192
SBR	93	93	0	0	93	61	154
EBL	19	33	14	13	32	31	63
EBT	94	115	21	19	113	47	160
EBR	101	101	0	0	101	0	101
WBL	141	517	376	344	485	213	698
WBT	88	199	111	101	189	91	280
WBR	116	123	7	6	122	16	138
North Leg							
Approach	641	803	162	148	789	759	1,548
Departure	284	499	215	196	480	389	869
Total	925	1,302	377	344	1,269	1,148	2,417
South Leg							
Approach	322	555	233	213	535	451	986
Departure	640	1,154	514	470	1,110	881	1,991
Total	962	1,709	747	683	1,645	1,332	2,977
East Leg							
Approach	345	839	494	451	796	320	1,116
Departure	360	444	84	77	437	186	623
Total	705	1,283	578	528	1,233	506	1,739
West Leg							
Approach	214	249	35	32	246	78	324
Departure	238	349	111	101	339	152	491
Total	452	598	146	133	585	230	815
Total Approaches							
Approach	1,522	2,446	924	844	2,366	1,608	3,974
Departure	1,522	2,446	924	844	2,366	1,608	3,974
Total	3,044	4,892	1,848	1,688	4,732	3,216	7,948

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
26 Highland Springs Ave./6th St.-Ramsey St.							
NBL	36	275	239	218	254	0	254
NBT	405	718	313	286	691	404	1,095
NBR	159	461	302	276	435	0	435
SBL	110	142	32	29	139	61	200
SBT	489	1,024	535	489	978	790	1,768
SBR	48	48	0	0	48	30	78
EBL	74	74	0	0	74	16	90
EBT	124	221	97	89	213	0	213
EBR	174	306	132	120	294	0	294
WBL	127	428	301	275	402	0	402
WBT	98	144	46	42	140	0	140
WBR	33	71	38	35	68	31	99
North Leg							
Approach	647	1,214	567	518	1,165	881	2,046
Departure	512	863	351	321	833	451	1,284
Total	1,159	2,077	918	839	1,998	1,332	3,330
South Leg							
Approach	600	1,454	854	780	1,380	404	1,784
Departure	790	1,758	968	884	1,674	790	2,464
Total	1,391	3,212	1,821	1,664	3,055	1,194	4,249
East Leg							
Approach	258	643	385	352	610	31	641
Departure	393	824	431	394	787	61	848
Total	651	1,467	816	746	1,397	92	1,489
West Leg							
Approach	372	601	229	209	581	16	597
Departure	182	467	285	260	442	30	472
Total	555	1,068	513	469	1,024	46	1,070
Total Approaches							
Approach	1,878	3,912	2,034	1,859	3,737	1,332	5,069
Departure	1,878	3,912	2,034	1,859	3,737	1,332	5,069
Total	3,755	7,824	4,069	3,718	7,473	2,664	10,137

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
27 Highland Springs Ave./I-10 Westbound Ramps							
NBL	141	583	442	404	545	0	545
NBT	502	1,039	537	491	993	357	1,350
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	462	1,004	542	496	958	395	1,353
SBR	294	754	460	420	714	395	1,109
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	138	391	253	231	369	0	369
WBT	0	0	0	0	0	0	0
WBR	141	414	273	250	391	47	438
North Leg							
Approach	756	1,758	1,002	916	1,672	790	2,462
Departure	643	1,453	810	741	1,384	404	1,788
Total	1,400	3,211	1,811	1,657	3,057	1,194	4,251
South Leg							
Approach	643	1,622	979	895	1,538	357	1,895
Departure	600	1,395	795	727	1,327	395	1,722
Total	1,243	3,017	1,774	1,622	2,865	752	3,617
East Leg							
Approach	279	805	526	481	760	47	807
Departure	0	0	0	0	0	0	0
Total	279	805	526	481	760	47	807
West Leg							
Approach	0	0	0	0	0	0	0
Departure	435	1,337	902	824	1,259	395	1,654
Total	435	1,337	902	824	1,259	395	1,654
Total Approaches							
Approach	1,678	4,185	2,507	2,292	3,970	1,194	5,164
Departure	1,678	4,185	2,507	2,292	3,970	1,194	5,164
Total	3,357	8,370	5,013	4,584	7,941	2,388	10,329

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
28 Highland Springs Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	393	1,053	660	604	997	155	1,152
NBR	189	482	293	268	457	0	457
SBL	168	480	312	285	453	91	544
SBT	416	914	498	455	871	304	1,175
SBR	0	0	0	0	0	0	0
EBL	218	570	352	322	540	202	742
EBT	0	0	0	0	0	0	0
EBR	128	442	314	287	415	0	415
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	584	1,394	810	740	1,324	395	1,719
Departure	611	1,623	1,012	926	1,537	357	1,894
Total	1,195	3,017	1,822	1,666	2,861	752	3,613
South Leg							
Approach	582	1,535	953	872	1,454	155	1,609
Departure	544	1,356	812	742	1,286	304	1,590
Total	1,126	2,891	1,765	1,614	2,740	459	3,199
East Leg							
Approach	0	0	0	0	0	0	0
Departure	357	962	605	553	910	91	1,001
Total	357	962	605	553	910	91	1,001
West Leg							
Approach	347	1,012	665	609	956	202	1,158
Departure	0	0	0	0	0	0	0
Total	347	1,012	665	609	956	202	1,158
Total Approaches							
Approach	1,512	3,941	2,429	2,221	3,733	752	4,485
Departure	1,512	3,941	2,429	2,221	3,733	752	4,485
Total	3,025	7,882	4,857	4,442	7,467	1,504	8,971

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
29 Highland Springs Ave./1st St.-Sun Lakes Blvd.							
NBL	24	152	128	117	141	0	141
NBT	129	953	824	754	883	78	961
NBR	9	70	61	56	65	0	65
SBL	79	191	112	102	181	30	211
SBT	55	494	439	401	456	152	608
SBR	22	39	17	15	37	0	37
EBL	75	75	0	0	75	0	75
EBT	37	101	64	59	96	0	96
EBR	18	47	29	27	45	0	45
WBL	4	76	72	66	70	0	70
WBT	41	277	236	216	257	0	257
WBR	169	308	139	127	296	16	312
North Leg							
Approach	156	724	568	518	674	182	856
Departure	373	1,336	963	881	1,254	94	1,348
Total	529	2,060	1,531	1,399	1,928	276	2,204
South Leg							
Approach	162	1,175	1,013	927	1,089	78	1,167
Departure	77	617	540	494	571	152	723
Total	239	1,792	1,553	1,421	1,660	230	1,890
East Leg							
Approach	214	661	447	409	623	16	639
Departure	125	362	237	217	342	30	372
Total	339	1,023	684	626	965	46	1,011
West Leg							
Approach	130	223	93	86	216	0	216
Departure	87	468	381	348	435	0	435
Total	218	691	474	434	652	0	652
Total Approaches							
Approach	662	2,783	2,121	1,940	2,602	276	2,878
Departure	662	2,783	2,121	1,940	2,602	276	2,878
Total	1,324	5,566	4,242	3,880	5,204	552	5,756

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
30 Highland Springs Ave./Potrero Blvd.							
NBL	4	95	91	83	87	0	87
NBT	108	785	677	619	727	47	774
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	21	497	476	436	457	91	548
SBR	6	94	88	80	86	30	116
EBL	32	307	275	252	284	16	300
EBT	0	0	0	0	0	0	0
EBR	5	80	75	69	74	0	74
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	27	591	564	516	543	121	664
Departure	140	1,092	952	871	1,011	63	1,074
Total	167	1,683	1,516	1,387	1,554	184	1,738
South Leg							
Approach	112	880	768	702	814	47	861
Departure	26	577	551	505	531	91	622
Total	137	1,457	1,320	1,207	1,344	138	1,482
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	37	387	350	321	358	16	374
Departure	10	189	179	163	173	30	203
Total	47	576	529	484	531	46	577
Total Approaches							
Approach	176	1,858	1,682	1,539	1,715	184	1,899
Departure	176	1,858	1,682	1,539	1,715	184	1,899
Total	351	3,716	3,365	3,078	3,429	368	3,797

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
31 C St.-Apex Ave./Wilson St.							
NBL	6	6	0	0	6	0	6
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	121	121
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	213	213
EBL	0	0	0	0	0	109	109
EBT	303	439	136	124	427	77	504
EBR	1	1	0	0	1	0	1
WBL	0	0	0	0	0	0	0
WBT	316	915	599	548	864	107	971
WBR	0	0	0	0	0	62	62
North Leg							
Approach	0	0	0	0	0	334	334
Departure	0	0	0	0	0	171	171
Total	0	0	0	0	0	505	505
South Leg							
Approach	6	6	0	0	6	0	6
Departure	1	1	0	0	1	0	1
Total	7	7	0	0	7	0	7
East Leg							
Approach	316	915	599	548	864	169	1,033
Departure	303	439	136	124	427	198	625
Total	619	1,354	735	672	1,291	367	1,658
West Leg							
Approach	304	440	136	124	428	186	614
Departure	322	921	599	548	870	320	1,190
Total	626	1,361	735	672	1,298	506	1,804
Total Approaches							
Approach	626	1,361	735	672	1,298	689	1,987
Departure	626	1,361	735	672	1,298	689	1,987
Total	1,252	2,722	1,470	1,344	2,596	1,378	3,974

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
32 Highland Home Rd./Northern Loop							
NBL	0	0	0	0	0	140	140
NBT	13	641	628	574	587	61	648
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	19	368	349	319	338	31	369
SBR	0	0	0	0	0	155	155
EBL	0	0	0	0	0	304	304
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	273	273
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	19	368	349	319	338	186	524
Departure	13	641	628	574	587	365	952
Total	32	1,009	977	893	925	551	1,476
South Leg							
Approach	13	641	628	574	587	201	788
Departure	19	368	349	319	338	304	642
Total	32	1,009	977	893	925	505	1,430
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	577	577
Departure	0	0	0	0	0	295	295
Total	0	0	0	0	0	872	872
Total Approaches							
Approach	32	1,009	977	893	925	964	1,889
Departure	32	1,009	977	893	925	964	1,889
Total	64	2,018	1,954	1,786	1,850	1,928	3,778

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
33 Highland Home Rd./Beaumont Rd.-G St							
NBL	0	0	0	0	0	0	0
NBT	13	163	150	137	150	124	274
NBR	0	77	77	70	70	61	131
SBL	0	105	105	96	96	61	157
SBT	19	262	243	222	241	243	484
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	0	294	294	269	269	77	346
WBT	0	0	0	0	0	0	0
WBR	0	478	478	437	437	77	514
North Leg							
Approach	19	367	348	318	337	304	641
Departure	13	641	628	574	587	201	788
Total	32	1,008	976	892	924	505	1,429
South Leg							
Approach	13	240	227	207	220	185	405
Departure	19	556	537	491	510	320	830
Total	32	796	764	698	730	505	1,235
East Leg							
Approach	0	772	772	706	706	154	860
Departure	0	182	182	166	166	122	288
Total	0	954	954	872	872	276	1,148
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	32	1,379	1,347	1,231	1,263	643	1,906
Departure	32	1,379	1,347	1,231	1,263	643	1,906
Total	64	2,758	2,694	2,462	2,526	1,286	3,812

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
34 Highland Home Rd./F St.							
NBL	0	0	0	0	0	124	124
NBT	13	226	213	195	208	185	393
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	19	583	564	516	535	320	855
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	243	243
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	19	583	564	516	535	320	855
Departure	13	226	213	195	208	185	393
Total	32	809	777	711	743	505	1,248
South Leg							
Approach	13	226	213	195	208	309	517
Departure	19	583	564	516	535	563	1,098
Total	32	809	777	711	743	872	1,615
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	243	243
Departure	0	0	0	0	0	124	124
Total	0	0	0	0	0	367	367
Total Approaches							
Approach	32	809	777	711	743	872	1,615
Departure	32	809	777	711	743	872	1,615
Total	64	1,618	1,554	1,422	1,486	1,744	3,230

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
35 Highland Home Rd./D St.							
NBL	0	0	0	0	0	109	109
NBT	13	226	213	195	208	280	488
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	19	573	554	507	526	547	1,073
SBR	0	0	0	0	0	16	16
EBL	0	0	0	0	0	30	30
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	213	213
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	19	573	554	507	526	563	1,089
Departure	13	226	213	195	208	310	518
Total	32	799	767	702	734	873	1,607
South Leg							
Approach	13	226	213	195	208	389	597
Departure	19	573	554	507	526	760	1,286
Total	32	799	767	702	734	1,149	1,883
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	243	243
Departure	0	0	0	0	0	125	125
Total	0	0	0	0	0	368	368
Total Approaches							
Approach	32	799	767	702	734	1,195	1,929
Departure	32	799	767	702	734	1,195	1,929
Total	64	1,598	1,534	1,404	1,468	2,390	3,858

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
36 Highland Home Rd./Wilson St.							
NBL	14	14	0	0	14	62	76
NBT	1	65	64	59	60	155	215
NBR	30	30	0	0	30	0	30
SBL	5	250	245	224	229	364	593
SBT	7	264	257	235	242	304	546
SBR	7	59	52	48	55	91	146
EBL	10	112	102	93	103	47	150
EBT	241	259	18	16	257	30	287
EBR	18	58	40	37	55	121	176
WBL	41	118	77	70	111	0	111
WBT	252	879	627	573	825	16	841
WBR	2	49	47	43	45	186	231
North Leg							
Approach	19	573	554	507	526	759	1,285
Departure	13	226	213	195	208	388	596
Total	32	799	767	702	734	1,147	1,881
South Leg							
Approach	45	109	64	59	104	217	321
Departure	66	440	374	342	408	425	833
Total	111	549	438	401	512	642	1,154
East Leg							
Approach	295	1,046	751	686	981	202	1,183
Departure	276	539	263	240	516	394	910
Total	571	1,585	1,014	926	1,497	596	2,093
West Leg							
Approach	269	429	160	146	415	198	613
Departure	273	952	679	621	894	169	1,063
Total	542	1,381	839	767	1,309	367	1,676
Total Approaches							
Approach	628	2,157	1,529	1,398	2,026	1,376	3,402
Departure	628	2,157	1,529	1,398	2,026	1,376	3,402
Total	1,256	4,314	3,058	2,796	4,052	2,752	6,804

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
37 Highland Home Rd./Ramsey St.							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	23	270	247	226	249	425	674
SBT	2	2	0	0	2	0	2
SBR	39	201	162	148	187	0	187
EBL	22	22	0	0	22	0	22
EBT	238	555	317	290	528	61	589
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	245	356	111	101	346	31	377
WBR	20	82	62	57	77	217	294
North Leg							
Approach	64	473	409	374	438	425	863
Departure	42	104	62	57	99	217	316
Total	106	577	471	431	537	642	1,179
South Leg							
Approach	0	0	0	0	0	0	0
Departure	2	2	0	0	2	0	2
Total	2	2	0	0	2	0	2
East Leg							
Approach	265	438	173	158	423	248	671
Departure	261	825	564	516	777	486	1,263
Total	526	1,263	737	674	1,200	734	1,934
West Leg							
Approach	260	577	317	290	550	61	611
Departure	284	557	273	249	533	31	564
Total	544	1,134	590	539	1,083	92	1,175
Total Approaches							
Approach	589	1,488	899	822	1,411	734	2,145
Departure	589	1,488	899	822	1,411	734	2,145
Total	1,178	2,976	1,798	1,644	2,822	1,468	4,290

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
38 Sunset Ave./Wilson St.							
NBL	107	107	0	0	107	16	123
NBT	16	267	251	229	245	0	245
NBR	22	44	22	20	42	0	42
SBL	0	140	140	128	128	0	128
SBT	33	811	778	711	744	0	744
SBR	7	138	131	120	127	31	158
EBL	5	125	120	110	115	61	176
EBT	169	433	264	241	410	243	653
EBR	201	201	0	0	201	30	231
WBL	37	44	7	6	43	0	43
WBT	132	209	77	70	202	124	326
WBR	1	67	66	60	61	0	61
North Leg							
Approach	40	1,089	1,049	959	999	31	1,030
Departure	22	459	437	399	421	61	482
Total	62	1,548	1,486	1,358	1,420	92	1,512
South Leg							
Approach	145	418	273	249	394	16	410
Departure	271	1,056	785	717	988	30	1,018
Total	416	1,474	1,058	966	1,382	46	1,428
East Leg							
Approach	170	320	150	136	306	124	430
Departure	191	617	426	389	580	243	823
Total	361	937	576	525	886	367	1,253
West Leg							
Approach	375	759	384	351	726	334	1,060
Departure	246	454	208	190	436	171	607
Total	621	1,213	592	541	1,162	505	1,667
Total Approaches							
Approach	730	2,586	1,856	1,695	2,425	505	2,930
Departure	730	2,586	1,856	1,695	2,425	505	2,930
Total	1,460	5,172	3,712	3,390	4,850	1,010	5,860

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
39 Sunset Ave./Ramsey St.							
NBL	78	308	230	210	288	124	412
NBT	126	469	343	314	440	0	440
NBR	65	151	86	79	144	0	144
SBL	52	111	59	54	106	30	136
SBT	203	1,239	1,036	947	1,150	0	1,150
SBR	50	106	56	51	101	0	101
EBL	47	47	0	0	47	0	47
EBT	155	334	179	164	319	91	410
EBR	64	223	159	145	209	243	452
WBL	42	97	55	50	92	0	92
WBT	159	159	0	0	159	47	206
WBR	28	28	0	0	28	16	44
North Leg							
Approach	305	1,456	1,151	1,052	1,357	30	1,387
Departure	201	544	343	314	515	16	531
Total	506	2,000	1,494	1,366	1,872	46	1,918
South Leg							
Approach	269	928	659	603	872	124	996
Departure	309	1,559	1,250	1,142	1,451	243	1,694
Total	578	2,487	1,909	1,745	2,323	367	2,690
East Leg							
Approach	229	284	55	50	279	63	342
Departure	272	596	324	297	569	121	690
Total	501	880	379	347	848	184	1,032
West Leg							
Approach	266	604	338	309	575	334	909
Departure	287	573	286	261	548	171	719
Total	553	1,177	624	570	1,123	505	1,628
Total Approaches							
Approach	1,069	3,272	2,203	2,014	3,083	551	3,634
Departure	1,069	3,272	2,203	2,014	3,083	551	3,634
Total	2,138	6,544	4,406	4,028	6,166	1,102	7,268

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
40 Sunset Ave./I-10 Westbound Ramps							
NBL	40	566	526	481	521	0	521
NBT	174	654	480	439	613	78	691
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	175	705	530	485	660	243	903
SBR	168	853	685	626	794	0	794
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	7	109	102	93	100	0	100
WBT	7	7	0	0	7	0	7
WBR	97	275	178	163	260	47	307
North Leg							
Approach	343	1,558	1,215	1,111	1,454	243	1,697
Departure	271	929	658	602	873	125	998
Total	614	2,487	1,873	1,713	2,327	368	2,695
South Leg							
Approach	214	1,220	1,006	920	1,134	78	1,212
Departure	182	814	632	578	760	243	1,003
Total	396	2,034	1,638	1,498	1,894	321	2,215
East Leg							
Approach	111	391	280	256	367	47	414
Departure	0	0	0	0	0	0	0
Total	111	391	280	256	367	47	414
West Leg							
Approach	0	0	0	0	0	0	0
Departure	215	1,426	1,211	1,107	1,322	0	1,322
Total	215	1,426	1,211	1,107	1,322	0	1,322
Total Approaches							
Approach	668	3,169	2,501	2,287	2,955	368	3,323
Departure	668	3,169	2,501	2,287	2,955	368	3,323
Total	1,336	6,338	5,002	4,574	5,910	736	6,646

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
41 Sunset Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	80	847	767	701	781	78	859
NBR	6	229	223	204	210	0	210
SBL	118	372	254	232	350	91	441
SBT	66	442	376	344	410	152	562
SBR	0	0	0	0	0	0	0
EBL	144	372	228	208	352	0	352
EBT	2	2	0	0	2	0	2
EBR	30	338	308	282	312	0	312
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	184	814	630	576	760	243	1,003
Departure	224	1,219	995	909	1,133	78	1,211
Total	408	2,033	1,625	1,485	1,893	321	2,214
South Leg							
Approach	86	1,076	990	905	991	78	1,069
Departure	96	780	684	626	722	152	874
Total	182	1,856	1,674	1,531	1,713	230	1,943
East Leg							
Approach	0	0	0	0	0	0	0
Departure	126	603	477	436	562	91	653
Total	126	603	477	436	562	91	653
West Leg							
Approach	176	712	536	490	666	0	666
Departure	0	0	0	0	0	0	0
Total	176	712	536	490	666	0	666
Total Approaches							
Approach	446	2,602	2,156	1,971	2,417	321	2,738
Departure	446	2,602	2,156	1,971	2,417	321	2,738
Total	892	5,204	4,312	3,942	4,834	642	5,476

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
42 Sunrise Ave./Wilson St.							
NBL	3	44	41	37	40	16	56
NBT	3	22	19	17	20	0	20
NBR	12	34	22	20	32	0	32
SBL	0	21	21	19	19	0	19
SBT	7	111	104	95	102	0	102
SBR	12	30	18	16	28	0	28
EBL	7	25	18	16	23	0	23
EBT	174	445	271	248	422	243	665
EBR	6	151	145	133	139	30	169
WBL	31	31	0	0	31	0	31
WBT	180	241	61	56	236	124	360
WBR	1	8	7	6	7	0	7
North Leg							
Approach	19	162	143	130	149	0	149
Departure	11	55	44	39	50	0	50
Total	30	217	187	169	199	0	199
South Leg							
Approach	18	100	82	74	92	16	108
Departure	44	293	249	228	272	30	302
Total	62	393	331	302	364	46	410
East Leg							
Approach	212	280	68	62	274	124	398
Departure	186	500	314	287	473	243	716
Total	398	780	382	349	747	367	1,114
West Leg							
Approach	187	621	434	397	584	273	857
Departure	195	315	120	109	304	140	444
Total	382	936	554	506	888	413	1,301
Total Approaches							
Approach	436	1,163	727	663	1,099	413	1,512
Departure	436	1,163	727	663	1,099	413	1,512
Total	872	2,326	1,454	1,326	2,198	826	3,024

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
43 16th St./Wilson St.							
NBL	7	27	20	18	25	16	41
NBT	0	0	0	0	0	0	0
NBR	24	46	22	20	44	0	44
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	1	1	0	0	1	0	1
EBT	176	421	245	224	400	182	582
EBR	7	15	8	7	14	30	44
WBL	16	158	142	130	146	0	146
WBT	174	234	60	55	229	93	322
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	1	1	0	0	1	0	1
Total	1	1	0	0	1	0	1
South Leg							
Approach	31	73	42	38	69	16	85
Departure	23	173	150	137	160	30	190
Total	54	246	192	175	229	46	275
East Leg							
Approach	190	392	202	185	375	93	468
Departure	200	467	267	244	444	182	626
Total	390	859	469	429	819	275	1,094
West Leg							
Approach	184	437	253	231	415	212	627
Departure	181	261	80	73	254	109	363
Total	365	698	333	304	669	321	990
Total Approaches							
Approach	405	902	497	454	859	321	1,180
Departure	405	902	497	454	859	321	1,180
Total	810	1,804	994	908	1,718	642	2,360

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
44							
8th St./Wilson St.							
NBL	118	118	0	0	118	0	118
NBT	48	48	0	0	48	0	48
NBR	19	19	0	0	19	0	19
SBL	7	171	164	150	157	0	157
SBT	131	195	64	59	190	0	190
SBR	47	47	0	0	47	0	47
EBL	21	21	0	0	21	0	21
EBT	169	448	279	255	424	152	576
EBR	68	68	0	0	68	0	68
WBL	41	41	0	0	41	0	41
WBT	148	249	101	92	240	78	318
WBR	3	45	42	38	41	0	41
North Leg							
Approach	185	413	228	209	394	0	394
Departure	72	114	42	38	110	0	110
Total	257	527	270	247	504	0	504
South Leg							
Approach	185	185	0	0	185	0	185
Departure	240	304	64	59	299	0	299
Total	425	489	64	59	484	0	484
East Leg							
Approach	192	335	143	130	322	78	400
Departure	195	638	443	405	600	152	752
Total	387	973	586	535	922	230	1,152
West Leg							
Approach	258	537	279	255	513	152	665
Departure	313	414	101	92	405	78	483
Total	571	951	380	347	918	230	1,148
Total Approaches							
Approach	820	1,470	650	594	1,414	230	1,644
Departure	820	1,470	650	594	1,414	230	1,644
Total	1,640	2,940	1,300	1,188	2,828	460	3,288

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
45 8th St./Ramsey St.							
NBL	64	104	40	37	101	30	131
NBT	197	197	0	0	197	0	197
NBR	189	510	321	293	482	30	512
SBL	26	45	19	17	43	0	43
SBT	290	356	66	60	350	0	350
SBR	31	31	0	0	31	0	31
EBL	17	17	0	0	17	0	17
EBT	142	208	66	60	202	0	202
EBR	72	98	26	24	96	16	112
WBL	86	681	595	544	630	16	646
WBT	96	99	3	3	99	0	99
WBR	26	26	0	0	26	0	26
North Leg							
Approach	347	432	85	77	424	0	424
Departure	240	240	0	0	240	0	240
Total	587	672	85	77	664	0	664
South Leg							
Approach	450	811	361	330	780	60	840
Departure	448	1,135	687	628	1,076	32	1,108
Total	898	1,946	1,048	958	1,856	92	1,948
East Leg							
Approach	208	806	598	547	755	16	771
Departure	357	763	406	370	727	30	757
Total	565	1,569	1,004	917	1,482	46	1,528
West Leg							
Approach	231	323	92	84	315	16	331
Departure	191	234	43	40	231	30	261
Total	422	557	135	124	546	46	592
Total Approaches							
Approach	1,236	2,372	1,136	1,038	2,274	92	2,366
Departure	1,236	2,372	1,136	1,038	2,274	92	2,366
Total	2,472	4,744	2,272	2,076	4,548	184	4,732

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
46 8th St./I-10 Westbound Ramps							
NBL	127	683	556	508	635	16	651
NBT	386	586	200	183	569	61	630
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	256	375	119	109	365	0	365
SBR	243	758	515	471	714	31	745
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	16	60	44	40	56	0	56
WBT	2	2	0	0	2	0	2
WBR	56	138	82	75	131	0	131
North Leg							
Approach	499	1,133	634	580	1,079	31	1,110
Departure	442	724	282	258	700	61	761
Total	941	1,857	916	838	1,779	92	1,871
South Leg							
Approach	513	1,269	756	691	1,204	77	1,281
Departure	272	435	163	149	421	0	421
Total	785	1,704	919	840	1,625	77	1,702
East Leg							
Approach	74	200	126	115	189	0	189
Departure	0	0	0	0	0	0	0
Total	74	200	126	115	189	0	189
West Leg							
Approach	0	0	0	0	0	0	0
Departure	372	1,443	1,071	979	1,351	47	1,398
Total	372	1,443	1,071	979	1,351	47	1,398
Total Approaches							
Approach	1,086	2,602	1,516	1,386	2,472	108	2,580
Departure	1,086	2,602	1,516	1,386	2,472	108	2,580
Total	2,172	5,204	3,032	2,772	4,944	216	5,160

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
47 8th St./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	293	742	449	411	704	16	720
NBR	15	117	102	93	108	0	108
SBL	114	286	172	157	271	0	271
SBT	165	165	0	0	165	0	165
SBR	0	0	0	0	0	0	0
EBL	207	527	320	293	500	61	561
EBT	0	0	0	0	0	0	0
EBR	158	573	415	379	537	30	567
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	279	451	172	157	436	0	436
Departure	500	1,269	769	704	1,204	77	1,281
Total	779	1,720	941	861	1,640	77	1,717
South Leg							
Approach	308	859	551	504	812	16	828
Departure	323	738	415	379	702	30	732
Total	631	1,597	966	883	1,514	46	1,560
East Leg							
Approach	0	0	0	0	0	0	0
Departure	129	403	274	250	379	0	379
Total	129	403	274	250	379	0	379
West Leg							
Approach	365	1,100	735	672	1,037	91	1,128
Departure	0	0	0	0	0	0	0
Total	365	1,100	735	672	1,037	91	1,128
Total Approaches							
Approach	952	2,410	1,458	1,333	2,285	107	2,392
Departure	952	2,410	1,458	1,333	2,285	107	2,392
Total	1,904	4,820	2,916	2,666	4,570	214	4,784

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
48							
4th St./Wilson St.							
NBL	16	16	0	0	16	0	16
NBT	7	30	23	21	28	0	28
NBR	10	19	9	8	18	0	18
SBL	14	107	93	85	99	0	99
SBT	17	200	183	167	184	0	184
SBR	5	49	44	40	45	0	45
EBL	4	12	8	7	11	0	11
EBT	169	594	425	389	558	152	710
EBR	13	30	17	16	29	0	29
WBL	10	65	55	50	60	0	60
WBT	161	248	87	80	241	78	319
WBR	10	30	20	18	28	0	28
North Leg							
Approach	36	356	320	292	328	0	328
Departure	21	72	51	46	67	0	67
Total	57	428	371	338	395	0	395
South Leg							
Approach	33	65	32	29	62	0	62
Departure	40	295	255	233	273	0	273
Total	73	360	287	262	335	0	335
East Leg							
Approach	181	343	162	148	329	78	407
Departure	193	720	527	482	675	152	827
Total	374	1,063	689	630	1,004	230	1,234
West Leg							
Approach	186	636	450	412	598	152	750
Departure	182	313	131	120	302	78	380
Total	368	949	581	532	900	230	1,130
Total Approaches							
Approach	436	1,400	964	881	1,317	230	1,547
Departure	436	1,400	964	881	1,317	230	1,547
Total	872	2,800	1,928	1,762	2,634	460	3,094

Table B-9 - Year 2042 A.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
49 San Geronio Ave./Wilson St.							
NBL	38	41	3	3	41	0	41
NBT	28	43	15	14	42	0	42
NBR	33	33	0	0	33	0	33
SBL	9	16	7	6	15	0	15
SBT	55	232	177	162	217	0	217
SBR	23	183	160	146	169	16	185
EBL	13	72	59	54	67	30	97
EBT	150	520	370	338	488	121	609
EBR	43	126	83	76	119	0	119
WBL	12	23	11	10	22	0	22
WBT	101	121	20	18	119	62	181
WBR	2	3	1	1	3	0	3
North Leg							
Approach	87	431	344	314	401	16	417
Departure	43	118	75	69	112	30	142
Total	130	549	419	383	513	46	559
South Leg							
Approach	99	117	18	17	116	0	116
Departure	110	381	271	248	358	0	358
Total	209	498	289	265	474	0	474
East Leg							
Approach	115	147	32	29	144	62	206
Departure	192	569	377	344	536	121	657
Total	307	716	409	373	680	183	863
West Leg							
Approach	206	718	512	468	674	151	825
Departure	162	345	183	167	329	78	407
Total	368	1,063	695	635	1,003	229	1,232
Total Approaches							
Approach	507	1,413	906	828	1,335	229	1,564
Departure	507	1,413	906	828	1,335	229	1,564
Total	1,014	2,826	1,812	1,656	2,670	458	3,128

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	59	59	0	0	59	0	59
SBL	408	1,315	907	829	1,237	70	1,307
SBT	1	8	7	6	7	0	7
SBR	61	683	622	569	630	0	630
EBL	0	0	0	0	0	0	0
EBT	187	2,473	2,286	2,090	2,277	140	2,417
EBR	12	12	0	0	12	0	12
WBL	19	19	0	0	19	0	19
WBT	204	1,978	1,774	1,622	1,826	98	1,924
WBR	107	205	98	90	197	0	197
North Leg							
Approach	470	2,006	1,536	1,404	1,874	70	1,944
Departure	107	205	98	90	197	0	197
Total	577	2,211	1,634	1,494	2,071	70	2,141
South Leg							
Approach	59	59	0	0	59	0	59
Departure	32	39	7	6	38	0	38
Total	91	98	7	6	97	0	97
East Leg							
Approach	330	2,202	1,872	1,712	2,042	98	2,140
Departure	654	3,847	3,193	2,919	3,573	210	3,783
Total	984	6,049	5,065	4,631	5,615	308	5,923
West Leg							
Approach	199	2,485	2,286	2,090	2,289	140	2,429
Departure	265	2,661	2,396	2,191	2,456	98	2,554
Total	464	5,146	4,682	4,281	4,745	238	4,983
Total Approaches							
Approach	1,058	6,752	5,694	5,206	6,264	308	6,572
Departure	1,058	6,752	5,694	5,206	6,264	308	6,572
Total	2,116	13,504	11,388	10,412	12,528	616	13,144

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
2 I-10 Westbound Ramps/Oak Valley Pkwy.							
NBL	179	513	334	305	484	0	484
NBT	0	0	0	0	0	0	0
NBR	189	1,026	837	765	954	0	954
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	484	2,834	2,350	2,149	2,633	210	2,843
EBR	26	344	318	291	317	0	317
WBL	0	0	0	0	0	0	0
WBT	412	2,437	2,025	1,851	2,263	147	2,410
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	368	1,539	1,171	1,070	1,438	0	1,438
Departure	26	344	318	291	317	0	317
Total	394	1,883	1,489	1,361	1,755	0	1,755
East Leg							
Approach	412	2,437	2,025	1,851	2,263	147	2,410
Departure	673	3,860	3,187	2,914	3,587	210	3,797
Total	1,085	6,297	5,212	4,765	5,850	357	6,207
West Leg							
Approach	510	3,178	2,668	2,440	2,950	210	3,160
Departure	591	2,950	2,359	2,156	2,747	147	2,894
Total	1,101	6,128	5,027	4,596	5,697	357	6,054
Total Approaches							
Approach	1,290	7,154	5,864	5,361	6,651	357	7,008
Departure	1,290	7,154	5,864	5,361	6,651	357	7,008
Total	2,580	14,308	11,728	10,722	13,302	714	14,016

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
3 Elm Ave./Oak Valley Pkwy.-14th St.							
NBL	32	265	233	213	245	0	245
NBT	10	263	253	231	241	0	241
NBR	45	45	0	0	45	0	45
SBL	4	50	46	42	46	0	46
SBT	4	201	197	180	184	0	184
SBR	6	218	212	194	200	0	200
EBL	6	277	271	248	254	0	254
EBT	358	1,262	904	827	1,185	280	1,465
EBR	28	328	300	274	302	0	302
WBL	36	36	0	0	36	0	36
WBT	283	890	607	555	838	196	1,034
WBR	38	63	25	23	61	0	61
North Leg							
Approach	14	469	455	416	430	0	430
Departure	54	603	549	502	556	0	556
Total	68	1,072	1,004	918	986	0	986
South Leg							
Approach	87	573	486	444	531	0	531
Departure	68	565	497	454	522	0	522
Total	155	1,138	983	898	1,053	0	1,053
East Leg							
Approach	357	989	632	578	935	196	1,131
Departure	407	1,357	950	869	1,276	280	1,556
Total	764	2,346	1,582	1,447	2,211	476	2,687
West Leg							
Approach	392	1,867	1,475	1,349	1,741	280	2,021
Departure	321	1,373	1,052	962	1,283	196	1,479
Total	713	3,240	2,527	2,311	3,024	476	3,500
Total Approaches							
Approach	850	3,898	3,048	2,787	3,637	476	4,113
Departure	850	3,898	3,048	2,787	3,637	476	4,113
Total	1,700	7,796	6,096	5,574	7,274	952	8,226

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
4	Beaumont Ave./Oak Valley Pkwy.-14th St.						
NBL	74	127	53	48	122	0	122
NBT	316	553	237	217	533	0	533
NBR	81	135	54	49	130	0	130
SBL	62	85	23	21	83	35	118
SBT	204	409	205	187	391	0	391
SBR	108	108	0	0	108	0	108
EBL	128	128	0	0	128	0	128
EBT	245	1,187	942	861	1,106	280	1,386
EBR	51	51	0	0	51	0	51
WBL	102	102	0	0	102	0	102
WBT	219	778	559	511	730	196	926
WBR	71	105	34	31	102	24	126
North Leg							
Approach	374	602	228	208	582	35	617
Departure	515	786	271	248	763	24	787
Total	889	1,388	499	456	1,345	59	1,404
South Leg							
Approach	471	815	344	314	785	0	785
Departure	357	562	205	187	544	0	544
Total	828	1,377	549	501	1,329	0	1,329
East Leg							
Approach	392	985	593	542	934	220	1,154
Departure	388	1,407	1,019	931	1,319	315	1,634
Total	780	2,392	1,612	1,473	2,253	535	2,788
West Leg							
Approach	424	1,366	942	861	1,285	280	1,565
Departure	401	1,013	612	559	960	196	1,156
Total	825	2,379	1,554	1,420	2,245	476	2,721
Total Approaches							
Approach	1,661	3,768	2,107	1,925	3,586	535	4,121
Departure	1,661	3,768	2,107	1,925	3,586	535	4,121
Total	3,322	7,536	4,214	3,850	7,172	1,070	8,242

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
5	Beaumont Ave./8th St.						
NBL	13	243	230	210	223	0	223
NBT	415	881	466	426	841	0	841
NBR	22	39	17	16	38	0	38
SBL	27	47	20	18	45	0	45
SBT	278	503	225	206	484	0	484
SBR	36	36	0	0	36	0	36
EBL	51	51	0	0	51	0	51
EBT	31	261	230	210	241	175	416
EBR	17	166	149	136	153	0	153
WBL	20	20	0	0	20	0	20
WBT	34	529	495	453	487	122	609
WBR	47	47	0	0	47	0	47
North Leg							
Approach	341	586	245	224	565	0	565
Departure	513	979	466	426	939	0	939
Total	854	1,565	711	650	1,504	0	1,504
South Leg							
Approach	450	1,163	713	652	1,102	0	1,102
Departure	315	689	374	342	657	0	657
Total	765	1,852	1,087	994	1,759	0	1,759
East Leg							
Approach	101	596	495	453	554	122	676
Departure	80	347	267	244	324	175	499
Total	181	943	762	697	878	297	1,175
West Leg							
Approach	99	478	379	346	445	175	620
Departure	83	808	725	663	746	122	868
Total	182	1,286	1,104	1,009	1,191	297	1,488
Total Approaches							
Approach	991	2,823	1,832	1,675	2,666	297	2,963
Departure	991	2,823	1,832	1,675	2,666	297	2,963
Total	1,982	5,646	3,664	3,350	5,332	594	5,926

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
6	Beaumont Ave./I-10 Westbound Ramps						
NBL	205	397	192	176	381	0	381
NBT	531	2,219	1,688	1,543	2,074	0	2,074
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	320	1,311	991	906	1,226	0	1,226
SBR	166	223	57	52	218	0	218
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	63	290	227	208	271	49	320
WBT	1	1	0	0	1	0	1
WBR	95	338	243	222	317	0	317
North Leg							
Approach	486	1,534	1,048	958	1,444	0	1,444
Departure	626	2,557	1,931	1,765	2,391	0	2,391
Total	1,112	4,091	2,979	2,723	3,835	0	3,835
South Leg							
Approach	736	2,616	1,880	1,719	2,455	0	2,455
Departure	383	1,601	1,218	1,114	1,497	49	1,546
Total	1,119	4,217	3,098	2,833	3,952	49	4,001
East Leg							
Approach	159	629	470	430	589	49	638
Departure	0	0	0	0	0	0	0
Total	159	629	470	430	589	49	638
West Leg							
Approach	0	0	0	0	0	0	0
Departure	372	621	249	228	600	0	600
Total	372	621	249	228	600	0	600
Total Approaches							
Approach	1,381	4,779	3,398	3,107	4,488	49	4,537
Departure	1,381	4,779	3,398	3,107	4,488	49	4,537
Total	2,762	9,558	6,796	6,214	8,976	98	9,074

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
7	Beaumont Ave./I-10 Eastbound Ramps						
NBL	0	0	0	0	0	0	0
NBT	323	1,706	1,383	1,264	1,587	0	1,587
NBR	59	360	301	275	334	70	404
SBL	82	292	210	192	274	0	274
SBT	249	1,309	1,060	969	1,218	49	1,267
SBR	0	0	0	0	0	0	0
EBL	247	910	663	606	853	0	853
EBT	0	0	0	0	0	0	0
EBR	159	484	325	297	456	0	456
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	331	1,601	1,270	1,161	1,492	49	1,541
Departure	570	2,616	2,046	1,870	2,440	0	2,440
Total	901	4,217	3,316	3,031	3,932	49	3,981
South Leg							
Approach	382	2,066	1,684	1,539	1,921	70	1,991
Departure	408	1,793	1,385	1,266	1,674	49	1,723
Total	790	3,859	3,069	2,805	3,595	119	3,714
East Leg							
Approach	0	0	0	0	0	0	0
Departure	141	652	511	467	608	70	678
Total	141	652	511	467	608	70	678
West Leg							
Approach	407	1,394	987	903	1,310	0	1,310
Departure	0	0	0	0	0	0	0
Total	407	1,394	987	903	1,310	0	1,310
Total Approaches							
Approach	1,120	5,061	3,941	3,603	4,723	119	4,842
Departure	1,120	5,061	3,941	3,603	4,723	119	4,842
Total	2,239	10,122	7,883	7,206	9,445	238	9,683

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
8							
Beaumont Ave./1st St.							
NBL	9	43	34	31	40	0	40
NBT	193	1,316	1,123	1,027	1,220	70	1,290
NBR	203	203	0	0	203	0	203
SBL	164	337	173	158	322	0	322
SBT	255	1,240	985	901	1,156	49	1,205
SBR	16	151	135	123	139	0	139
EBL	20	306	286	261	281	0	281
EBT	65	509	444	406	471	0	471
EBR	36	36	0	0	36	0	36
WBL	336	336	0	0	336	0	336
WBT	118	512	394	360	478	0	478
WBR	124	239	115	105	229	0	229
North Leg							
Approach	435	1,728	1,293	1,182	1,617	49	1,666
Departure	337	1,861	1,524	1,393	1,730	70	1,800
Total	771	3,589	2,818	2,575	3,346	119	3,465
South Leg							
Approach	405	1,562	1,157	1,058	1,463	70	1,533
Departure	627	1,612	985	901	1,528	49	1,577
Total	1,031	3,174	2,143	1,959	2,990	119	3,109
East Leg							
Approach	578	1,087	509	465	1,043	0	1,043
Departure	432	1,049	617	564	996	0	996
Total	1,010	2,136	1,126	1,029	2,039	0	2,039
West Leg							
Approach	121	851	730	667	788	0	788
Departure	143	706	563	514	657	0	657
Total	264	1,557	1,293	1,181	1,445	0	1,445
Total Approaches							
Approach	1,538	5,228	3,690	3,372	4,910	119	5,029
Departure	1,538	5,228	3,690	3,372	4,910	119	5,029
Total	3,077	10,456	7,379	6,744	9,821	238	10,059

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
9	Beaumont Ave./Westward Ave.						
NBL	0	29	29	26	26	0	26
NBT	196	886	690	631	827	70	897
NBR	0	469	469	429	429	0	429
SBL	0	97	97	89	89	0	89
SBT	284	936	652	596	880	49	929
SBR	0	469	469	429	429	0	429
EBL	0	420	420	384	384	0	384
EBT	0	449	449	411	411	0	411
EBR	0	15	15	14	14	0	14
WBL	0	362	362	331	331	0	331
WBT	0	221	221	202	202	0	202
WBR	0	161	161	147	147	0	147
North Leg							
Approach	284	1,502	1,218	1,114	1,398	49	1,447
Departure	196	1,467	1,271	1,162	1,358	70	1,428
Total	480	2,969	2,489	2,276	2,756	119	2,875
South Leg							
Approach	196	1,384	1,188	1,086	1,282	70	1,352
Departure	284	1,313	1,029	941	1,225	49	1,274
Total	480	2,697	2,217	2,027	2,507	119	2,626
East Leg							
Approach	0	744	744	680	680	0	680
Departure	0	1,015	1,015	929	929	0	929
Total	0	1,759	1,759	1,609	1,609	0	1,609
West Leg							
Approach	0	884	884	809	809	0	809
Departure	0	719	719	657	657	0	657
Total	0	1,603	1,603	1,466	1,466	0	1,466
Total Approaches							
Approach	480	4,514	4,034	3,689	4,169	119	4,288
Departure	480	4,514	4,034	3,689	4,169	119	4,288
Total	960	9,028	8,068	7,378	8,338	238	8,576

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
10 Lamb Canyon Rd./California Ave.							
NBL	155	310	155	142	297	0	297
NBT	251	1,254	1,003	917	1,168	35	1,203
NBR	0	20	20	18	18	0	18
SBL	0	187	187	171	171	0	171
SBT	324	1,111	787	720	1,044	24	1,068
SBR	1	1	0	0	1	0	1
EBL	1	1	0	0	1	0	1
EBT	0	124	124	113	113	0	113
EBR	126	394	268	245	371	0	371
WBL	0	8	8	7	7	0	7
WBT	0	60	60	55	55	0	55
WBR	0	100	100	91	91	0	91
North Leg							
Approach	325	1,299	974	891	1,216	24	1,240
Departure	252	1,355	1,103	1,008	1,260	35	1,295
Total	577	2,654	2,077	1,899	2,476	59	2,535
South Leg							
Approach	406	1,584	1,178	1,077	1,483	35	1,518
Departure	450	1,513	1,063	972	1,422	24	1,446
Total	856	3,097	2,241	2,049	2,905	59	2,964
East Leg							
Approach	0	168	168	153	153	0	153
Departure	0	331	331	302	302	0	302
Total	0	499	499	455	455	0	455
West Leg							
Approach	127	519	392	358	485	0	485
Departure	156	371	215	197	353	0	353
Total	283	890	607	555	838	0	838
Total Approaches							
Approach	858	3,570	2,712	2,479	3,337	59	3,396
Departure	858	3,570	2,712	2,479	3,337	59	3,396
Total	1,716	7,140	5,424	4,958	6,674	118	6,792

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
11 Palm Ave./Oak Valley Pkwy.-14th St.							
NBL	36	108	72	66	102	0	102
NBT	40	269	229	209	249	0	249
NBR	14	203	189	173	187	0	187
SBL	44	44	0	0	44	0	44
SBT	36	242	206	188	224	0	224
SBR	50	59	9	8	58	0	58
EBL	53	109	56	51	104	0	104
EBT	323	1,024	701	641	964	351	1,315
EBR	44	226	182	166	210	0	210
WBL	12	49	37	34	46	0	46
WBT	286	773	487	445	731	245	976
WBR	69	227	158	144	213	0	213
North Leg							
Approach	130	345	215	196	326	0	326
Departure	162	605	443	404	566	0	566
Total	292	950	658	600	892	0	892
South Leg							
Approach	90	580	490	448	538	0	538
Departure	92	517	425	388	480	0	480
Total	182	1,097	915	836	1,018	0	1,018
East Leg							
Approach	367	1,049	682	623	990	245	1,235
Departure	381	1,271	890	814	1,195	351	1,546
Total	748	2,320	1,572	1,437	2,185	596	2,781
West Leg							
Approach	420	1,359	939	858	1,278	351	1,629
Departure	372	940	568	519	891	245	1,136
Total	792	2,299	1,507	1,377	2,169	596	2,765
Total Approaches							
Approach	1,007	3,333	2,326	2,125	3,132	596	3,728
Departure	1,007	3,333	2,326	2,125	3,132	596	3,728
Total	2,014	6,666	4,652	4,250	6,264	1,192	7,456

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
12 Palm Ave./8th St.							
NBL	13	19	6	5	18	0	18
NBT	68	476	408	373	441	0	441
NBR	16	87	71	65	81	35	116
SBL	23	41	18	16	39	0	39
SBT	67	368	301	275	342	0	342
SBR	8	104	96	88	96	0	96
EBL	3	51	48	44	47	0	47
EBT	57	244	187	171	228	210	438
EBR	23	66	43	39	62	0	62
WBL	16	149	133	122	138	24	162
WBT	77	434	357	326	403	147	550
WBR	17	214	197	180	197	0	197
North Leg							
Approach	98	513	415	379	477	0	477
Departure	88	741	653	597	685	0	685
Total	186	1,254	1,068	976	1,162	0	1,162
South Leg							
Approach	97	582	485	443	540	35	575
Departure	106	583	477	436	542	24	566
Total	203	1,165	962	879	1,082	59	1,141
East Leg							
Approach	110	797	687	628	738	171	909
Departure	96	372	276	252	348	245	593
Total	206	1,169	963	880	1,086	416	1,502
West Leg							
Approach	83	361	278	254	337	210	547
Departure	98	557	459	419	517	147	664
Total	181	918	737	673	854	357	1,211
Total Approaches							
Approach	388	2,253	1,865	1,704	2,092	416	2,508
Departure	388	2,253	1,865	1,704	2,092	416	2,508
Total	776	4,506	3,730	3,408	4,184	832	5,016

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
13	Pennsylvania Ave./Oak Valley Pkwy.-14th St.						
NBL	106	131	25	23	129	0	129
NBT	0	0	0	0	0	0	0
NBR	66	271	205	187	253	0	253
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	269	1,121	852	779	1,048	386	1,434
EBR	69	69	0	0	69	0	69
WBL	51	186	135	123	174	0	174
WBT	220	872	652	596	816	269	1,085
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	172	402	230	210	382	0	382
Departure	120	255	135	123	243	0	243
Total	292	657	365	333	625	0	625
East Leg							
Approach	271	1,058	787	719	990	269	1,259
Departure	335	1,392	1,057	966	1,301	386	1,687
Total	606	2,450	1,844	1,685	2,291	655	2,946
West Leg							
Approach	338	1,190	852	779	1,117	386	1,503
Departure	326	1,003	677	619	945	269	1,214
Total	664	2,193	1,529	1,398	2,062	655	2,717
Total Approaches							
Approach	781	2,650	1,869	1,708	2,489	655	3,144
Departure	781	2,650	1,869	1,708	2,489	655	3,144
Total	1,562	5,300	3,738	3,416	4,978	1,310	6,288

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
14	Pennsylvania Ave./8th St.						
NBL	27	124	97	89	116	0	116
NBT	260	317	57	52	312	0	312
NBR	22	547	525	480	502	35	537
SBL	34	113	79	72	106	0	106
SBT	148	176	28	26	174	0	174
SBR	7	34	27	25	32	0	32
EBL	18	21	3	3	21	0	21
EBT	63	497	434	397	460	245	705
EBR	20	20	0	0	20	0	20
WBL	26	105	79	72	98	24	122
WBT	50	694	644	589	639	171	810
WBR	50	158	108	99	149	0	149
North Leg							
Approach	189	323	134	123	312	0	312
Departure	328	496	168	154	482	0	482
Total	517	819	302	277	794	0	794
South Leg							
Approach	309	988	679	621	930	35	965
Departure	194	301	107	98	292	24	316
Total	503	1,289	786	719	1,222	59	1,281
East Leg							
Approach	126	957	831	760	886	195	1,081
Departure	119	1,157	1,038	949	1,068	280	1,348
Total	245	2,114	1,869	1,709	1,954	475	2,429
West Leg							
Approach	101	538	437	400	501	245	746
Departure	84	852	768	703	787	171	958
Total	185	1,390	1,205	1,103	1,288	416	1,704
Total Approaches							
Approach	725	2,806	2,081	1,904	2,629	475	3,104
Departure	725	2,806	2,081	1,904	2,629	475	3,104
Total	1,450	5,612	4,162	3,808	5,258	950	6,208

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
15 Pennsylvania Ave./I-10 Westbound Ramp							
NBL	0	0	0	0	0	0	0
NBT	370	1,099	729	667	1,037	140	1,177
NBR	0	412	412	377	377	0	377
SBL	0	383	383	350	350	0	350
SBT	368	816	448	410	778	98	876
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	225	225	0	0	225	0	225
WBT	0	0	0	0	0	0	0
WBR	265	265	0	0	265	0	265
North Leg							
Approach	368	1,199	831	760	1,128	98	1,226
Departure	635	1,364	729	667	1,302	140	1,442
Total	1,003	2,563	1,560	1,427	2,430	238	2,668
South Leg							
Approach	370	1,511	1,141	1,044	1,414	140	1,554
Departure	593	1,041	448	410	1,003	98	1,101
Total	963	2,552	1,589	1,454	2,417	238	2,655
East Leg							
Approach	490	490	0	0	490	0	490
Departure	0	795	795	727	727	0	727
Total	490	1,285	795	727	1,217	0	1,217
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,228	3,200	1,972	1,804	3,032	238	3,270
Departure	1,228	3,200	1,972	1,804	3,032	238	3,270
Total	2,456	6,400	3,944	3,608	6,064	476	6,540

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
16	Pennsylvania Ave/I-10 Eastbound Ramp						
NBL	0	0	0	0	0	0	0
NBT	275	1,148	873	798	1,073	140	1,213
NBR	89	89	0	0	89	0	89
SBL	173	173	0	0	173	0	173
SBT	425	763	338	309	734	98	832
SBR	0	0	0	0	0	0	0
EBL	99	364	265	242	341	0	341
EBT	0	0	0	0	0	0	0
EBR	141	430	289	264	405	0	405
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	598	936	338	309	907	98	1,005
Departure	374	1,512	1,138	1,040	1,414	140	1,554
Total	972	2,448	1,476	1,349	2,321	238	2,559
South Leg							
Approach	364	1,237	873	798	1,162	140	1,302
Departure	566	1,193	627	573	1,139	98	1,237
Total	930	2,430	1,500	1,371	2,301	238	2,539
East Leg							
Approach	0	0	0	0	0	0	0
Departure	262	262	0	0	262	0	262
Total	262	262	0	0	262	0	262
West Leg							
Approach	240	794	554	506	746	0	746
Departure	0	0	0	0	0	0	0
Total	240	794	554	506	746	0	746
Total Approaches							
Approach	1,202	2,967	1,765	1,613	2,815	238	3,053
Departure	1,202	2,967	1,765	1,613	2,815	238	3,053
Total	2,405	5,934	3,529	3,226	5,631	476	6,107

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
17 Pennsylvania Ave./3rd St.							
NBL	2	56	54	49	51	0	51
NBT	342	1,202	860	786	1,128	140	1,268
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	544	1,185	641	586	1,130	98	1,228
SBR	39	39	0	0	39	0	39
EBL	21	21	0	0	21	0	21
EBT	0	0	0	0	0	0	0
EBR	2	2	0	0	2	0	2
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	583	1,224	641	586	1,169	98	1,267
Departure	363	1,223	860	786	1,149	140	1,289
Total	946	2,447	1,501	1,372	2,318	238	2,556
South Leg							
Approach	344	1,258	914	835	1,179	140	1,319
Departure	546	1,187	641	586	1,132	98	1,230
Total	890	2,445	1,555	1,421	2,311	238	2,549
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	23	23	0	0	23	0	23
Departure	41	95	54	49	90	0	90
Total	64	118	54	49	113	0	113
Total Approaches							
Approach	950	2,505	1,555	1,421	2,371	238	2,609
Departure	950	2,505	1,555	1,421	2,371	238	2,609
Total	1,901	5,010	3,109	2,842	4,743	476	5,219

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
18 Cherry Ave./Oak Valley Pkwy.-14th St.							
NBL	0	0	0	0	0	0	0
NBT	0	68	68	62	62	0	62
NBR	0	6	6	5	5	0	5
SBL	170	278	108	99	269	0	269
SBT	0	38	38	35	35	0	35
SBR	59	174	115	105	164	0	164
EBL	102	413	311	284	386	0	386
EBT	259	979	720	658	917	386	1,303
EBR	0	0	0	0	0	0	0
WBL	0	3	3	3	3	0	3
WBT	197	885	688	629	826	269	1,095
WBR	126	131	5	5	131	0	131
North Leg							
Approach	229	490	261	239	468	0	468
Departure	228	612	384	351	579	0	579
Total	457	1,102	645	590	1,047	0	1,047
South Leg							
Approach	0	74	74	67	67	0	67
Departure	0	41	41	38	38	0	38
Total	0	115	115	105	105	0	105
East Leg							
Approach	323	1,019	696	637	960	269	1,229
Departure	429	1,263	834	762	1,191	386	1,577
Total	752	2,282	1,530	1,399	2,151	655	2,806
West Leg							
Approach	361	1,392	1,031	942	1,303	386	1,689
Departure	256	1,059	803	734	990	269	1,259
Total	617	2,451	1,834	1,676	2,293	655	2,948
Total Approaches							
Approach	913	2,975	2,062	1,885	2,798	655	3,453
Departure	913	2,975	2,062	1,885	2,798	655	3,453
Total	1,826	5,950	4,124	3,770	5,596	1,310	6,906

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
19 Starlight Ave/ Oak Valley Pkwy.-14th St.							
NBL	64	280	216	197	261	0	261
NBT	2	124	122	112	114	0	114
NBR	8	16	8	7	15	0	15
SBL	0	91	91	83	83	35	118
SBT	4	49	45	41	45	0	45
SBR	6	74	68	62	68	0	68
EBL	7	121	114	104	111	0	111
EBT	191	665	474	433	624	421	1,045
EBR	67	274	207	189	256	0	256
WBL	4	4	0	0	4	0	4
WBT	189	614	425	389	578	294	872
WBR	2	139	137	125	127	24	151
North Leg							
Approach	10	214	204	186	196	35	231
Departure	11	384	373	341	352	24	376
Total	21	598	577	527	548	59	607
South Leg							
Approach	74	420	346	316	390	0	390
Departure	75	327	252	230	305	0	305
Total	149	747	598	546	695	0	695
East Leg							
Approach	195	757	562	514	709	318	1,027
Departure	199	772	573	523	722	456	1,178
Total	394	1,529	1,135	1,037	1,431	774	2,205
West Leg							
Approach	265	1,060	795	726	991	421	1,412
Departure	259	968	709	648	907	294	1,201
Total	524	2,028	1,504	1,374	1,898	715	2,613
Total Approaches							
Approach	544	2,451	1,907	1,742	2,286	774	3,060
Departure	544	2,451	1,907	1,742	2,286	774	3,060
Total	1,088	4,902	3,814	3,484	4,572	1,548	6,120

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
20 Highland Springs Ave./Brookside Ave.							
NBL	151	151	0	0	151	24	175
NBT	98	712	614	561	659	24	683
NBR	0	452	452	413	413	70	483
SBL	0	192	192	176	176	280	456
SBT	58	369	311	284	342	35	377
SBR	0	102	102	93	93	0	93
EBL	2	225	223	204	206	0	206
EBT	0	391	391	357	357	70	427
EBR	113	113	0	0	113	35	148
WBL	0	267	267	244	244	49	293
WBT	0	378	378	346	346	49	395
WBR	0	179	179	164	164	196	360
North Leg							
Approach	58	663	605	553	611	315	926
Departure	100	1,116	1,016	929	1,029	220	1,249
Total	158	1,779	1,621	1,482	1,640	535	2,175
South Leg							
Approach	249	1,315	1,066	974	1,223	118	1,341
Departure	171	749	578	528	699	119	818
Total	420	2,064	1,644	1,502	1,922	237	2,159
East Leg							
Approach	0	824	824	754	754	294	1,048
Departure	0	1,035	1,035	946	946	420	1,366
Total	0	1,859	1,859	1,700	1,700	714	2,414
West Leg							
Approach	115	729	614	561	676	105	781
Departure	151	631	480	439	590	73	663
Total	266	1,360	1,094	1,000	1,266	178	1,444
Total Approaches							
Approach	422	3,531	3,109	2,842	3,264	832	4,096
Departure	422	3,531	3,109	2,842	3,264	832	4,096
Total	844	7,062	6,218	5,684	6,528	1,664	8,192

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
21 Highland Springs Ave./16th St.-Cougar Way							
NBL	0	1	1	1	1	24	25
NBT	249	478	229	209	458	119	577
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	171	281	110	101	272	119	391
SBR	0	111	111	101	101	0	101
EBL	0	202	202	185	185	0	185
EBT	0	0	0	0	0	0	0
EBR	0	1	1	1	1	35	36
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	171	392	221	202	373	119	492
Departure	249	680	431	394	643	119	762
Total	420	1,072	652	596	1,016	238	1,254
South Leg							
Approach	249	479	230	210	459	143	602
Departure	171	282	111	102	273	154	427
Total	420	761	341	312	732	297	1,029
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	203	203	186	186	35	221
Departure	0	112	112	102	102	24	126
Total	0	315	315	288	288	59	347
Total Approaches							
Approach	420	1,074	654	598	1,018	297	1,315
Departure	420	1,074	654	598	1,018	297	1,315
Total	840	2,148	1,308	1,196	2,036	594	2,630

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
22 Highland Springs Ave./F St.							
NBL	0	0	0	0	0	0	0
NBT	236	556	320	293	529	119	648
NBR	0	0	0	0	0	526	526
SBL	0	0	0	0	0	35	35
SBT	158	328	170	155	313	119	432
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	367	367
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	24	24
North Leg							
Approach	158	328	170	155	313	154	467
Departure	236	556	320	293	529	143	672
Total	394	884	490	448	842	297	1,139
South Leg							
Approach	236	556	320	293	529	645	1,174
Departure	158	328	170	155	313	486	799
Total	394	884	490	448	842	1,131	1,973
East Leg							
Approach	0	0	0	0	0	391	391
Departure	0	0	0	0	0	561	561
Total	0	0	0	0	0	952	952
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	394	884	490	448	842	1,190	2,032
Departure	394	884	490	448	842	1,190	2,032
Total	788	1,768	980	896	1,684	2,380	4,064

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.							
NBL	122	777	655	599	721	73	794
NBT	233	446	213	195	428	561	989
NBR	0	0	0	0	0	175	175
SBL	0	0	0	0	0	70	70
SBT	155	307	152	139	294	391	685
SBR	3	5	2	2	5	24	29
EBL	3	107	104	95	98	35	133
EBT	0	0	0	0	0	315	315
EBR	122	635	513	469	591	105	696
WBL	0	0	0	0	0	122	122
WBT	0	0	0	0	0	220	220
WBR	0	0	0	0	0	49	49
North Leg							
Approach	158	312	154	141	299	485	784
Departure	236	553	317	290	526	645	1,171
Total	394	865	471	431	825	1,130	1,955
South Leg							
Approach	355	1,223	868	794	1,149	809	1,958
Departure	277	942	665	608	885	618	1,503
Total	632	2,165	1,533	1,402	2,034	1,427	3,461
East Leg							
Approach	0	0	0	0	0	391	391
Departure	0	0	0	0	0	560	560
Total	0	0	0	0	0	951	951
West Leg							
Approach	125	742	617	564	689	455	1,144
Departure	125	782	657	601	726	317	1,043
Total	250	1,524	1,274	1,165	1,415	772	2,187
Total Approaches							
Approach	638	2,277	1,639	1,499	2,137	2,140	4,277
Departure	638	2,277	1,639	1,499	2,137	2,140	4,277
Total	1,276	4,554	3,278	2,998	4,274	4,280	8,554

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
24 Highland Springs Ave./Starlight Ave.-A St.							
NBL	124	319	195	178	302	0	302
NBT	459	1,119	660	603	1,062	596	1,658
NBR	0	0	0	0	0	280	280
SBL	0	0	0	0	0	105	105
SBT	342	835	493	451	793	416	1,209
SBR	3	187	184	168	171	98	269
EBL	2	178	176	161	163	140	303
EBT	0	0	0	0	0	175	175
EBR	75	219	144	132	207	0	207
WBL	0	0	0	0	0	196	196
WBT	0	0	0	0	0	122	122
WBR	0	0	0	0	0	73	73
North Leg							
Approach	345	1,022	677	619	964	619	1,583
Departure	461	1,297	836	764	1,225	809	2,034
Total	806	2,319	1,513	1,383	2,189	1,428	3,617
South Leg							
Approach	583	1,438	855	781	1,364	876	2,240
Departure	417	1,054	637	583	1,000	612	1,612
Total	1,000	2,492	1,492	1,364	2,364	1,488	3,852
East Leg							
Approach	0	0	0	0	0	391	391
Departure	0	0	0	0	0	560	560
Total	0	0	0	0	0	951	951
West Leg							
Approach	77	397	320	293	370	315	685
Departure	127	506	379	346	473	220	693
Total	204	903	699	639	843	535	1,378
Total Approaches							
Approach	1,005	2,857	1,852	1,693	2,698	2,201	4,899
Departure	1,005	2,857	1,852	1,693	2,698	2,201	4,899
Total	2,010	5,714	3,704	3,386	5,396	4,402	9,798

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
25 Highland Springs Ave./8th St.-Wilson St.							
NBL	26	26	0	0	26	0	26
NBT	439	706	267	244	683	771	1,454
NBR	179	179	0	0	179	245	424
SBL	93	336	243	222	315	24	339
SBT	317	411	94	86	403	538	941
SBR	11	110	99	91	102	49	151
EBL	11	96	85	78	89	70	159
EBT	63	603	540	494	557	105	662
EBR	49	49	0	0	49	0	49
WBL	135	160	25	23	158	171	329
WBT	62	438	376	344	406	73	479
WBR	117	323	206	188	305	35	340
North Leg							
Approach	421	857	436	399	820	611	1,431
Departure	567	1,125	558	510	1,077	876	1,953
Total	988	1,982	994	909	1,897	1,487	3,384
South Leg							
Approach	644	911	267	244	888	1,016	1,904
Departure	501	620	119	109	610	709	1,319
Total	1,145	1,531	386	353	1,498	1,725	3,223
East Leg							
Approach	314	921	607	555	869	279	1,148
Departure	335	1,118	783	716	1,051	374	1,425
Total	649	2,039	1,390	1,271	1,920	653	2,573
West Leg							
Approach	123	748	625	572	695	175	870
Departure	99	574	475	435	534	122	656
Total	222	1,322	1,100	1,007	1,229	297	1,526
Total Approaches							
Approach	1,502	3,437	1,935	1,770	3,272	2,081	5,353
Departure	1,502	3,437	1,935	1,770	3,272	2,081	5,353
Total	3,004	6,874	3,870	3,540	6,544	4,162	10,706

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
26 Highland Springs Ave./6th St.-Ramsey St.							
NBL	67	512	445	407	474	0	474
NBT	427	767	340	311	738	911	1,649
NBR	124	596	472	432	556	0	556
SBL	74	260	186	170	244	49	293
SBT	447	569	122	112	559	636	1,195
SBR	102	102	0	0	102	24	126
EBL	140	140	0	0	140	35	175
EBT	199	608	409	374	573	0	573
EBR	213	347	134	123	336	0	336
WBL	221	577	356	325	546	0	546
WBT	210	608	398	364	574	0	574
WBR	97	206	109	100	197	70	267
North Leg							
Approach	623	931	308	282	905	709	1,614
Departure	664	1,113	449	411	1,075	1,016	2,091
Total	1,287	2,044	757	693	1,980	1,725	3,705
South Leg							
Approach	618	1,875	1,257	1,150	1,768	911	2,679
Departure	881	1,493	612	560	1,441	636	2,077
Total	1,499	3,368	1,869	1,710	3,209	1,547	4,756
East Leg							
Approach	528	1,391	863	789	1,317	70	1,387
Departure	397	1,464	1,067	976	1,373	49	1,422
Total	925	2,855	1,930	1,765	2,690	119	2,809
West Leg							
Approach	552	1,095	543	497	1,049	35	1,084
Departure	379	1,222	843	771	1,150	24	1,174
Total	931	2,317	1,386	1,268	2,199	59	2,258
Total Approaches							
Approach	2,321	5,292	2,971	2,718	5,039	1,725	6,764
Departure	2,321	5,292	2,971	2,718	5,039	1,725	6,764
Total	4,641	10,584	5,943	5,436	10,077	3,450	13,527

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
27 Highland Springs Ave./I-10 Westbound Ramps							
NBL	179	330	151	138	317	0	317
NBT	583	1,222	639	585	1,168	806	1,974
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	613	1,132	519	475	1,088	318	1,406
SBR	326	361	35	32	358	318	676
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	335	347	12	11	346	0	346
WBT	0	0	0	0	0	0	0
WBR	217	652	435	398	615	105	720
North Leg							
Approach	939	1,493	554	507	1,446	636	2,082
Departure	800	1,874	1,074	983	1,783	911	2,694
Total	1,739	3,367	1,628	1,490	3,229	1,547	4,776
South Leg							
Approach	761	1,552	791	723	1,484	806	2,290
Departure	948	1,479	531	486	1,434	318	1,752
Total	1,709	3,031	1,322	1,209	2,918	1,124	4,042
East Leg							
Approach	552	999	447	409	961	105	1,066
Departure	0	0	0	0	0	0	0
Total	552	999	447	409	961	105	1,066
West Leg							
Approach	0	0	0	0	0	0	0
Departure	505	691	186	170	675	318	993
Total	505	691	186	170	675	318	993
Total Approaches							
Approach	2,252	4,044	1,792	1,639	3,891	1,547	5,438
Departure	2,252	4,044	1,792	1,639	3,891	1,547	5,438
Total	4,504	8,088	3,584	3,278	7,782	3,094	10,876

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
28 Highland Springs Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	653	1,172	519	475	1,128	351	1,479
NBR	316	409	93	85	401	0	401
SBL	129	387	258	236	365	73	438
SBT	826	1,092	266	243	1,069	245	1,314
SBR	0	0	0	0	0	0	0
EBL	104	381	277	254	358	456	814
EBT	0	0	0	0	0	0	0
EBR	158	480	322	295	453	0	453
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	955	1,479	524	479	1,434	318	1,752
Departure	756	1,553	797	729	1,485	807	2,292
Total	1,711	3,032	1,321	1,208	2,919	1,125	4,044
South Leg							
Approach	969	1,581	612	560	1,529	351	1,880
Departure	984	1,572	588	538	1,522	245	1,767
Total	1,953	3,153	1,200	1,098	3,051	596	3,647
East Leg							
Approach	0	0	0	0	0	0	0
Departure	445	796	351	321	766	73	839
Total	445	796	351	321	766	73	839
West Leg							
Approach	261	861	600	549	810	456	1,266
Departure	0	0	0	0	0	0	0
Total	261	861	600	549	810	456	1,266
Total Approaches							
Approach	2,185	3,921	1,736	1,588	3,773	1,125	4,898
Departure	2,185	3,921	1,736	1,588	3,773	1,125	4,898
Total	4,370	7,842	3,472	3,176	7,546	2,250	9,796

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
29 Highland Springs Ave./1st St.-Sun Lakes Blvd.							
NBL	22	188	166	152	174	0	174
NBT	117	617	500	457	574	175	749
NBR	11	272	261	239	250	0	250
SBL	177	386	209	191	368	24	392
SBT	71	773	702	642	713	122	835
SBR	43	43	0	0	43	0	43
EBL	50	81	31	28	78	0	78
EBT	72	923	851	778	850	0	850
EBR	30	266	236	216	246	0	246
WBL	26	343	317	290	316	0	316
WBT	60	847	787	720	780	0	780
WBR	151	335	184	168	319	35	354
North Leg							
Approach	291	1,202	911	833	1,124	146	1,270
Departure	318	1,033	715	653	971	210	1,181
Total	609	2,235	1,626	1,486	2,095	356	2,451
South Leg							
Approach	150	1,077	927	848	998	175	1,173
Departure	127	1,382	1,255	1,148	1,275	122	1,397
Total	277	2,459	2,182	1,996	2,273	297	2,570
East Leg							
Approach	237	1,525	1,288	1,178	1,415	35	1,450
Departure	260	1,581	1,321	1,208	1,468	24	1,492
Total	497	3,106	2,609	2,386	2,883	59	2,942
West Leg							
Approach	152	1,270	1,118	1,022	1,174	0	1,174
Departure	125	1,078	953	872	997	0	997
Total	277	2,348	2,071	1,894	2,171	0	2,171
Total Approaches							
Approach	830	5,074	4,244	3,881	4,711	356	5,067
Departure	830	5,074	4,244	3,881	4,711	356	5,067
Total	1,659	10,148	8,489	7,762	9,421	712	10,133

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
30 Highland Springs Ave./Potrero Blvd.							
NBL	3	129	126	115	118	0	118
NBT	39	747	708	648	687	105	792
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	57	917	860	787	844	73	917
SBR	20	354	334	305	325	24	349
EBL	16	229	213	195	211	35	246
EBT	0	0	0	0	0	0	0
EBR	2	155	153	140	142	0	142
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	77	1,271	1,194	1,092	1,169	97	1,266
Departure	55	976	921	843	898	140	1,038
Total	132	2,247	2,115	1,935	2,067	237	2,304
South Leg							
Approach	42	876	834	763	805	105	910
Departure	59	1,072	1,013	927	986	73	1,059
Total	100	1,948	1,848	1,690	1,790	178	1,968
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	18	384	366	335	353	35	388
Departure	23	483	460	420	443	24	467
Total	41	867	826	755	796	59	855
Total Approaches							
Approach	137	2,531	2,394	2,190	2,327	237	2,564
Departure	137	2,531	2,394	2,190	2,327	237	2,564
Total	274	5,062	4,788	4,380	4,654	474	5,128

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
31 C St.-Apex Ave./Wilson St.							
NBL	1	1	0	0	1	0	1
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	98	98
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	171	171
EBL	0	0	0	0	0	245	245
EBT	363	1,152	789	721	1,084	129	1,213
EBR	4	4	0	0	4	0	4
WBL	0	0	0	0	0	0	0
WBT	289	991	702	642	931	108	1,039
WBR	0	0	0	0	0	140	140
North Leg							
Approach	0	0	0	0	0	269	269
Departure	0	0	0	0	0	385	385
Total	0	0	0	0	0	654	654
South Leg							
Approach	1	1	0	0	1	0	1
Departure	4	4	0	0	4	0	4
Total	5	5	0	0	5	0	5
East Leg							
Approach	289	991	702	642	931	248	1,179
Departure	363	1,152	789	721	1,084	227	1,311
Total	652	2,143	1,491	1,363	2,015	475	2,490
West Leg							
Approach	367	1,156	789	721	1,088	374	1,462
Departure	290	992	702	642	932	279	1,211
Total	657	2,148	1,491	1,363	2,020	653	2,673
Total Approaches							
Approach	657	2,148	1,491	1,363	2,020	891	2,911
Departure	657	2,148	1,491	1,363	2,020	891	2,911
Total	1,314	4,296	2,982	2,726	4,040	1,782	5,822

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
32 Highland Home Rd./Northern Loop							
NBL	0	0	0	0	0	315	315
NBT	18	813	795	727	745	49	794
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	9	1,011	1,002	916	925	70	995
SBR	0	0	0	0	0	351	351
EBL	0	0	0	0	0	245	245
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	220	220
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	9	1,011	1,002	916	925	421	1,346
Departure	18	813	795	727	745	294	1,039
Total	27	1,824	1,797	1,643	1,670	715	2,385
South Leg							
Approach	18	813	795	727	745	364	1,109
Departure	9	1,011	1,002	916	925	290	1,215
Total	27	1,824	1,797	1,643	1,670	654	2,324
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	465	465
Departure	0	0	0	0	0	666	666
Total	0	0	0	0	0	1,131	1,131
Total Approaches							
Approach	27	1,824	1,797	1,643	1,670	1,250	2,920
Departure	27	1,824	1,797	1,643	1,670	1,250	2,920
Total	54	3,648	3,594	3,286	3,340	2,500	5,840

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
33 Highland Home Rd./Beaumont Rd.-G St							
NBL	0	0	0	0	0	0	0
NBT	18	492	474	433	451	280	731
NBR	0	230	230	210	210	94	304
SBL	0	624	624	571	571	94	665
SBT	9	388	379	347	356	196	552
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	0	179	179	164	164	84	248
WBT	0	0	0	0	0	0	0
WBR	0	322	322	294	294	84	378
North Leg							
Approach	9	1,012	1,003	918	927	290	1,217
Departure	18	814	796	727	745	364	1,109
Total	27	1,826	1,799	1,645	1,672	654	2,326
South Leg							
Approach	18	722	704	643	661	374	1,035
Departure	9	567	558	511	520	280	800
Total	27	1,289	1,262	1,154	1,181	654	1,835
East Leg							
Approach	0	501	501	458	458	168	626
Departure	0	854	854	781	781	188	969
Total	0	1,355	1,355	1,239	1,239	356	1,595
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	27	2,235	2,208	2,019	2,046	832	2,878
Departure	27	2,235	2,208	2,019	2,046	832	2,878
Total	54	4,470	4,416	4,038	4,092	1,664	5,756

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
34 Highland Home Rd./F St.							
NBL	0	0	0	0	0	280	280
NBT	18	651	633	579	597	375	972
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	9	567	558	510	519	280	799
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	196	196
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	9	567	558	510	519	280	799
Departure	18	651	633	579	597	375	972
Total	27	1,218	1,191	1,089	1,116	655	1,771
South Leg							
Approach	18	651	633	579	597	655	1,252
Departure	9	567	558	510	519	476	995
Total	27	1,218	1,191	1,089	1,116	1,131	2,247
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	196	196
Departure	0	0	0	0	0	280	280
Total	0	0	0	0	0	476	476
Total Approaches							
Approach	27	1,218	1,191	1,089	1,116	1,131	2,247
Departure	27	1,218	1,191	1,089	1,116	1,131	2,247
Total	54	2,436	2,382	2,178	2,232	2,262	4,494

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
35 Highland Home Rd./D St.							
NBL	0	0	0	0	0	245	245
NBT	18	696	678	620	638	631	1,269
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	9	551	542	496	505	440	945
SBR	0	0	0	0	0	35	35
EBL	0	0	0	0	0	24	24
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	171	171
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	9	551	542	496	505	475	980
Departure	18	696	678	620	638	655	1,293
Total	27	1,247	1,220	1,116	1,143	1,130	2,273
South Leg							
Approach	18	696	678	620	638	876	1,514
Departure	9	551	542	496	505	611	1,116
Total	27	1,247	1,220	1,116	1,143	1,487	2,630
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	0	0	0	0	0	195	195
Departure	0	0	0	0	0	280	280
Total	0	0	0	0	0	475	475
Total Approaches							
Approach	27	1,247	1,220	1,116	1,143	1,546	2,689
Departure	27	1,247	1,220	1,116	1,143	1,546	2,689
Total	54	2,494	2,440	2,232	2,286	3,092	5,378

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
36 Highland Home Rd./Wilson St.							
NBL	18	87	69	63	81	140	221
NBT	7	315	308	282	289	351	640
NBR	40	198	158	144	184	0	184
SBL	4	241	237	217	221	294	515
SBT	2	270	268	245	247	245	492
SBR	3	39	36	33	36	73	109
EBL	6	13	7	6	12	105	117
EBT	307	975	668	611	918	24	942
EBR	6	146	140	128	134	98	232
WBL	30	43	13	12	42	0	42
WBT	262	830	568	519	781	35	816
WBR	5	369	364	333	338	421	759
North Leg							
Approach	9	550	541	495	504	612	1,116
Departure	18	697	679	621	639	877	1,516
Total	27	1,247	1,220	1,116	1,143	1,489	2,632
South Leg							
Approach	65	600	535	489	554	491	1,045
Departure	38	459	421	385	423	343	766
Total	103	1,059	956	874	977	834	1,811
East Leg							
Approach	297	1,242	945	864	1,161	456	1,617
Departure	351	1,414	1,063	972	1,323	318	1,641
Total	648	2,656	2,008	1,836	2,484	774	3,258
West Leg							
Approach	319	1,134	815	745	1,064	227	1,291
Departure	283	956	673	615	898	248	1,146
Total	602	2,090	1,488	1,360	1,962	475	2,437
Total Approaches							
Approach	690	3,526	2,836	2,593	3,283	1,786	5,069
Departure	690	3,526	2,836	2,593	3,283	1,786	5,069
Total	1,380	7,052	5,672	5,186	6,566	3,572	10,138

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
37 Highland Home Rd./Ramsey St.							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	16	305	289	264	280	342	622
SBT	0	0	0	0	0	0	0
SBR	31	100	69	63	94	0	94
EBL	90	330	240	219	309	0	309
EBT	332	972	640	585	917	49	966
EBR	1	1	0	0	1	0	1
WBL	9	9	0	0	9	0	9
WBT	361	1,022	661	604	965	70	1,035
WBR	28	332	304	278	306	491	797
North Leg							
Approach	47	405	358	327	374	342	716
Departure	118	662	544	497	615	491	1,106
Total	165	1,067	902	824	989	833	1,822
South Leg							
Approach	0	0	0	0	0	0	0
Departure	10	10	0	0	10	0	10
Total	10	10	0	0	10	0	10
East Leg							
Approach	398	1,363	965	882	1,280	561	1,841
Departure	348	1,277	929	849	1,197	391	1,588
Total	746	2,640	1,894	1,731	2,477	952	3,429
West Leg							
Approach	423	1,303	880	804	1,227	49	1,276
Departure	392	1,122	730	667	1,059	70	1,129
Total	815	2,425	1,610	1,471	2,286	119	2,405
Total Approaches							
Approach	868	3,071	2,203	2,013	2,881	952	3,833
Departure	868	3,071	2,203	2,013	2,881	952	3,833
Total	1,736	6,142	4,406	4,026	5,762	1,904	7,666

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
38 Sunset Ave./Wilson St.							
NBL	192	288	96	88	280	35	315
NBT	29	806	777	710	739	0	739
NBR	54	54	0	0	54	0	54
SBL	3	141	138	126	129	0	129
SBT	9	445	436	399	408	0	408
SBR	5	206	201	184	189	70	259
EBL	20	280	260	238	258	49	307
EBT	146	712	566	517	663	196	859
EBR	153	153	0	0	153	24	177
WBL	39	193	154	141	180	0	180
WBT	147	914	767	701	848	280	1,128
WBR	2	178	176	161	163	0	163
North Leg							
Approach	17	792	775	709	726	70	796
Departure	51	1,264	1,213	1,109	1,160	49	1,209
Total	68	2,056	1,988	1,818	1,886	119	2,005
South Leg							
Approach	275	1,148	873	798	1,073	35	1,108
Departure	201	791	590	540	741	24	765
Total	476	1,939	1,463	1,338	1,814	59	1,873
East Leg							
Approach	188	1,285	1,097	1,003	1,191	280	1,471
Departure	203	907	704	643	846	196	1,042
Total	391	2,192	1,801	1,646	2,037	476	2,513
West Leg							
Approach	319	1,145	826	755	1,074	269	1,343
Departure	344	1,408	1,064	973	1,317	385	1,702
Total	663	2,553	1,890	1,728	2,391	654	3,045
Total Approaches							
Approach	799	4,370	3,571	3,265	4,064	654	4,718
Departure	799	4,370	3,571	3,265	4,064	654	4,718
Total	1,598	8,740	7,142	6,530	8,128	1,308	9,436

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
39 Sunset Ave./Ramsey St.							
NBL	116	192	76	69	185	280	465
NBT	246	1,301	1,055	965	1,211	0	1,211
NBR	53	196	143	131	184	0	184
SBL	65	127	62	57	122	24	146
SBT	206	946	740	677	883	0	883
SBR	36	239	203	186	222	0	222
EBL	60	191	131	120	180	0	180
EBT	199	837	638	583	782	73	855
EBR	66	195	129	118	184	196	380
WBL	49	543	494	452	501	0	501
WBT	193	686	493	451	644	105	749
WBR	60	67	7	6	66	35	101
North Leg							
Approach	307	1,312	1,005	920	1,227	24	1,251
Departure	366	1,559	1,193	1,091	1,457	35	1,492
Total	673	2,871	2,198	2,011	2,684	59	2,743
South Leg							
Approach	415	1,689	1,274	1,165	1,580	280	1,860
Departure	321	1,684	1,363	1,247	1,568	196	1,764
Total	736	3,373	2,637	2,412	3,148	476	3,624
East Leg							
Approach	302	1,296	994	909	1,211	140	1,351
Departure	317	1,160	843	771	1,088	97	1,185
Total	619	2,456	1,837	1,680	2,299	237	2,536
West Leg							
Approach	325	1,223	898	821	1,146	269	1,415
Departure	345	1,117	772	706	1,051	385	1,436
Total	670	2,340	1,670	1,527	2,197	654	2,851
Total Approaches							
Approach	1,349	5,520	4,171	3,815	5,164	713	5,877
Departure	1,349	5,520	4,171	3,815	5,164	713	5,877
Total	2,698	11,040	8,342	7,630	10,328	1,426	11,754

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
40 Sunset Ave./I-10 Westbound Ramps							
NBL	38	401	363	332	370	0	370
NBT	276	1,640	1,364	1,247	1,523	175	1,698
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	209	636	427	390	599	196	795
SBR	123	1,049	926	847	970	0	970
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	6	101	95	87	93	0	93
WBT	15	15	0	0	15	0	15
WBR	142	142	0	0	142	105	247
North Leg							
Approach	332	1,685	1,353	1,237	1,569	196	1,765
Departure	418	1,782	1,364	1,247	1,665	280	1,945
Total	750	3,467	2,717	2,484	3,234	476	3,710
South Leg							
Approach	314	2,041	1,727	1,579	1,893	175	2,068
Departure	215	737	522	477	692	196	888
Total	529	2,778	2,249	2,056	2,585	371	2,956
East Leg							
Approach	163	258	95	87	250	105	355
Departure	0	0	0	0	0	0	0
Total	163	258	95	87	250	105	355
West Leg							
Approach	0	0	0	0	0	0	0
Departure	176	1,465	1,289	1,179	1,355	0	1,355
Total	176	1,465	1,289	1,179	1,355	0	1,355
Total Approaches							
Approach	809	3,984	3,175	2,903	3,712	476	4,188
Departure	809	3,984	3,175	2,903	3,712	476	4,188
Total	1,618	7,968	6,350	5,806	7,424	952	8,376

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
41 Sunset Ave./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	85	1,038	953	871	956	175	1,131
NBR	5	76	71	65	70	0	70
SBL	113	113	0	0	113	73	186
SBT	97	679	582	532	629	122	751
SBR	0	0	0	0	0	0	0
EBL	222	1,004	782	715	937	0	937
EBT	4	4	0	0	4	0	4
EBR	51	635	584	534	585	0	585
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	210	792	582	532	742	195	937
Departure	307	2,042	1,735	1,586	1,893	175	2,068
Total	517	2,834	2,317	2,118	2,635	370	3,005
South Leg							
Approach	90	1,114	1,024	936	1,026	175	1,201
Departure	148	1,314	1,166	1,066	1,214	122	1,336
Total	238	2,428	2,190	2,002	2,240	297	2,537
East Leg							
Approach	0	0	0	0	0	0	0
Departure	122	193	71	65	187	73	260
Total	122	193	71	65	187	73	260
West Leg							
Approach	277	1,643	1,366	1,249	1,526	0	1,526
Departure	0	0	0	0	0	0	0
Total	277	1,643	1,366	1,249	1,526	0	1,526
Total Approaches							
Approach	577	3,549	2,972	2,717	3,294	370	3,664
Departure	577	3,549	2,972	2,717	3,294	370	3,664
Total	1,154	7,098	5,944	5,434	6,588	740	7,328

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
42 Sunrise Ave./Wilson St.							
NBL	5	131	126	115	120	35	155
NBT	6	87	81	74	80	0	80
NBR	19	144	125	114	133	0	133
SBL	1	32	31	28	29	0	29
SBT	4	35	31	28	32	0	32
SBR	5	49	44	40	45	0	45
EBL	10	58	48	44	54	0	54
EBT	188	803	615	562	750	196	946
EBR	9	40	31	28	37	24	61
WBL	13	110	97	89	102	0	102
WBT	175	1,100	925	846	1,021	280	1,301
WBR	0	50	50	46	46	0	46
North Leg							
Approach	10	116	106	96	106	0	106
Departure	16	195	179	164	180	0	180
Total	26	311	285	260	286	0	286
South Leg							
Approach	30	362	332	303	333	35	368
Departure	26	185	159	145	171	24	195
Total	56	547	491	448	504	59	563
East Leg							
Approach	188	1,260	1,072	981	1,169	280	1,449
Departure	208	979	771	704	912	196	1,108
Total	396	2,239	1,843	1,685	2,081	476	2,557
West Leg							
Approach	207	901	694	634	841	220	1,061
Departure	185	1,280	1,095	1,001	1,186	315	1,501
Total	392	2,181	1,789	1,635	2,027	535	2,562
Total Approaches							
Approach	435	2,639	2,204	2,014	2,449	535	2,984
Departure	435	2,639	2,204	2,014	2,449	535	2,984
Total	870	5,278	4,408	4,028	4,898	1,070	5,968

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
43 16th St./Wilson St.							
NBL	11	23	12	11	22	35	57
NBT	0	0	0	0	0	0	0
NBR	20	163	143	131	151	0	151
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	179	780	601	549	728	147	875
EBR	13	139	126	115	128	24	152
WBL	15	96	81	74	89	0	89
WBT	171	1,133	962	880	1,051	210	1,261
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	31	186	155	142	173	35	208
Departure	28	235	207	189	217	24	241
Total	59	421	362	331	390	59	449
East Leg							
Approach	186	1,229	1,043	954	1,140	210	1,350
Departure	199	943	744	680	879	147	1,026
Total	385	2,172	1,787	1,634	2,019	357	2,376
West Leg							
Approach	192	919	727	664	856	171	1,027
Departure	182	1,156	974	891	1,073	245	1,318
Total	374	2,075	1,701	1,555	1,929	416	2,345
Total Approaches							
Approach	409	2,334	1,925	1,760	2,169	416	2,585
Departure	409	2,334	1,925	1,760	2,169	416	2,585
Total	818	4,668	3,850	3,520	4,338	832	5,170

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
44 8th St./Wilson St.							
NBL	12	261	249	228	240	0	240
NBT	131	163	32	29	160	0	160
NBR	56	56	0	0	56	0	56
SBL	6	161	155	142	148	0	148
SBT	81	81	0	0	81	0	81
SBR	36	91	55	50	86	0	86
EBL	37	61	24	22	59	0	59
EBT	93	753	660	603	696	122	818
EBR	29	39	10	9	38	0	38
WBL	46	46	0	0	46	0	46
WBT	93	881	788	720	813	175	988
WBR	6	149	143	131	137	0	137
North Leg							
Approach	123	333	210	192	315	0	315
Departure	174	373	199	182	356	0	356
Total	297	706	409	374	671	0	671
South Leg							
Approach	199	480	281	257	456	0	456
Departure	156	166	10	9	165	0	165
Total	355	646	291	266	621	0	621
East Leg							
Approach	145	1,076	931	851	996	175	1,171
Departure	155	970	815	745	900	122	1,022
Total	300	2,046	1,746	1,596	1,896	297	2,193
West Leg							
Approach	159	853	694	634	793	122	915
Departure	141	1,233	1,092	998	1,139	175	1,314
Total	300	2,086	1,786	1,632	1,932	297	2,229
Total Approaches							
Approach	626	2,742	2,116	1,934	2,560	297	2,857
Departure	626	2,742	2,116	1,934	2,560	297	2,857
Total	1,252	5,484	4,232	3,868	5,120	594	5,714

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
45 8th St./Ramsey St.							
NBL	108	619	511	467	575	24	599
NBT	208	319	111	101	309	0	309
NBR	127	570	443	405	532	24	556
SBL	26	26	0	0	26	0	26
SBT	167	167	0	0	167	0	167
SBR	53	53	0	0	53	0	53
EBL	80	80	0	0	80	0	80
EBT	209	605	396	362	571	0	571
EBR	141	271	130	119	260	35	295
WBL	188	465	277	253	441	35	476
WBT	212	433	221	202	414	0	414
WBR	32	81	49	45	77	0	77
North Leg							
Approach	246	246	0	0	246	0	246
Departure	320	480	160	146	466	0	466
Total	566	726	160	146	712	0	712
South Leg							
Approach	443	1,508	1,065	973	1,416	48	1,464
Departure	496	903	407	372	868	70	938
Total	939	2,411	1,472	1,345	2,284	118	2,402
East Leg							
Approach	432	979	547	500	932	35	967
Departure	362	1,201	839	767	1,129	24	1,153
Total	794	2,180	1,386	1,267	2,061	59	2,120
West Leg							
Approach	430	956	526	481	911	35	946
Departure	373	1,105	732	669	1,042	24	1,066
Total	803	2,061	1,258	1,150	1,953	59	2,012
Total Approaches							
Approach	1,551	3,689	2,138	1,954	3,505	118	3,623
Departure	1,551	3,689	2,138	1,954	3,505	118	3,623
Total	3,102	7,378	4,276	3,908	7,010	236	7,246

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
46 8th St./I-10 Westbound Ramps							
NBL	176	666	490	448	624	35	659
NBT	346	1,026	680	622	968	49	1,017
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	164	428	264	241	405	0	405
SBR	293	408	115	105	398	70	468
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	31	104	73	67	98	0	98
WBT	0	0	0	0	0	0	0
WBR	120	482	362	331	451	0	451
North Leg							
Approach	457	836	379	346	803	70	873
Departure	466	1,508	1,042	953	1,419	49	1,468
Total	923	2,344	1,421	1,299	2,222	119	2,341
South Leg							
Approach	522	1,692	1,170	1,070	1,592	84	1,676
Departure	195	532	337	308	503	0	503
Total	717	2,224	1,507	1,378	2,095	84	2,179
East Leg							
Approach	151	586	435	398	549	0	549
Departure	0	0	0	0	0	0	0
Total	151	586	435	398	549	0	549
West Leg							
Approach	0	0	0	0	0	0	0
Departure	469	1,074	605	553	1,022	105	1,127
Total	469	1,074	605	553	1,022	105	1,127
Total Approaches							
Approach	1,130	3,114	1,984	1,814	2,944	154	3,098
Departure	1,130	3,114	1,984	1,814	2,944	154	3,098
Total	2,260	6,228	3,968	3,628	5,888	308	6,196

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
47 8th St./I-10 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	276	1,145	869	795	1,071	35	1,106
NBR	15	136	121	111	126	0	126
SBL	76	203	127	116	192	0	192
SBT	127	328	201	184	311	0	311
SBR	0	0	0	0	0	0	0
EBL	239	549	310	283	522	49	571
EBT	1	1	0	0	1	0	1
EBR	178	649	471	431	609	24	633
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	203	531	328	300	503	0	503
Departure	515	1,694	1,179	1,078	1,593	84	1,677
Total	718	2,225	1,507	1,378	2,096	84	2,180
South Leg							
Approach	291	1,281	990	906	1,197	35	1,232
Departure	305	977	672	615	920	24	944
Total	596	2,258	1,662	1,521	2,117	59	2,176
East Leg							
Approach	0	0	0	0	0	0	0
Departure	92	340	248	227	319	0	319
Total	92	340	248	227	319	0	319
West Leg							
Approach	418	1,199	781	714	1,132	73	1,205
Departure	0	0	0	0	0	0	0
Total	418	1,199	781	714	1,132	73	1,205
Total Approaches							
Approach	912	3,011	2,099	1,920	2,832	108	2,940
Departure	912	3,011	2,099	1,920	2,832	108	2,940
Total	1,824	6,022	4,198	3,840	5,664	216	5,880

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
48							
4th St./Wilson St.							
NBL	15	15	0	0	15	0	15
NBT	15	169	154	141	156	0	156
NBR	13	113	100	91	104	0	104
SBL	5	81	76	69	74	0	74
SBT	20	41	21	19	39	0	39
SBR	8	8	0	0	8	0	8
EBL	7	62	55	50	57	0	57
EBT	134	848	714	653	787	122	909
EBR	14	14	0	0	14	0	14
WBL	12	15	3	3	15	0	15
WBT	117	1,015	898	821	938	175	1,113
WBR	8	128	120	110	118	0	118
North Leg							
Approach	33	130	97	88	121	0	121
Departure	30	359	329	301	331	0	331
Total	63	489	426	389	452	0	452
South Leg							
Approach	43	297	254	232	275	0	275
Departure	46	70	24	22	68	0	68
Total	89	367	278	254	343	0	343
East Leg							
Approach	137	1,158	1,021	934	1,071	175	1,246
Departure	152	1,042	890	813	965	122	1,087
Total	289	2,200	1,911	1,747	2,036	297	2,333
West Leg							
Approach	155	924	769	703	858	122	980
Departure	140	1,038	898	821	961	175	1,136
Total	295	1,962	1,667	1,524	1,819	297	2,116
Total Approaches							
Approach	368	2,509	2,141	1,957	2,325	297	2,622
Departure	368	2,509	2,141	1,957	2,325	297	2,622
Total	736	5,018	4,282	3,914	4,650	594	5,244

Table B-10 - Year 2042 P.M. Peak Hour Volume Summary

	Existing Total PCE	2,045 Total PCE	2010- 2,045 Growth	2010- 2,042 Share	Year 2042 Without Project	Project Trips	Year 2042 With Project
49 San Geronio Ave./Wilson St.							
NBL	25	81	56	51	76	0	76
NBT	57	235	178	163	220	0	220
NBR	40	41	1	1	41	0	41
SBL	9	11	2	2	11	0	11
SBT	38	92	54	49	87	0	87
SBR	26	224	198	181	207	35	242
EBL	19	357	338	309	328	24	352
EBT	86	523	437	400	486	98	584
EBR	26	130	104	95	121	0	121
WBL	34	42	8	7	41	0	41
WBT	78	817	739	676	754	140	894
WBR	11	103	92	84	95	0	95
North Leg							
Approach	73	327	254	232	305	35	340
Departure	87	695	608	556	643	24	667
Total	160	1,022	862	788	948	59	1,007
South Leg							
Approach	122	357	235	215	337	0	337
Departure	98	264	166	151	249	0	249
Total	220	621	401	366	586	0	586
East Leg							
Approach	123	962	839	767	890	140	1,030
Departure	135	575	440	403	538	98	636
Total	258	1,537	1,279	1,170	1,428	238	1,666
West Leg							
Approach	131	1,010	879	804	935	122	1,057
Departure	129	1,122	993	908	1,037	175	1,212
Total	260	2,132	1,872	1,712	1,972	297	2,269
Total Approaches							
Approach	449	2,656	2,207	2,018	2,467	297	2,764
Departure	449	2,656	2,207	2,018	2,467	297	2,764
Total	898	5,312	4,414	4,036	4,934	594	5,528

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
1	I-10 Eastbound Ramps/San Timeteo Canyon Dr.										
	NBL	0	0	0	0	0	0	0	0	0	0
	NBT	0	0	0	0	0	0	0	0	0	0
	NBR	20	1	19	19	19	62	3	59	59	59
	SBL	468	35	433	143	433	1,439	124	1,315	408	1,315
	SBT	11	0	11	0	11	8	0	8	1	8
	SBR	615	0	615	30	615	683	0	683	61	683
	EBL	0	0	0	0	0	0	0	0	0	0
	EBT	2,422	56	2,366	305	2,366	2,569	96	2,473	187	2,473
	EBR	16	0	16	16	16	12	0	12	12	12
	WBL	34	3	31	31	31	20	1	19	19	19
	WBT	2,077	81	1,996	205	1,996	2,058	80	1,978	204	1,978
	WBR	399	0	399	300	399	205	0	205	107	205
North Leg											
	Approach	1,094	35	1,059	173	1,059	2,130	124	2,006	470	2,006
	Departure	399	0	399	300	399	205	0	205	107	205
	Total	1,493	35	1,458	473	1,458	2,335	124	2,211	577	2,211
South Leg											
	Approach	20	1	19	19	19	62	3	59	59	59
	Departure	61	3	58	47	58	40	1	39	32	39
	Total	81	4	77	66	77	102	4	98	91	98
East Leg											
	Approach	2,510	84	2,426	536	2,426	2,283	81	2,202	330	2,202
	Departure	2,910	92	2,818	467	2,818	4,070	223	3,847	654	3,847
	Total	5,420	176	5,244	1,003	5,244	6,353	304	6,049	984	6,049
West Leg											
	Approach	2,438	56	2,382	321	2,382	2,581	96	2,485	199	2,485
	Departure	2,692	81	2,611	235	2,611	2,741	80	2,661	265	2,661
	Total	5,130	137	4,993	556	4,993	5,322	176	5,146	464	5,146
Total Approaches											
	Approach	6,062	176	5,886	1,049	5,886	7,056	304	6,752	1,058	6,752
	Departure	6,062	176	5,886	1,049	5,886	7,056	304	6,752	1,058	6,752
	Total	12,124	352	11,772	2,098	11,772	14,112	608	13,504	2,116	13,504

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
2	I-10 Westbound Ramps/Oak Valley Pkwy.										
	NBL	407	8	399	85	399	526	13	513	179	513
	NBT	0	0	0	0	0	0	0	0	0	0
	NBR	321	1	320	125	320	1,026	0	1,026	189	1,026
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	0	0	0	0	0	0	0	0	0	0
	SBR	0	0	0	0	0	0	0	0	0	0
	EBL	0	0	0	0	0	0	0	0	0	0
	EBT	1,370	77	1,293	272	1,293	3,040	206	2,834	484	2,834
	EBR	735	0	735	59	735	344	0	344	26	344
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	3,539	305	3,234	910	3,234	2,580	143	2,437	412	2,437
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
South Leg											
	Approach	728	9	719	210	719	1,552	13	1,539	368	1,539
	Departure	735	0	735	59	735	344	0	344	26	344
	Total	1,463	9	1,454	269	1,454	1,896	13	1,883	394	1,883
East Leg											
	Approach	3,539	305	3,234	910	3,234	2,580	143	2,437	412	2,437
	Departure	1,691	78	1,613	397	1,613	4,066	206	3,860	673	3,860
	Total	5,230	383	4,847	1,307	4,847	6,646	349	6,297	1,085	6,297
West Leg											
	Approach	2,105	77	2,028	331	2,028	3,384	206	3,178	510	3,178
	Departure	3,946	313	3,633	995	3,633	3,106	156	2,950	591	2,950
	Total	6,051	390	5,661	1,326	5,661	6,490	362	6,128	1,101	6,128
Total Approaches											
	Approach	6,372	391	5,981	1,451	5,981	7,516	362	7,154	1,290	7,154
	Departure	6,372	391	5,981	1,451	5,981	7,516	362	7,154	1,290	7,154
	Total	12,744	782	11,962	2,902	11,962	15,032	724	14,308	2,580	14,308

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
3	Elm Ave./Oak Valley Pkwy.-14th St.										
	NBL	264	0	264	60	264	265	0	265	32	265
	NBT	82	0	82	5	82	263	0	263	10	263
	NBR	11	2	9	53	53	11	1	10	45	45
	SBL	46	5	41	1	41	62	12	50	4	50
	SBT	119	0	119	3	119	201	0	201	4	201
	SBR	260	0	260	0	260	218	0	218	6	218
	EBL	143	0	143	1	143	277	0	277	6	277
	EBT	714	113	601	271	601	1,509	247	1,262	358	1,262
	EBR	188	0	188	42	188	328	0	328	28	328
	WBL	9	0	9	90	90	12	3	9	36	36
	WBT	1,272	331	941	497	941	1,085	195	890	283	890
	WBR	52	11	41	1	41	70	7	63	38	63
North Leg											
	Approach	425	5	420	4	420	481	12	469	14	469
	Departure	277	11	266	7	266	610	7	603	54	603
	Total	702	16	686	11	686	1,091	19	1,072	68	1,072
South Leg											
	Approach	357	2	355	118	399	539	1	538	87	573
	Departure	316	0	316	135	397	541	3	538	68	565
	Total	673	2	671	253	796	1,080	4	1,076	155	1,138
East Leg											
	Approach	1,333	342	991	588	1,072	1,167	205	962	357	989
	Departure	771	120	651	325	695	1,582	260	1,322	407	1,357
	Total	2,104	462	1,642	913	1,767	2,749	465	2,284	764	2,346
West Leg											
	Approach	1,045	113	932	314	932	2,114	247	1,867	392	1,867
	Departure	1,796	331	1,465	557	1,465	1,568	195	1,373	321	1,373
	Total	2,841	444	2,397	871	2,397	3,682	442	3,240	713	3,240
Total Approaches											
	Approach	3,160	462	2,698	1,024	2,823	4,301	465	3,836	850	3,898
	Departure	3,160	462	2,698	1,024	2,823	4,301	465	3,836	850	3,898
	Total	6,320	924	5,396	2,048	5,646	8,602	930	7,672	1,700	7,796

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
4	Beaumont Ave./Oak Valley Pkwy.-14th St.										
	NBL	24	0	24	34	34	127	0	127	74	127
	NBT	217	0	217	286	286	553	0	553	316	553
	NBR	12	0	12	31	31	136	1	135	81	135
	SBL	212	26	186	98	186	116	31	85	62	85
	SBT	514	0	514	425	514	409	0	409	204	409
	SBR	139	0	139	281	281	90	0	90	108	108
	EBL	82	0	82	145	145	90	0	90	128	128
	EBT	645	128	517	150	517	1,458	271	1,187	245	1,187
	EBR	66	0	66	36	66	36	0	36	51	51
	WBL	20	0	20	71	71	78	0	78	102	102
	WBT	1,167	351	816	282	816	996	218	778	219	778
	WBR	152	18	134	67	134	141	36	105	71	105
North Leg											
	Approach	865	26	839	804	981	615	31	584	374	602
	Departure	451	18	433	498	565	784	36	748	515	786
	Total	1,316	44	1,272	1,302	1,546	1,399	67	1,332	889	1,388
South Leg											
	Approach	253	0	253	351	351	816	1	815	471	815
	Departure	600	0	600	532	651	523	0	523	357	562
	Total	853	0	853	883	1,002	1,339	1	1,338	828	1,377
East Leg											
	Approach	1,339	369	970	420	1,021	1,215	254	961	392	985
	Departure	869	154	715	279	734	1,710	303	1,407	388	1,407
	Total	2,208	523	1,685	699	1,755	2,925	557	2,368	780	2,392
West Leg											
	Approach	793	128	665	331	728	1,584	271	1,313	424	1,366
	Departure	1,330	351	979	597	1,131	1,213	218	995	401	1,013
	Total	2,123	479	1,644	928	1,859	2,797	489	2,308	825	2,379
Total Approaches											
	Approach	3,250	523	2,727	1,906	3,081	4,230	557	3,673	1,661	3,768
	Departure	3,250	523	2,727	1,906	3,081	4,230	557	3,673	1,661	3,768
	Total	6,500	1,046	5,454	3,812	6,162	8,460	1,114	7,346	3,322	7,536

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
5	Beaumont Ave./8th St.										
	NBL	14	0	14	12	14	243	0	243	13	243
	NBT	267	0	267	214	267	881	0	881	415	881
	NBR	3	2	1	22	22	43	4	39	22	39
	SBL	62	5	57	45	57	55	8	47	27	47
	SBT	695	0	695	353	695	503	0	503	278	503
	SBR	27	0	27	31	31	23	0	23	36	36
	EBL	14	0	14	20	20	19	0	19	51	51
	EBT	73	8	65	37	65	396	135	261	31	261
	EBR	16	0	16	6	16	166	0	166	17	166
	WBL	8	2	6	16	16	32	22	10	20	20
	WBT	183	23	160	20	160	612	83	529	34	529
	WBR	27	5	22	23	23	44	8	36	47	47
North Leg											
	Approach	784	5	779	429	783	581	8	573	341	586
	Departure	308	5	303	257	310	944	8	936	513	979
	Total	1,092	10	1,082	686	1,093	1,525	16	1,509	854	1,565
South Leg											
	Approach	284	2	282	248	303	1,167	4	1,163	450	1,163
	Departure	719	2	717	375	727	701	22	679	315	689
	Total	1,003	4	999	623	1,030	1,868	26	1,842	765	1,852
East Leg											
	Approach	218	30	188	59	199	688	113	575	101	596
	Departure	138	15	123	104	144	494	147	347	80	347
	Total	356	45	311	163	343	1,182	260	922	181	943
West Leg											
	Approach	103	8	95	63	101	581	135	446	99	478
	Departure	224	23	201	63	205	878	83	795	83	808
	Total	327	31	296	126	306	1,459	218	1,241	182	1,286
Total Approaches											
	Approach	1,389	45	1,344	799	1,386	3,017	260	2,757	991	2,823
	Departure	1,389	45	1,344	799	1,386	3,017	260	2,757	991	2,823
	Total	2,778	90	2,688	1,598	2,772	6,034	520	5,514	1,982	5,646

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
6	Beaumont Ave./I-10 Westbound Ramps										
	NBL	642	0	642	155	642	397	0	397	205	397
	NBT	705	2	703	236	703	2,225	6	2,219	531	2,219
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	1,131	1	1,130	262	1,130	1,331	20	1,311	320	1,311
	SBR	250	0	250	98	250	223	0	223	166	223
	EBL	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0
	WBL	353	76	277	29	277	346	56	290	63	290
	WBT	0	0	0	0	0	0	0	0	1	1
	WBR	431	22	409	61	409	349	11	338	95	338
North Leg											
	Approach	1,381	1	1,380	360	1,380	1,554	20	1,534	486	1,534
	Departure	1,136	24	1,112	297	1,112	2,574	17	2,557	626	2,557
	Total	2,517	25	2,492	657	2,492	4,128	37	4,091	1,112	4,091
South Leg											
	Approach	1,347	2	1,345	391	1,345	2,622	6	2,616	736	2,616
	Departure	1,484	77	1,407	291	1,407	1,677	76	1,601	383	1,601
	Total	2,831	79	2,752	682	2,752	4,299	82	4,217	1,119	4,217
East Leg											
	Approach	784	98	686	90	686	695	67	628	159	629
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	784	98	686	90	686	695	67	628	159	629
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	892	0	892	253	892	620	0	620	372	621
	Total	892	0	892	253	892	620	0	620	372	621
Total Approaches											
	Approach	3,512	101	3,411	840	3,411	4,871	93	4,778	1,381	4,779
	Departure	3,512	101	3,411	840	3,411	4,871	93	4,778	1,381	4,779
	Total	7,024	202	6,822	1,681	6,822	9,742	186	9,556	2,762	9,558

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
7	Beaumont Ave/I-10 Eastbound Ramps										
	NBL	0	0	0	0	0	0	0	0	0	0
	NBT	1,091	2	1,089	302	1,089	1,712	6	1,706	323	1,706
	NBR	253	30	223	83	223	419	59	360	59	360
	SBL	342	0	342	79	342	292	0	292	82	292
	SBT	1,142	77	1,065	185	1,065	1,385	76	1,309	249	1,309
	SBR	0	0	0	0	0	0	0	0	0	0
	EBL	256	0	256	98	256	910	0	910	247	910
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	453	0	453	132	453	484	0	484	159	484
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	1,484	77	1,407	264	1,407	1,677	76	1,601	331	1,601
	Departure	1,347	2	1,345	400	1,345	2,622	6	2,616	570	2,616
	Total	2,831	79	2,752	664	2,752	4,299	82	4,217	901	4,217
South Leg											
	Approach	1,344	32	1,312	385	1,312	2,131	65	2,066	382	2,066
	Departure	1,595	77	1,518	316	1,518	1,869	76	1,793	408	1,793
	Total	2,939	109	2,830	701	2,830	4,000	141	3,859	790	3,859
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	595	30	565	162	565	711	59	652	141	652
	Total	595	30	565	162	565	711	59	652	141	652
West Leg											
	Approach	709	0	709	230	709	1,394	0	1,394	407	1,394
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	709	0	709	230	709	1,394	0	1,394	407	1,394
Total Approaches											
	Approach	3,537	109	3,428	878	3,428	5,202	141	5,061	1,120	5,061
	Departure	3,537	109	3,428	878	3,428	5,202	141	5,061	1,120	5,061
	Total	7,074	218	6,856	1,756	6,856	10,404	282	10,122	2,239	10,122

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
8	Beaumont Ave./1st St.										
	NBL	72	0	72	30	72	43	0	43	9	43
	NBT	1,184	24	1,160	210	1,160	1,351	35	1,316	193	1,316
	NBR	176	0	176	291	291	109	1	108	203	203
	SBL	144	0	144	123	144	337	0	337	164	337
	SBT	1,054	54	1,000	169	1,000	1,298	58	1,240	255	1,240
	SBR	151	8	143	22	143	159	8	151	16	151
	EBL	47	2	45	28	45	318	12	306	20	306
	EBT	69	0	69	29	69	509	0	509	65	509
	EBR	11	0	11	5	11	17	0	17	36	36
	WBL	348	1	347	209	347	260	15	245	336	336
	WBT	200	11	189	85	189	512	0	512	118	512
	WBR	71	0	71	123	123	239	0	239	124	239
North Leg											
	Approach	1,349	62	1,287	314	1,287	1,794	66	1,728	435	1,728
	Departure	1,302	26	1,276	361	1,328	1,908	47	1,861	337	1,861
	Total	2,651	88	2,563	675	2,615	3,702	113	3,589	771	3,589
South Leg											
	Approach	1,432	24	1,408	531	1,523	1,503	36	1,467	405	1,562
	Departure	1,413	55	1,358	383	1,358	1,575	73	1,502	627	1,612
	Total	2,845	79	2,766	914	2,881	3,078	109	2,969	1,031	3,174
East Leg											
	Approach	619	12	607	417	659	1,011	15	996	578	1,087
	Departure	389	0	389	443	504	955	1	954	432	1,049
	Total	1,008	12	996	860	1,163	1,966	16	1,950	1,010	2,136
West Leg											
	Approach	127	2	125	62	125	844	12	832	121	851
	Departure	423	19	404	137	404	714	8	706	143	706
	Total	550	21	529	199	529	1,558	20	1,538	264	1,557
Total Approaches											
	Approach	3,527	100	3,427	1,324	3,594	5,152	129	5,023	1,538	5,228
	Departure	3,527	100	3,427	1,324	3,594	5,152	129	5,023	1,538	5,228
	Total	7,054	200	6,854	2,648	7,188	10,304	258	10,046	3,077	10,456

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
9	Beaumont Ave./Westward Ave.										
	NBL	0	0	51	0	51	0	0	29	0	29
	NBT	827	8	819	220	819	902	16	886	196	886
	NBR	76	0	76	0	76	503	34	469	0	469
	SBL	46	0	46	0	46	98	1	97	0	97
	SBT	940	22	918	223	918	980	44	936	284	936
	SBR	428	32	396	0	396	497	28	469	0	469
	EBL	357	16	341	0	341	440	20	420	0	420
	EBT	35	0	35	0	35	471	22	449	0	449
	EBR	0	0	6	0	6	0	0	15	0	15
	WBL	163	0	163	0	163	362	0	362	0	362
	WBT	63	0	63	0	63	221	0	221	0	221
	WBR	248	0	248	0	248	161	0	161	0	161
North Leg											
	Approach	1,414	54	1,360	223	1,360	1,575	73	1,502	284	1,502
	Departure	1,432	24	1,408	220	1,408	1,503	36	1,467	196	1,467
	Total	2,846	78	2,768	442	2,768	3,078	109	2,969	480	2,969
South Leg											
	Approach	903	8	946	220	946	1,405	50	1,384	196	1,384
	Departure	1,103	22	1,087	223	1,087	1,342	44	1,313	284	1,313
	Total	2,006	30	2,032	442	2,032	2,747	94	2,697	480	2,697
East Leg											
	Approach	474	0	474	0	474	744	0	744	0	744
	Departure	157	0	157	0	157	1,072	57	1,015	0	1,015
	Total	631	0	631	0	631	1,816	57	1,759	0	1,759
West Leg											
	Approach	392	16	382	0	382	911	42	884	0	884
	Departure	491	32	510	0	510	718	28	719	0	719
	Total	883	48	891	0	891	1,629	70	1,603	0	1,603
Total Approaches											
	Approach	3,183	78	3,161	442	3,161	4,635	165	4,514	480	4,514
	Departure	3,183	78	3,161	442	3,161	4,635	165	4,514	480	4,514
	Total	6,366	156	6,323	885	6,323	9,270	330	9,028	960	9,028

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
10	Lamb Canyon Rd./California Ave.										
	NBL	378	0	378	234	378	310	0	310	155	310
	NBT	711	0	711	193	711	1,297	43	1,254	251	1,254
	NBR	5	1	4	0	4	20	0	20	0	20
	SBL	57	1	56	0	56	195	8	187	0	187
	SBT	1,047	21	1,026	234	1,026	1,147	36	1,111	324	1,111
	SBR	0	0	0	1	1	0	0	0	1	1
	EBL	0	0	0	1	1	0	0	0	1	1
	EBT	14	0	14	0	14	124	0	124	0	124
	EBR	253	0	253	65	253	394	0	394	126	394
	WBL	20	0	20	0	20	8	0	8	0	8
	WBT	89	0	89	0	89	60	0	60	0	60
	WBR	192	8	184	0	184	107	7	100	0	100
North Leg											
	Approach	1,104	22	1,082	235	1,083	1,342	44	1,298	325	1,299
	Departure	903	8	895	194	896	1,404	50	1,354	252	1,355
	Total	2,007	30	1,977	429	1,979	2,746	94	2,652	577	2,654
South Leg											
	Approach	1,094	1	1,093	427	1,093	1,627	43	1,584	406	1,584
	Departure	1,320	21	1,299	299	1,299	1,549	36	1,513	450	1,513
	Total	2,414	22	2,392	726	2,392	3,176	79	3,097	856	3,097
East Leg											
	Approach	301	8	293	0	293	175	7	168	0	168
	Departure	76	2	74	0	74	339	8	331	0	331
	Total	377	10	367	0	367	514	15	499	0	499
West Leg											
	Approach	267	0	267	66	268	518	0	518	127	519
	Departure	467	0	467	235	468	370	0	370	156	371
	Total	734	0	734	301	736	888	0	888	283	890
Total Approaches											
	Approach	2,766	31	2,735	728	2,737	3,662	94	3,568	858	3,570
	Departure	2,766	31	2,735	728	2,737	3,662	94	3,568	858	3,570
	Total	5,532	62	5,470	1,456	5,474	7,324	188	7,136	1,716	7,140

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
11	Palm Ave./Oak Valley Pkwy.-14th St.										
	NBL	139	0	139	41	139	108	0	108	36	108
	NBT	38	0	38	117	117	284	15	269	40	269
	NBR	86	6	80	30	80	211	8	203	14	203
	SBL	79	3	76	108	108	45	1	44	44	44
	SBT	46	0	46	105	105	244	2	242	36	242
	SBR	29	0	29	98	98	59	0	59	50	59
	EBL	7	0	7	51	51	109	0	109	53	109
	EBT	698	164	534	196	534	1,350	326	1,024	323	1,024
	EBR	155	0	155	46	155	226	0	226	44	226
	WBL	214	8	206	31	206	55	6	49	12	49
	WBT	1,127	388	739	275	739	1,046	273	773	286	773
	WBR	19	1	18	103	103	248	21	227	69	227
North Leg											
	Approach	154	3	151	311	311	348	3	345	130	345
	Departure	64	1	63	271	271	641	36	605	162	605
	Total	218	4	214	582	582	989	39	950	292	950
South Leg											
	Approach	263	6	257	188	336	603	23	580	90	580
	Departure	415	8	407	182	466	525	8	517	92	517
	Total	678	14	664	370	802	1,128	31	1,097	182	1,097
East Leg											
	Approach	1,360	397	963	409	1,048	1,349	300	1,049	367	1,049
	Departure	863	173	690	334	722	1,606	335	1,271	381	1,271
	Total	2,223	570	1,653	743	1,770	2,955	635	2,320	748	2,320
West Leg											
	Approach	860	164	696	293	740	1,685	326	1,359	420	1,359
	Departure	1,295	388	907	414	976	1,213	273	940	372	940
	Total	2,155	552	1,603	707	1,716	2,898	599	2,299	792	2,299
Total Approaches											
	Approach	2,637	570	2,067	1,201	2,435	3,985	652	3,333	1,007	3,333
	Departure	2,637	570	2,067	1,201	2,435	3,985	652	3,333	1,007	3,333
	Total	5,274	1,140	4,134	2,402	4,870	7,970	1,304	6,666	2,014	6,666

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
12	Palm Ave./8th St.										
	NBL	9	0	9	19	19	19	0	19	13	19
	NBT	152	0	152	120	152	476	0	476	68	476
	NBR	114	30	84	32	84	174	87	87	16	87
	SBL	85	2	83	9	83	46	5	41	23	41
	SBT	381	0	381	113	381	368	0	368	67	368
	SBR	14	1	13	11	13	104	0	104	8	104
	EBL	7	0	7	30	30	51	0	51	3	51
	EBT	103	18	85	41	85	401	157	244	57	244
	EBR	22	0	22	43	43	66	0	66	23	66
	WBL	88	2	86	88	88	152	3	149	16	149
	WBT	215	34	181	37	181	556	122	434	77	434
	WBR	36	2	34	15	34	217	3	214	17	214
North Leg											
	Approach	480	3	477	133	477	518	5	513	98	513
	Departure	195	2	193	165	216	744	3	741	88	741
	Total	675	5	670	298	693	1,262	8	1,254	186	1,254
South Leg											
	Approach	275	30	245	171	255	669	87	582	97	582
	Departure	491	2	489	244	512	586	3	583	106	583
	Total	766	32	734	415	767	1,255	90	1,165	203	1,165
East Leg											
	Approach	339	38	301	140	303	925	128	797	110	797
	Departure	302	50	252	82	252	621	249	372	96	372
	Total	641	88	553	222	555	1,546	377	1,169	206	1,169
West Leg											
	Approach	132	18	114	114	158	518	157	361	83	361
	Departure	238	35	203	67	213	679	122	557	98	557
	Total	370	53	317	181	371	1,197	279	918	181	918
Total Approaches											
	Approach	1,226	89	1,137	558	1,193	2,630	377	2,253	388	2,253
	Departure	1,226	89	1,137	558	1,193	2,630	377	2,253	388	2,253
	Total	2,452	178	2,274	1,116	2,386	5,260	754	4,506	776	4,506

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

	A.M. Peak Hour					P.M. Peak Hour				
	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
13	Pennsylvania Ave./Oak Valley Pkwy.-14th St.									
NBL	3	0	3	100	100	131	0	131	106	131
NBT	0	0	0	0	0	0	0	0	0	0
NBR	29	4	25	94	94	277	6	271	66	271
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	776	182	594	226	594	1,469	348	1,121	269	1,121
EBR	87	0	87	96	96	15	0	15	69	69
WBL	165	1	164	122	164	194	8	186	51	186
WBT	1,218	404	814	292	814	1,187	315	872	220	872
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	32	4	28	194	194	408	6	402	172	402
Departure	252	1	251	218	260	209	8	201	120	255
Total	284	5	279	412	454	617	14	603	292	657
East Leg										
Approach	1,383	405	978	414	978	1,381	323	1,058	271	1,058
Departure	805	186	619	320	688	1,746	354	1,392	335	1,392
Total	2,188	591	1,597	734	1,666	3,127	677	2,450	606	2,450
West Leg										
Approach	863	182	681	322	690	1,484	348	1,136	338	1,190
Departure	1,221	404	817	392	914	1,318	315	1,003	326	1,003
Total	2,084	586	1,498	714	1,604	2,802	663	2,139	664	2,193
Total Approaches										
Approach	2,278	591	1,687	930	1,862	3,273	677	2,596	781	2,650
Departure	2,278	591	1,687	930	1,862	3,273	677	2,596	781	2,650
Total	4,556	1,182	3,374	1,860	3,724	6,546	1,354	5,192	1,562	5,300

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
14	Pennsylvania Ave./8th St.										
	NBL	0	0	0	29	29	124	0	124	27	124
	NBT	75	1	74	171	171	351	34	317	260	317
	NBR	0	0	0	17	17	657	110	547	22	547
	SBL	63	5	58	83	83	113	0	113	34	113
	SBT	363	0	363	226	363	203	27	176	148	176
	SBR	39	0	39	29	39	34	0	34	7	34
	EBL	17	0	17	25	25	21	0	21	18	21
	EBT	240	44	196	78	196	512	15	497	63	497
	EBR	23	0	23	20	23	0	0	0	20	20
	WBL	0	0	0	23	23	122	17	105	26	105
	WBT	204	54	150	80	150	729	35	694	50	694
	WBR	17	0	17	53	53	158	0	158	50	158
North Leg											
	Approach	465	5	460	338	485	350	27	323	189	323
	Departure	109	1	108	249	249	530	34	496	328	496
	Total	574	6	568	587	734	880	61	819	517	819
South Leg											
	Approach	75	1	74	217	217	1,132	144	988	309	988
	Departure	386	0	386	269	409	325	44	281	194	301
	Total	461	1	460	486	626	1,457	188	1,269	503	1,289
East Leg											
	Approach	221	54	167	156	226	1,009	52	957	126	957
	Departure	303	49	254	178	296	1,282	125	1,157	119	1,157
	Total	524	103	421	334	522	2,291	177	2,114	245	2,114
West Leg											
	Approach	280	44	236	123	244	533	15	518	101	538
	Departure	243	54	189	138	218	887	35	852	84	852
	Total	523	98	425	261	462	1,420	50	1,370	185	1,390
Total Approaches											
	Approach	1,041	104	937	834	1,172	3,024	238	2,786	725	2,806
	Departure	1,041	104	937	834	1,172	3,024	238	2,786	725	2,806
	Total	2,082	208	1,874	1,668	2,344	6,048	476	5,572	1,450	5,612

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
15	Pennsylvania Ave./I-10 Westbound Ramp										
	NBL	286	0	0	0	0	412	0	0	0	0
	NBT	509	22	487	314	487	1,243	144	1,099	370	1,099
	NBR	0	0	286	0	286	0	0	412	0	412
	SBL	0	0	590	0	590	0	0	383	0	383
	SBT	741	33	708	386	708	860	44	816	368	816
	SBR	607	17	0	0	0	383	0	0	0	0
	EBL	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0
	WBL	111	0	111	125	125	80	0	80	225	225
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	106	0	106	174	174	151	0	151	265	265
North Leg											
	Approach	1,348	50	1,298	386	1,298	1,243	44	1,199	368	1,199
	Departure	615	22	593	488	661	1,394	144	1,250	635	1,364
	Total	1,963	72	1,891	874	1,959	2,637	188	2,449	1,003	2,563
South Leg											
	Approach	795	22	773	314	773	1,655	144	1,511	370	1,511
	Departure	852	33	819	511	833	940	44	896	593	1,041
	Total	1,647	55	1,592	825	1,606	2,595	188	2,407	963	2,552
East Leg											
	Approach	217	0	217	299	299	231	0	231	490	490
	Departure	0	0	876	0	876	0	0	795	0	795
	Total	217	0	1,093	299	1,175	231	0	1,026	490	1,285
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	893	17	0	0	0	795	0	0	0	0
	Total	893	17	0	0	0	795	0	0	0	0
Total Approaches											
	Approach	2,360	72	2,288	999	2,370	3,129	188	2,941	1,228	3,200
	Departure	2,360	72	2,288	999	2,370	3,129	188	2,941	1,228	3,200
	Total	4,720	144	4,576	1,998	4,740	6,258	376	5,882	2,456	6,400

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

	A.M. Peak Hour					P.M. Peak Hour				
	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
16	Pennsylvania Ave/I-10 Eastbound Ramp									
NBL	0	0	0	0	0	0	0	0	0	0
NBT	542	22	520	231	520	1,292	144	1,148	275	1,148
NBR	117	0	117	103	117	50	0	50	89	89
SBL	205	0	205	215	215	134	0	134	173	173
SBT	648	33	615	298	615	807	44	763	425	763
SBR	0	0	0	0	0	0	0	0	0	0
EBL	253	0	253	97	253	364	0	364	99	364
EBT	0	0	0	0	0	0	0	0	0	0
EBR	304	0	304	88	304	430	0	430	141	430
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	853	33	820	513	830	941	44	897	598	936
Departure	795	22	773	328	773	1,656	144	1,512	374	1,512
Total	1,648	55	1,593	841	1,603	2,597	188	2,409	972	2,448
South Leg										
Approach	659	22	637	334	637	1,342	144	1,198	364	1,237
Departure	952	33	919	386	919	1,237	44	1,193	566	1,193
Total	1,611	55	1,556	720	1,556	2,579	188	2,391	930	2,430
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	322	0	322	318	332	184	0	184	262	262
Total	322	0	322	318	332	184	0	184	262	262
West Leg										
Approach	557	0	557	185	557	794	0	794	240	794
Departure	0	0	0	0	0	0	0	0	0	0
Total	557	0	557	185	557	794	0	794	240	794
Total Approaches										
Approach	2,069	55	2,014	1,032	2,024	3,077	188	2,889	1,202	2,967
Departure	2,069	55	2,014	1,032	2,024	3,077	188	2,889	1,202	2,967
Total	4,138	110	4,028	2,064	4,048	6,154	376	5,778	2,405	5,934

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
17	Pennsylvania Ave./3rd St.										
	NBL	1	0	1	7	7	56	0	56	2	56
	NBT	660	22	638	322	638	1,346	144	1,202	342	1,202
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	952	32	920	364	920	1,229	44	1,185	544	1,185
	SBR	0	0	0	26	26	8	0	8	39	39
	EBL	0	0	0	17	17	13	0	13	21	21
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	2	2	0	0	0	2	2
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	952	32	920	390	946	1,237	44	1,193	583	1,224
	Departure	660	22	638	339	655	1,342	144	1,215	363	1,223
	Total	1,612	54	1,558	729	1,601	2,579	188	2,408	946	2,447
South Leg											
	Approach	597	22	639	329	645	1,163	144	1,258	344	1,258
	Departure	779	32	920	366	922	1,071	44	1,185	546	1,187
	Total	1,376	54	1,559	695	1,567	2,234	188	2,443	890	2,445
East Leg											
	Approach	64	0	0	0	0	248	0	0	0	0
	Departure	173	0	0	0	0	184	0	0	0	0
	Total	237	0	0	0	0	432	0	0	0	0
West Leg											
	Approach	0	0	0	19	19	13	0	13	23	23
	Departure	1	0	1	33	33	64	0	64	41	95
	Total	1	0	1	52	52	77	0	77	64	118
Total Approaches											
	Approach	1,613	54	1,559	738	1,610	2,661	188	2,464	950	2,505
	Departure	1,613	54	1,559	738	1,610	2,661	188	2,464	950	2,505
	Total	3,226	108	3,118	1,477	3,220	5,322	376	4,928	1,901	5,010

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

	A.M. Peak Hour					P.M. Peak Hour				
	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
18 Cherry Ave./Oak Valley Pkwy.-14th St.										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	24	0	24	0	24	68	0	68	0	68
NBR	1	0	1	0	1	6	0	6	0	6
SBL	96	10	86	289	289	302	24	278	170	278
SBT	63	0	63	0	63	38	0	38	0	38
SBR	445	6	439	181	439	178	4	174	59	174
EBL	108	6	102	124	124	423	10	413	102	413
EBT	698	181	517	190	517	1,323	344	979	259	979
EBR	0	0	0	0	0	0	0	0	0	0
WBL	7	0	7	0	7	3	0	3	0	3
WBT	937	399	538	211	538	1,204	319	885	197	885
WBR	151	12	139	229	229	141	10	131	126	131
North Leg										
Approach	604	16	588	470	791	518	28	490	229	490
Departure	283	18	265	353	377	632	20	612	228	612
Total	887	34	853	823	1,168	1,150	48	1,102	457	1,102
South Leg										
Approach	25	0	25	0	25	74	0	74	0	74
Departure	70	0	70	0	70	41	0	41	0	41
Total	95	0	95	0	95	115	0	115	0	115
East Leg										
Approach	1,095	411	684	440	774	1,348	329	1,019	323	1,019
Departure	795	191	604	479	807	1,631	368	1,263	429	1,263
Total	1,890	602	1,288	919	1,581	2,979	697	2,282	752	2,282
West Leg										
Approach	806	187	619	314	641	1,746	354	1,392	361	1,392
Departure	1,382	405	977	392	977	1,382	323	1,059	256	1,059
Total	2,188	592	1,596	706	1,618	3,128	677	2,451	617	2,451
Total Approaches										
Approach	2,530	614	1,916	1,224	2,231	3,686	711	2,975	913	2,975
Departure	2,530	614	1,916	1,224	2,231	3,686	711	2,975	913	2,975
Total	5,060	1,228	3,832	2,448	4,462	7,372	1,422	5,950	1,826	5,950

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
19	Starlight Ave/ Oak Valley Pkwy.-14th St.										
	NBL	81	0	81	160	160	286	6	280	64	280
	NBT	13	0	13	4	13	124	0	124	2	124
	NBR	1	0	1	9	9	16	0	16	8	16
	SBL	121	13	108	1	108	143	52	91	0	91
	SBT	98	0	98	6	98	49	0	49	4	49
	SBR	124	4	120	8	120	76	2	74	6	74
	EBL	40	0	40	7	40	128	7	121	7	121
	EBT	592	212	380	201	380	1,065	400	665	191	665
	EBR	182	0	182	127	182	275	1	274	67	274
	WBL	12	0	12	15	15	4	0	4	4	4
	WBT	705	429	276	167	276	974	360	614	189	614
	WBR	48	10	38	1	38	157	18	139	2	139
North Leg											
	Approach	343	17	326	15	326	268	54	214	10	214
	Departure	101	10	91	12	91	409	25	384	11	384
	Total	444	27	417	27	417	677	79	598	21	598
South Leg											
	Approach	95	0	95	173	182	426	6	420	74	420
	Departure	292	0	292	148	295	328	1	327	75	327
	Total	387	0	387	321	477	754	7	747	149	747
East Leg											
	Approach	765	439	326	183	329	1,135	378	757	195	757
	Departure	714	225	489	211	497	1,224	452	772	199	772
	Total	1,479	664	815	394	826	2,359	830	1,529	394	1,529
West Leg											
	Approach	814	212	602	335	602	1,468	408	1,060	265	1,060
	Departure	910	433	477	335	556	1,336	368	968	259	968
	Total	1,724	645	1,079	670	1,158	2,804	776	2,028	524	2,028
Total Approaches											
	Approach	2,017	668	1,349	706	1,439	3,297	846	2,451	544	2,451
	Departure	2,017	668	1,349	706	1,439	3,297	846	2,451	544	2,451
	Total	4,034	1,336	2,698	1,412	2,878	6,594	1,692	4,902	1,088	4,902

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
20	Highland Springs Ave./Brookside Ave.										
	NBL	17	10	7	176	176	64	30	34	151	151
	NBT	150	0	150	27	150	717	5	712	98	712
	NBR	101	30	71	0	71	606	154	452	0	452
	SBL	199	93	106	0	106	492	300	192	0	192
	SBT	375	25	350	68	350	412	43	369	58	369
	SBR	113	0	113	1	113	102	0	102	0	102
	EBL	46	0	46	1	46	225	0	225	2	225
	EBT	200	12	188	0	188	492	101	391	0	391
	EBR	50	12	38	185	185	52	24	28	113	113
	WBL	304	91	213	0	213	326	59	267	0	267
	WBT	386	24	362	0	362	393	15	378	0	378
	WBR	385	295	90	0	90	393	214	179	0	179
North Leg											
	Approach	687	118	569	69	569	1,006	343	663	58	663
	Departure	581	295	286	28	286	1,335	219	1,116	100	1,116
	Total	1,268	413	855	97	855	2,341	562	1,779	158	1,779
South Leg											
	Approach	268	40	228	203	397	1,387	189	1,198	249	1,315
	Departure	729	128	601	253	748	790	126	664	171	749
	Total	997	168	829	456	1,145	2,177	315	1,862	420	2,064
East Leg											
	Approach	1,075	410	665	0	665	1,112	288	824	0	824
	Departure	500	135	365	0	365	1,590	555	1,035	0	1,035
	Total	1,575	545	1,030	0	1,030	2,702	843	1,859	0	1,859
West Leg											
	Approach	296	24	272	186	419	769	125	644	115	729
	Departure	516	34	482	177	651	559	45	514	151	631
	Total	812	58	754	363	1,070	1,328	170	1,158	266	1,360
Total Approaches											
	Approach	2,326	592	1,734	458	2,050	4,274	945	3,329	422	3,531
	Departure	2,326	592	1,734	458	2,050	4,274	945	3,329	422	3,531
	Total	4,652	1,184	3,468	916	4,100	8,548	1,890	6,658	844	7,062

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
21	Highland Springs Ave./16th St.-Cougar Way										
	NBL	5	3	2	0	2	9	8	1	0	1
	NBT	160	38	122	203	203	639	161	478	249	478
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	447	116	331	253	331	398	117	281	171	281
	SBR	66	18	48	0	48	128	17	111	0	111
	EBL	33	8	25	0	25	238	36	202	0	202
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	5	4	1	0	1	9	8	1	0	1
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	513	134	379	253	379	526	134	392	171	392
	Departure	193	46	147	203	228	877	197	680	249	680
	Total	706	180	526	456	607	1,403	331	1,072	420	1,072
South Leg											
	Approach	165	41	124	203	205	648	169	479	249	479
	Departure	452	120	332	253	332	407	125	282	171	282
	Total	617	161	456	456	537	1,055	294	761	420	761
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	38	12	26	0	26	247	44	203	0	203
	Departure	71	21	50	0	50	137	25	112	0	112
	Total	109	33	76	0	76	384	69	315	0	315
Total Approaches											
	Approach	716	187	529	456	610	1,421	347	1,074	420	1,074
	Departure	716	187	529	456	610	1,421	347	1,074	420	1,074
	Total	1,432	374	1,058	912	1,220	2,842	694	2,148	840	2,148

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
22	Highland Springs Ave./F St.										
	NBL	0	0	0	0	0	0	0	0	0	0
	NBT	169	27	142	191	191	701	145	556	236	556
	NBR	141	141	0	0	0	496	496	0	0	0
	SBL	14	14	0	0	0	42	42	0	0	0
	SBT	514	116	398	243	398	420	92	328	158	328
	SBR	0	0	0	0	0	0	0	0	0	0
	EBL	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0
	WBL	495	495	0	0	0	293	293	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	15	15	0	0	0	32	32	0	0	0
North Leg											
	Approach	528	130	398	243	398	462	134	328	158	328
	Departure	184	42	142	191	191	733	177	556	236	556
	Total	712	172	540	434	589	1,195	311	884	394	884
South Leg											
	Approach	310	168	142	191	191	1,197	641	556	236	556
	Departure	1,009	611	398	243	398	713	385	328	158	328
	Total	1,319	779	540	434	589	1,910	1,026	884	394	884
East Leg											
	Approach	510	510	0	0	0	325	325	0	0	0
	Departure	155	155	0	0	0	538	538	0	0	0
	Total	665	665	0	0	0	863	863	0	0	0
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
Total Approaches											
	Approach	1,348	808	540	434	589	1,984	1,100	884	394	884
	Departure	1,348	808	540	434	589	1,984	1,100	884	394	884
	Total	2,696	1,616	1,080	868	1,178	3,968	2,200	1,768	788	1,768

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

	A.M. Peak Hour					P.M. Peak Hour				
	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.										
NBL	387	111	276	124	276	884	107	777	122	777
NBT	249	81	168	185	185	1,007	561	446	233	446
NBR	0	0	0	0	0	0	0	0	0	0
SBL	3	3	0	0	0	9	9	0	0	0
SBT	847	471	376	234	376	602	295	307	155	307
SBR	155	150	5	9	9	95	90	5	3	5
EBL	52	50	2	6	6	129	22	107	3	107
EBT	53	53	0	0	0	192	192	0	0	0
EBR	653	132	521	204	521	886	251	635	122	635
WBL	0	0	0	0	0	0	0	0	0	0
WBT	184	184	0	0	0	196	196	0	0	0
WBR	4	4	0	0	0	55	55	0	0	0
North Leg										
Approach	1,005	624	381	243	385	706	394	312	158	312
Departure	305	135	170	191	191	1,191	638	553	236	553
Total	1,310	759	551	434	576	1,897	1,032	865	394	865
South Leg										
Approach	636	192	444	309	461	1,891	668	1,223	355	1,223
Departure	1,500	603	897	438	897	1,488	546	942	277	942
Total	2,136	795	1,341	747	1,358	3,379	1,214	2,165	632	2,165
East Leg										
Approach	188	188	0	0	0	251	251	0	0	0
Departure	56	56	0	0	0	201	201	0	0	0
Total	244	244	0	0	0	452	452	0	0	0
West Leg										
Approach	758	235	523	210	527	1,207	465	742	125	742
Departure	726	445	281	133	285	1,175	393	782	125	782
Total	1,484	680	804	343	812	2,382	858	1,524	250	1,524
Total Approaches										
Approach	2,587	1,239	1,348	762	1,373	4,055	1,778	2,277	638	2,277
Departure	2,587	1,239	1,348	762	1,373	4,055	1,778	2,277	638	2,277
Total	5,174	2,478	2,696	1,524	2,746	8,110	3,556	4,554	1,276	4,554

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
24	Highland Springs Ave./Starlight Ave.-A St.										
	NBL	2	0	219	26	219	9	0	319	124	319
	NBT	625	202	423	287	423	1,689	570	1,119	459	1,119
	NBR	53	53	0	0	0	195	195	0	0	0
	SBL	21	21	0	0	0	81	81	0	0	0
	SBT	1,215	510	705	515	705	1,262	427	835	342	835
	SBR	238	26	212	20	212	234	47	187	3	187
	EBL	57	35	22	17	22	316	138	178	2	178
	EBT	24	24	0	0	0	242	242	0	0	0
	EBR	6	5	330	169	330	5	0	219	75	219
	WBL	211	211	0	0	0	99	99	0	0	0
	WBT	160	160	0	0	0	133	133	0	0	0
	WBR	35	35	0	0	0	12	12	0	0	0
North Leg											
	Approach	1,474	557	917	535	917	1,577	555	1,022	345	1,022
	Departure	717	272	445	304	445	2,017	720	1,297	461	1,297
	Total	2,191	829	1,362	839	1,362	3,594	1,275	2,319	806	2,319
South Leg											
	Approach	680	255	642	313	642	1,893	765	1,438	583	1,438
	Departure	1,432	726	1,035	684	1,035	1,366	526	1,054	417	1,054
	Total	2,112	981	1,677	997	1,677	3,259	1,291	2,492	1,000	2,492
East Leg											
	Approach	406	406	0	0	0	244	244	0	0	0
	Departure	98	98	0	0	0	518	518	0	0	0
	Total	504	504	0	0	0	762	762	0	0	0
West Leg											
	Approach	87	64	352	186	352	563	380	397	77	397
	Departure	400	186	431	46	431	376	180	506	127	506
	Total	487	250	783	232	783	939	560	903	204	903
Total Approaches											
	Approach	2,647	1,282	1,911	1,034	1,911	4,277	1,944	2,857	1,005	2,857
	Departure	2,647	1,282	1,911	1,034	1,911	4,277	1,944	2,857	1,005	2,857
	Total	5,294	2,564	3,822	2,068	3,822	8,554	3,888	5,714	2,010	5,714

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
25	Highland Springs Ave./8th St.-Wilson St.										
	NBL	6	0	6	57	57	20	0	20	26	26
	NBT	743	400	343	149	343	1,448	742	706	439	706
	NBR	213	58	155	116	155	377	258	119	179	179
	SBL	194	20	174	150	174	366	30	336	93	336
	SBT	1,236	700	536	398	536	1,098	687	411	317	411
	SBR	55	5	50	93	93	131	21	110	11	110
	EBL	38	5	33	19	33	186	90	96	11	96
	EBT	165	50	115	94	115	701	98	603	63	603
	EBR	14	0	14	101	101	20	0	20	49	49
	WBL	817	300	517	141	517	260	100	160	135	160
	WBT	249	50	199	88	199	538	100	438	62	438
	WBR	137	14	123	116	123	373	50	323	117	323
North Leg											
	Approach	1,485	725	760	641	803	1,595	738	857	421	857
	Departure	918	419	499	284	499	2,007	882	1,125	567	1,125
	Total	2,403	1,144	1,259	925	1,302	3,602	1,620	1,982	988	1,982
South Leg											
	Approach	962	458	504	322	555	1,845	1,000	845	644	911
	Departure	2,067	1,000	1,067	640	1,154	1,378	787	591	501	620
	Total	3,029	1,458	1,571	962	1,709	3,223	1,787	1,436	1,145	1,531
East Leg											
	Approach	1,203	364	839	345	839	1,171	250	921	314	921
	Departure	572	128	444	360	444	1,444	386	1,058	335	1,118
	Total	1,775	492	1,283	705	1,283	2,615	636	1,979	649	2,039
West Leg											
	Approach	217	55	162	214	249	907	188	719	123	748
	Departure	310	55	255	238	349	689	121	568	99	574
	Total	527	110	417	452	598	1,596	309	1,287	222	1,322
Total Approaches											
	Approach	3,867	1,602	2,265	1,522	2,446	5,518	2,176	3,342	1,502	3,437
	Departure	3,867	1,602	2,265	1,522	2,446	5,518	2,176	3,342	1,502	3,437
	Total	7,734	3,204	4,530	3,044	4,892	11,036	4,352	6,684	3,004	6,874

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

	A.M. Peak Hour					P.M. Peak Hour				
	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
26 Highland Springs Ave./6th St.-Ramsey St.										
NBL	275	0	275	36	275	512	0	512	67	512
NBT	1,133	415	718	405	718	1,666	899	767	427	767
NBR	471	10	461	159	461	612	16	596	124	596
SBL	169	27	142	110	142	290	30	260	74	260
SBT	1,924	900	1,024	489	1,024	1,246	677	569	447	569
SBR	64	28	36	48	48	78	39	39	102	102
EBL	37	17	20	74	74	66	20	46	140	140
EBT	221	0	221	124	221	623	15	608	199	608
EBR	306	0	306	174	306	347	0	347	213	347
WBL	434	6	428	127	428	577	0	577	221	577
WBT	146	2	144	98	144	622	14	608	210	608
WBR	95	24	71	33	71	242	36	206	97	206
North Leg										
Approach	2,157	955	1,202	647	1,214	1,614	746	868	623	931
Departure	1,265	456	809	512	863	1,974	955	1,019	664	1,113
Total	3,422	1,411	2,011	1,159	2,077	3,588	1,701	1,887	1,287	2,044
South Leg										
Approach	1,879	425	1,454	600	1,454	2,790	915	1,875	618	1,875
Departure	2,664	906	1,758	790	1,758	2,170	677	1,493	881	1,493
Total	4,543	1,331	3,212	1,391	3,212	4,960	1,592	3,368	1,499	3,368
East Leg										
Approach	675	32	643	258	643	1,441	50	1,391	528	1,391
Departure	861	37	824	393	824	1,525	61	1,464	397	1,464
Total	1,536	69	1,467	651	1,467	2,966	111	2,855	925	2,855
West Leg										
Approach	564	17	547	372	601	1,036	35	1,001	552	1,095
Departure	485	30	455	182	467	1,212	53	1,159	379	1,222
Total	1,049	47	1,002	555	1,068	2,248	88	2,160	931	2,317
Total Approaches										
Approach	5,275	1,429	3,846	1,878	3,912	6,881	1,746	5,135	2,321	5,292
Departure	5,275	1,429	3,846	1,878	3,912	6,881	1,746	5,135	2,321	5,292
Total	10,550	2,858	7,692	3,755	7,824	13,762	3,492	10,270	4,641	10,584

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
27	Highland Springs Ave./I-10 Westbound Ramps										
	NBL	583	0	583	141	583	330	0	330	179	330
	NBT	1,383	344	1,039	502	1,039	2,009	787	1,222	583	1,222
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	1,317	313	1,004	462	1,004	1,495	363	1,132	613	1,132
	SBR	1,347	593	754	294	754	675	314	361	326	361
	EBL	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0
	WBL	391	0	391	138	391	347	0	347	335	347
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	496	82	414	141	414	780	128	652	217	652
North Leg											
	Approach	2,664	906	1,758	756	1,758	2,170	677	1,493	939	1,493
	Departure	1,879	426	1,453	643	1,453	2,789	915	1,874	800	1,874
	Total	4,543	1,332	3,211	1,400	3,211	4,959	1,592	3,367	1,739	3,367
South Leg											
	Approach	1,966	344	1,622	643	1,622	2,339	787	1,552	761	1,552
	Departure	1,708	313	1,395	600	1,395	1,842	363	1,479	948	1,479
	Total	3,674	657	3,017	1,243	3,017	4,181	1,150	3,031	1,709	3,031
East Leg											
	Approach	887	82	805	279	805	1,127	128	999	552	999
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	887	82	805	279	805	1,127	128	999	552	999
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	1,930	593	1,337	435	1,337	1,005	314	691	505	691
	Total	1,930	593	1,337	435	1,337	1,005	314	691	505	691
Total Approaches											
	Approach	5,517	1,332	4,185	1,678	4,185	5,636	1,592	4,044	2,252	4,044
	Departure	5,517	1,332	4,185	1,678	4,185	5,636	1,592	4,044	2,252	4,044
	Total	11,034	2,664	8,370	3,357	8,370	11,272	3,184	8,088	4,504	8,088

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

	A.M. Peak Hour					P.M. Peak Hour				
	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
28 Highland Springs Ave./I-10 Eastbound Ramps										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	1,176	123	1,053	393	1,053	1,442	270	1,172	653	1,172
NBR	482	0	482	189	482	409	0	409	316	409
SBL	562	82	480	168	480	488	101	387	129	387
SBT	1,145	231	914	416	914	1,354	262	1,092	826	1,092
SBR	0	0	0	0	0	0	0	0	0	0
EBL	790	220	570	218	570	898	517	381	104	381
EBT	0	0	0	0	0	0	0	0	0	0
EBR	442	0	442	128	442	480	0	480	158	480
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	1,707	313	1,394	584	1,394	1,842	363	1,479	955	1,479
Departure	1,966	343	1,623	611	1,623	2,340	787	1,553	756	1,553
Total	3,673	656	3,017	1,195	3,017	4,182	1,150	3,032	1,711	3,032
South Leg										
Approach	1,658	123	1,535	582	1,535	1,851	270	1,581	969	1,581
Departure	1,587	231	1,356	544	1,356	1,834	262	1,572	984	1,572
Total	3,245	354	2,891	1,126	2,891	3,685	532	3,153	1,953	3,153
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	1,044	82	962	357	962	897	101	796	445	796
Total	1,044	82	962	357	962	897	101	796	445	796
West Leg										
Approach	1,232	220	1,012	347	1,012	1,378	517	861	261	861
Departure	0	0	0	0	0	0	0	0	0	0
Total	1,232	220	1,012	347	1,012	1,378	517	861	261	861
Total Approaches										
Approach	4,597	656	3,941	1,512	3,941	5,071	1,150	3,921	2,185	3,921
Departure	4,597	656	3,941	1,512	3,941	5,071	1,150	3,921	2,185	3,921
Total	9,194	1,312	7,882	3,025	7,882	10,142	2,300	7,842	4,370	7,842

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
29	Highland Springs Ave./1st St.-Sun Lakes Blvd.										
	NBL	152	0	152	24	152	188	0	188	22	188
	NBT	1,015	62	953	129	953	719	102	617	117	617
	NBR	70	0	70	9	70	272	0	272	11	272
	SBL	219	28	191	79	191	424	38	386	177	386
	SBT	613	119	494	55	494	866	93	773	71	773
	SBR	56	17	39	22	39	64	28	36	43	43
	EBL	32	0	32	75	75	83	2	81	50	81
	EBT	101	0	101	37	101	923	0	923	72	923
	EBR	47	0	47	18	47	266	0	266	30	266
	WBL	76	0	76	4	76	349	6	343	26	343
	WBT	277	0	277	41	277	847	0	847	60	847
	WBR	330	22	308	169	308	368	33	335	151	335
North Leg											
	Approach	888	164	724	156	724	1,354	159	1,195	291	1,202
	Departure	1,377	84	1,293	373	1,336	1,170	137	1,033	318	1,033
	Total	2,265	248	2,017	529	2,060	2,524	296	2,228	609	2,235
South Leg											
	Approach	1,237	62	1,175	162	1,175	1,179	102	1,077	150	1,077
	Departure	736	119	617	77	617	1,481	99	1,382	127	1,382
	Total	1,973	181	1,792	239	1,792	2,660	201	2,459	277	2,459
East Leg											
	Approach	683	22	661	214	661	1,564	39	1,525	237	1,525
	Departure	390	28	362	125	362	1,619	38	1,581	260	1,581
	Total	1,073	50	1,023	339	1,023	3,183	77	3,106	497	3,106
West Leg											
	Approach	180	0	180	130	223	1,272	2	1,270	152	1,270
	Departure	485	17	468	87	468	1,099	28	1,071	125	1,078
	Total	665	17	648	218	691	2,371	30	2,341	277	2,348
Total Approaches											
	Approach	2,988	248	2,740	662	2,783	5,369	302	5,067	830	5,074
	Departure	2,988	248	2,740	662	2,783	5,369	302	5,067	830	5,074
	Total	5,976	496	5,480	1,324	5,566	10,738	604	10,134	1,659	10,148

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
30	Highland Springs Ave./Potrero Blvd.										
	NBL	95	0	95	4	95	129	0	129	3	129
	NBT	818	33	785	108	785	811	64	747	39	747
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	548	51	497	21	497	970	53	917	57	917
	SBR	106	12	94	6	94	385	31	354	20	354
	EBL	330	23	307	32	307	252	23	229	16	229
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	80	0	80	5	80	155	0	155	2	155
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	654	63	591	27	591	1,355	84	1,271	77	1,271
	Departure	1,148	56	1,092	140	1,092	1,063	87	976	55	976
	Total	1,802	119	1,683	167	1,683	2,418	171	2,247	132	2,247
South Leg											
	Approach	913	33	880	112	880	940	64	876	42	876
	Departure	628	51	577	26	577	1,125	53	1,072	59	1,072
	Total	1,541	84	1,457	137	1,457	2,065	117	1,948	100	1,948
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	410	23	387	37	387	407	23	384	18	384
	Departure	201	12	189	10	189	514	31	483	23	483
	Total	611	35	576	47	576	921	54	867	41	867
Total Approaches											
	Approach	1,977	119	1,858	176	1,858	2,702	171	2,531	137	2,531
	Departure	1,977	119	1,858	176	1,858	2,702	171	2,531	137	2,531
	Total	3,954	238	3,716	351	3,716	5,404	342	5,062	274	5,062

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
31	C St.-Apex Ave./Wilson St.										
	NBL	0	0	0	6	6	0	0	0	1	1
	NBT	0	0	0	0	0	0	0	0	0	0
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	60	60	0	0	0	57	57	0	0	0
	SBT	0	0	0	0	0	0	0	0	0	0
	SBR	77	77	0	0	0	49	49	0	0	0
	EBL	46	46	0	0	0	114	114	0	0	0
	EBT	544	105	439	303	439	1,524	372	1,152	363	1,152
	EBR	0	0	0	1	1	0	0	0	4	4
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	1,256	341	915	316	915	1,229	238	991	289	991
	WBR	25	25	0	0	0	88	88	0	0	0
North Leg											
	Approach	137	137	0	0	0	106	106	0	0	0
	Departure	71	71	0	0	0	202	202	0	0	0
	Total	208	208	0	0	0	308	308	0	0	0
South Leg											
	Approach	0	0	0	6	6	0	0	0	1	1
	Departure	0	0	0	1	1	0	0	0	4	4
	Total	0	0	0	7	7	0	0	0	5	5
East Leg											
	Approach	1,281	366	915	316	915	1,317	326	991	289	991
	Departure	604	165	439	303	439	1,581	429	1,152	363	1,152
	Total	1,885	531	1,354	619	1,354	2,898	755	2,143	652	2,143
West Leg											
	Approach	590	151	439	304	440	1,638	486	1,152	367	1,156
	Departure	1,333	418	915	322	921	1,278	287	991	290	992
	Total	1,923	569	1,354	626	1,361	2,916	773	2,143	657	2,148
Total Approaches											
	Approach	2,008	654	1,354	626	1,361	3,061	918	2,143	657	2,148
	Departure	2,008	654	1,354	626	1,361	3,061	918	2,143	657	2,148
	Total	4,016	1,308	2,708	1,252	2,722	6,122	1,836	4,286	1,314	4,296

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
32	Highland Home Rd./Northern Loop										
	NBL	50	50	0	0	0	139	139	0	0	0
	NBT	859	218	641	13	641	1,020	207	813	18	813
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	483	115	368	19	368	1,293	282	1,011	9	1,011
	SBR	50	50	0	0	0	181	181	0	0	0
	EBL	119	119	0	0	0	97	97	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	108	108	0	0	0	103	103	0	0	0
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	533	165	368	19	368	1,474	463	1,011	9	1,011
	Departure	978	337	641	13	641	1,117	304	813	18	813
	Total	1,511	502	1,009	32	1,009	2,591	767	1,824	27	1,824
South Leg											
	Approach	909	268	641	13	641	1,159	346	813	18	813
	Departure	591	223	368	19	368	1,396	385	1,011	9	1,011
	Total	1,500	491	1,009	32	1,009	2,555	731	1,824	27	1,824
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	227	227	0	0	0	200	200	0	0	0
	Departure	100	100	0	0	0	320	320	0	0	0
	Total	327	327	0	0	0	520	520	0	0	0
Total Approaches											
	Approach	1,669	660	1,009	32	1,009	2,833	1,009	1,824	27	1,824
	Departure	1,669	660	1,009	32	1,009	2,833	1,009	1,824	27	1,824
	Total	3,338	1,320	2,018	64	2,018	5,666	2,018	3,648	54	3,648

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
33	Highland Home Rd./Beaumont Rd.-G St										
	NBL	0	0	0	0	0	0	0	0	0	0
	NBT	369	206	163	13	163	791	299	492	18	492
	NBR	101	24	77	0	77	305	75	230	0	230
	SBL	128	23	105	0	105	706	82	624	0	624
	SBT	462	200	262	19	262	690	302	388	9	388
	SBR	0	0	0	0	0	0	0	0	0	0
	EBL	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0
	WBL	355	61	294	0	294	239	60	179	0	179
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	540	62	478	0	478	368	46	322	0	322
North Leg											
	Approach	590	223	367	19	367	1,396	384	1,012	9	1,012
	Departure	909	268	641	13	641	1,159	345	814	18	814
	Total	1,499	491	1,008	32	1,008	2,555	729	1,826	27	1,826
South Leg											
	Approach	470	230	240	13	240	1,096	374	722	18	722
	Departure	817	261	556	19	556	929	362	567	9	567
	Total	1,287	491	796	32	796	2,025	736	1,289	27	1,289
East Leg											
	Approach	895	123	772	0	772	607	106	501	0	501
	Departure	229	47	182	0	182	1,011	157	854	0	854
	Total	1,124	170	954	0	954	1,618	263	1,355	0	1,355
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
Total Approaches											
	Approach	1,955	576	1,379	32	1,379	3,099	864	2,235	27	2,235
	Departure	1,955	576	1,379	32	1,379	3,099	864	2,235	27	2,235
	Total	3,910	1,152	2,758	64	2,758	6,198	1,728	4,470	54	4,470

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
34	Highland Home Rd./F St.										
	NBL	71	71	0	0	0	175	175	0	0	0
	NBT	405	179	226	13	226	1,338	687	651	18	651
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	1,085	502	583	19	583	952	385	567	9	567
	SBR	32	32	0	0	0	60	60	0	0	0
	EBL	44	44	0	0	0	63	63	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	259	259	0	0	0	163	163	0	0	0
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	1,117	534	583	19	583	1,012	445	567	9	567
	Departure	449	223	226	13	226	1,401	750	651	18	651
	Total	1,566	757	809	32	809	2,413	1,195	1,218	27	1,218
South Leg											
	Approach	476	250	226	13	226	1,513	862	651	18	651
	Departure	1,344	761	583	19	583	1,115	548	567	9	567
	Total	1,820	1,011	809	32	809	2,628	1,410	1,218	27	1,218
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	303	303	0	0	0	226	226	0	0	0
	Departure	103	103	0	0	0	235	235	0	0	0
	Total	406	406	0	0	0	461	461	0	0	0
Total Approaches											
	Approach	1,896	1,087	809	32	809	2,751	1,533	1,218	27	1,218
	Departure	1,896	1,087	809	32	809	2,751	1,533	1,218	27	1,218
	Total	3,792	2,174	1,618	64	1,618	5,502	3,066	2,436	54	2,436

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
35	Highland Home Rd/D St.										
	NBL	74	74	0	0	0	321	321	0	0	0
	NBT	454	228	226	13	226	1,454	758	696	18	696
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	1,322	749	573	19	573	1,086	535	551	9	551
	SBR	21	21	0	0	0	29	29	0	0	0
	EBL	22	22	0	0	0	59	59	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	177	177	0	0	0	154	154	0	0	0
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	1,343	770	573	19	573	1,115	564	551	9	551
	Departure	476	250	226	13	226	1,513	817	696	18	696
	Total	1,819	1,020	799	32	799	2,628	1,381	1,247	27	1,247
South Leg											
	Approach	528	302	226	13	226	1,775	1,079	696	18	696
	Departure	1,499	926	573	19	573	1,240	689	551	9	551
	Total	2,027	1,228	799	32	799	3,015	1,768	1,247	27	1,247
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
West Leg											
	Approach	199	199	0	0	0	213	213	0	0	0
	Departure	95	95	0	0	0	350	350	0	0	0
	Total	294	294	0	0	0	563	563	0	0	0
Total Approaches											
	Approach	2,070	1,271	799	32	799	3,103	1,856	1,247	27	1,247
	Departure	2,070	1,271	799	32	799	3,103	1,856	1,247	27	1,247
	Total	4,140	2,542	1,598	64	1,598	6,206	3,712	2,494	54	2,494

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
36	Highland Home Rd./Wilson St.										
	NBL	15	10	5	14	14	168	81	87	18	87
	NBT	200	135	65	1	65	815	500	315	7	315
	NBR	23	0	23	30	30	198	0	198	40	198
	SBL	324	74	250	5	250	453	212	241	4	241
	SBT	787	523	264	7	264	594	324	270	2	270
	SBR	389	330	59	7	59	193	154	39	3	39
	EBL	122	10	112	10	112	265	252	13	6	13
	EBT	399	140	259	241	259	1,145	170	975	307	975
	EBR	81	23	58	18	58	150	4	146	6	146
	WBL	118	0	118	41	118	43	0	43	30	43
	WBT	893	14	879	252	879	930	100	830	262	830
	WBR	206	157	49	2	49	696	327	369	5	369
North Leg											
	Approach	1,500	927	573	19	573	1,240	690	550	9	550
	Departure	528	302	226	13	226	1,776	1,079	697	18	697
	Total	2,028	1,229	799	32	799	3,016	1,769	1,247	27	1,247
South Leg											
	Approach	238	145	93	45	109	1,181	581	600	65	600
	Departure	986	546	440	66	440	787	328	459	38	459
	Total	1,224	691	533	111	549	1,968	909	1,059	103	1,059
East Leg											
	Approach	1,217	171	1,046	295	1,046	1,669	427	1,242	297	1,242
	Departure	746	214	532	276	539	1,796	382	1,414	351	1,414
	Total	1,963	385	1,578	571	1,585	3,465	809	2,656	648	2,656
West Leg											
	Approach	602	173	429	269	429	1,560	426	1,134	319	1,134
	Departure	1,297	354	943	273	952	1,291	335	956	283	956
	Total	1,899	527	1,372	542	1,381	2,851	761	2,090	602	2,090
Total Approaches											
	Approach	3,557	1,416	2,141	628	2,157	5,650	2,124	3,526	690	3,526
	Departure	3,557	1,416	2,141	628	2,157	5,650	2,124	3,526	690	3,526
	Total	7,114	2,832	4,282	1,256	4,314	11,300	4,248	7,052	1,380	7,052

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
37	Highland Home Rd./Ramsey St.										
	NBL	0	0	0	0	0	0	0	0	0	0
	NBT	0	0	0	0	0	0	0	0	0	0
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	787	517	270	23	270	605	300	305	16	305
	SBT	0	0	0	2	2	0	0	0	0	0
	SBR	230	29	201	39	201	129	29	100	31	100
	EBL	35	22	13	22	22	386	56	330	90	330
	EBT	556	1	555	238	555	995	23	972	332	972
	EBR	0	0	0	0	0	0	0	0	1	1
	WBL	0	0	0	0	0	0	0	0	9	9
	WBT	380	24	356	245	356	1,036	14	1,022	361	1,022
	WBR	205	123	82	20	82	857	525	332	28	332
North Leg											
	Approach	1,017	546	471	64	473	734	329	405	47	405
	Departure	240	145	95	42	104	1,243	581	662	118	662
	Total	1,257	691	566	106	577	1,977	910	1,067	165	1,067
South Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	2	2	0	0	0	10	10
	Total	0	0	0	2	2	0	0	0	10	10
East Leg											
	Approach	585	147	438	265	438	1,893	539	1,354	398	1,363
	Departure	1,343	518	825	261	825	1,600	323	1,277	348	1,277
	Total	1,928	665	1,263	526	1,263	3,493	862	2,631	746	2,640
West Leg											
	Approach	591	23	568	260	577	1,381	79	1,302	423	1,303
	Departure	610	53	557	284	557	1,165	43	1,122	392	1,122
	Total	1,201	76	1,125	544	1,134	2,546	122	2,424	815	2,425
Total Approaches											
	Approach	2,193	716	1,477	589	1,488	4,008	947	3,061	868	3,071
	Departure	2,193	716	1,477	589	1,488	4,008	947	3,061	868	3,071
	Total	4,386	1,432	2,954	1,178	2,976	8,016	1,894	6,122	1,736	6,142

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
38	Sunset Ave./Wilson St.										
	NBL	74	9	65	107	107	333	45	288	192	288
	NBT	267	0	267	16	267	806	0	806	29	806
	NBR	44	0	44	22	44	53	0	53	54	54
	SBL	140	0	140	0	140	141	0	141	3	141
	SBT	811	0	811	33	811	445	0	445	9	445
	SBR	173	35	138	7	138	266	60	206	5	206
	EBL	163	38	125	5	125	338	58	280	20	280
	EBT	566	133	433	169	433	928	216	712	146	712
	EBR	209	14	195	201	201	183	37	146	153	153
	WBL	44	0	44	37	44	193	0	193	39	193
	WBT	285	76	209	132	209	1,178	264	914	147	914
	WBR	67	0	67	1	67	178	0	178	2	178
North Leg											
	Approach	1,124	35	1,089	40	1,089	852	60	792	17	792
	Departure	497	38	459	22	459	1,322	58	1,264	51	1,264
	Total	1,621	73	1,548	62	1,548	2,174	118	2,056	68	2,056
South Leg											
	Approach	385	9	376	145	418	1,192	45	1,147	275	1,148
	Departure	1,064	14	1,050	271	1,056	821	37	784	201	791
	Total	1,449	23	1,426	416	1,474	2,013	82	1,931	476	1,939
East Leg											
	Approach	396	76	320	170	320	1,549	264	1,285	188	1,285
	Departure	750	133	617	191	617	1,122	216	906	203	907
	Total	1,146	209	937	361	937	2,671	480	2,191	391	2,192
West Leg											
	Approach	938	185	753	375	759	1,449	311	1,138	319	1,145
	Departure	532	120	412	246	454	1,777	369	1,408	344	1,408
	Total	1,470	305	1,165	621	1,213	3,226	680	2,546	663	2,553
Total Approaches											
	Approach	2,843	305	2,538	730	2,586	5,042	680	4,362	799	4,370
	Departure	2,843	305	2,538	730	2,586	5,042	680	4,362	799	4,370
	Total	5,686	610	5,076	1,460	5,172	10,084	1,360	8,724	1,598	8,740

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
39	Sunset Ave./Ramsey St.										
	NBL	401	93	308	78	308	523	331	192	116	192
	NBT	469	0	469	126	469	1,311	10	1,301	246	1,301
	NBR	155	4	151	65	151	202	6	196	53	196
	SBL	111	0	111	52	111	133	6	127	65	127
	SBT	1,240	1	1,239	203	1,239	958	12	946	206	946
	SBR	106	0	106	50	106	239	0	239	36	239
	EBL	41	0	41	47	47	191	0	191	60	191
	EBT	476	142	334	155	334	936	99	837	199	837
	EBR	537	314	223	64	223	359	164	195	66	195
	WBL	97	0	97	42	97	543	0	543	49	543
	WBT	132	32	100	159	159	809	123	686	193	686
	WBR	25	0	25	28	28	80	13	67	60	67
North Leg											
	Approach	1,457	1	1,456	305	1,456	1,330	18	1,312	307	1,312
	Departure	535	0	535	201	544	1,582	23	1,559	366	1,559
	Total	1,992	1	1,991	506	2,000	2,912	41	2,871	673	2,871
South Leg											
	Approach	1,025	97	928	269	928	2,036	347	1,689	415	1,689
	Departure	1,874	315	1,559	309	1,559	1,860	176	1,684	321	1,684
	Total	2,899	412	2,487	578	2,487	3,896	523	3,373	736	3,373
East Leg											
	Approach	254	32	222	229	284	1,432	136	1,296	302	1,296
	Departure	742	146	596	272	596	1,271	111	1,160	317	1,160
	Total	996	178	818	501	880	2,703	247	2,456	619	2,456
West Leg											
	Approach	1,054	456	598	266	604	1,486	263	1,223	325	1,223
	Departure	639	125	514	287	573	1,571	454	1,117	345	1,117
	Total	1,693	581	1,112	553	1,177	3,057	717	2,340	670	2,340
Total Approaches											
	Approach	3,790	586	3,204	1,069	3,272	6,284	764	5,520	1,349	5,520
	Departure	3,790	586	3,204	1,069	3,272	6,284	764	5,520	1,349	5,520
	Total	7,580	1,172	6,408	2,138	6,544	12,568	1,528	11,040	2,698	11,040

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
40	Sunset Ave./I-10 Westbound Ramps										
	NBL	584	18	566	40	566	421	20	401	38	401
	NBT	690	36	654	174	654	1,743	103	1,640	276	1,640
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	1,015	310	705	175	705	804	168	636	209	636
	SBR	858	5	853	168	853	1,056	7	1,049	123	1,049
	EBL	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0
	WBL	109	0	109	7	109	101	0	101	6	101
	WBT	0	0	0	7	7	0	0	0	15	15
	WBR	336	61	275	97	275	293	244	49	142	142
North Leg											
	Approach	1,873	315	1,558	343	1,558	1,860	175	1,685	332	1,685
	Departure	1,026	97	929	271	929	2,036	347	1,689	418	1,782
	Total	2,899	412	2,487	614	2,487	3,896	522	3,374	750	3,467
South Leg											
	Approach	1,274	54	1,220	214	1,220	2,164	123	2,041	314	2,041
	Departure	1,124	310	814	182	814	905	168	737	215	737
	Total	2,398	364	2,034	396	2,034	3,069	291	2,778	529	2,778
East Leg											
	Approach	445	61	384	111	391	394	244	150	163	258
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	445	61	384	111	391	394	244	150	163	258
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	1,442	23	1,419	215	1,426	1,477	27	1,450	176	1,465
	Total	1,442	23	1,419	215	1,426	1,477	27	1,450	176	1,465
Total Approaches											
	Approach	3,592	430	3,162	668	3,169	4,418	542	3,876	809	3,984
	Departure	3,592	430	3,162	668	3,169	4,418	542	3,876	809	3,984
	Total	7,184	860	6,324	1,336	6,338	8,836	1,084	7,752	1,618	7,968

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
41	Sunset Ave./I-10 Eastbound Ramps										
	NBL	0	0	0	0	0	0	0	0	0	0
	NBT	901	54	847	80	847	1,161	123	1,038	85	1,038
	NBR	229	0	229	6	229	76	0	76	5	76
	SBL	611	239	372	118	372	150	93	57	113	113
	SBT	513	71	442	66	442	755	76	679	97	679
	SBR	0	0	0	0	0	0	0	0	0	0
	EBL	372	0	372	144	372	1,004	0	1,004	222	1,004
	EBT	0	0	0	2	2	0	0	0	4	4
	EBR	349	11	338	30	338	656	21	635	51	635
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	1,124	310	814	184	814	905	169	736	210	792
	Departure	1,273	54	1,219	224	1,219	2,165	123	2,042	307	2,042
	Total	2,397	364	2,033	408	2,033	3,070	292	2,778	517	2,834
South Leg											
	Approach	1,130	54	1,076	86	1,076	1,237	123	1,114	90	1,114
	Departure	862	82	780	96	780	1,411	97	1,314	148	1,314
	Total	1,992	136	1,856	182	1,856	2,648	220	2,428	238	2,428
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	840	239	601	126	603	226	93	133	122	193
	Total	840	239	601	126	603	226	93	133	122	193
West Leg											
	Approach	721	11	710	176	712	1,660	21	1,639	277	1,643
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	721	11	710	176	712	1,660	21	1,639	277	1,643
Total Approaches											
	Approach	2,975	375	2,600	446	2,602	3,802	313	3,489	577	3,549
	Departure	2,975	375	2,600	446	2,602	3,802	313	3,489	577	3,549
	Total	5,950	750	5,200	892	5,204	7,604	626	6,978	1,154	7,098

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
42	Sunrise Ave./Wilson St.										
	NBL	47	3	44	3	44	179	48	131	5	131
	NBT	22	0	22	3	22	87	0	87	6	87
	NBR	34	0	34	12	34	144	0	144	19	144
	SBL	21	0	21	0	21	32	0	32	1	32
	SBT	111	0	111	7	111	35	0	35	4	35
	SBR	35	5	30	12	30	57	8	49	5	49
	EBL	30	5	25	7	25	66	8	58	10	58
	EBT	568	123	445	174	445	983	180	803	188	803
	EBR	156	5	151	6	151	65	25	40	9	40
	WBL	24	0	24	31	31	110	0	110	13	110
	WBT	306	65	241	180	241	1,307	207	1,100	175	1,100
	WBR	8	0	8	1	8	50	0	50	0	50
North Leg											
	Approach	167	5	162	19	162	124	8	116	10	116
	Departure	60	5	55	11	55	203	8	195	16	195
	Total	227	10	217	30	217	327	16	311	26	311
South Leg											
	Approach	103	3	100	18	100	410	48	362	30	362
	Departure	291	5	286	44	293	210	25	185	26	185
	Total	394	8	386	62	393	620	73	547	56	547
East Leg											
	Approach	338	65	273	212	280	1,467	207	1,260	188	1,260
	Departure	623	123	500	186	500	1,159	180	979	208	979
	Total	961	188	773	398	780	2,626	387	2,239	396	2,239
West Leg											
	Approach	754	133	621	187	621	1,114	213	901	207	901
	Departure	388	73	315	195	315	1,543	263	1,280	185	1,280
	Total	1,142	206	936	382	936	2,657	476	2,181	392	2,181
Total Approaches											
	Approach	1,362	206	1,156	436	1,163	3,115	476	2,639	435	2,639
	Departure	1,362	206	1,156	436	1,163	3,115	476	2,639	435	2,639
	Total	2,724	412	2,312	872	2,326	6,230	952	5,278	870	5,278

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
43	16th St./Wilson St.										
	NBL	32	5	27	7	27	45	22	23	11	23
	NBT	0	0	0	0	0	0	0	0	0	0
	NBR	46	0	46	24	46	163	0	163	20	163
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	0	0	0	0	0	0	0	0	0	0
	SBR	0	0	0	0	0	0	0	0	0	0
	EBL	0	0	0	1	1	0	0	0	0	0
	EBT	527	106	421	176	421	929	149	780	179	780
	EBR	18	3	15	7	15	152	13	139	13	139
	WBL	158	0	158	16	158	96	0	96	15	96
	WBT	288	54	234	174	234	1,298	165	1,133	171	1,133
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	1	1	0	0	0	0	0
	Total	0	0	0	1	1	0	0	0	0	0
South Leg											
	Approach	78	5	73	31	73	208	22	186	31	186
	Departure	176	3	173	23	173	248	13	235	28	235
	Total	254	8	246	54	246	456	35	421	59	421
East Leg											
	Approach	446	54	392	190	392	1,394	165	1,229	186	1,229
	Departure	573	106	467	200	467	1,092	149	943	199	943
	Total	1,019	160	859	390	859	2,486	314	2,172	385	2,172
West Leg											
	Approach	545	109	436	184	437	1,081	162	919	192	919
	Departure	320	59	261	181	261	1,343	187	1,156	182	1,156
	Total	865	168	697	365	698	2,424	349	2,075	374	2,075
Total Approaches											
	Approach	1,069	168	901	405	902	2,683	349	2,334	409	2,334
	Departure	1,069	168	901	405	902	2,683	349	2,334	409	2,334
	Total	2,138	336	1,802	810	1,804	5,366	698	4,668	818	4,668

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
44	8th St./Wilson St.										
	NBL	25	4	21	118	118	274	13	261	12	261
	NBT	44	0	44	48	48	163	0	163	131	163
	NBR	6	0	6	19	19	10	0	10	56	56
	SBL	171	0	171	7	171	161	0	161	6	161
	SBT	195	0	195	131	195	71	0	71	81	81
	SBR	6	0	6	47	47	94	3	91	36	91
	EBL	3	0	3	21	21	62	1	61	37	61
	EBT	541	93	448	169	448	880	127	753	93	753
	EBR	63	6	57	68	68	46	7	39	29	39
	WBL	4	0	4	41	41	3	0	3	46	46
	WBT	291	42	249	148	249	1,016	135	881	93	881
	WBR	45	0	45	3	45	149	0	149	6	149
North Leg											
	Approach	372	0	372	185	413	326	3	323	123	333
	Departure	92	0	92	72	114	374	1	373	174	373
	Total	464	0	464	257	527	700	4	696	297	706
South Leg											
	Approach	75	4	71	185	185	447	13	434	199	480
	Departure	262	6	256	240	304	120	7	113	156	166
	Total	337	10	327	425	489	567	20	547	355	646
East Leg											
	Approach	340	42	298	192	335	1,168	135	1,033	145	1,076
	Departure	718	93	625	195	638	1,051	127	924	155	970
	Total	1,058	135	923	387	973	2,219	262	1,957	300	2,046
West Leg											
	Approach	607	99	508	258	537	988	135	853	159	853
	Departure	322	46	276	313	414	1,384	151	1,233	141	1,233
	Total	929	145	784	571	951	2,372	286	2,086	300	2,086
Total Approaches											
	Approach	1,394	145	1,249	820	1,470	2,929	286	2,643	626	2,742
	Departure	1,394	145	1,249	820	1,470	2,929	286	2,643	626	2,742
	Total	2,788	290	2,498	1,640	2,940	5,858	572	5,286	1,252	5,484

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
45	8th St./Ramsey St.										
	NBL	105	1	104	64	104	637	18	619	108	619
	NBT	110	1	109	197	197	321	2	319	208	319
	NBR	518	8	510	189	510	588	18	570	127	570
	SBL	46	1	45	26	45	26	0	26	26	26
	SBT	357	1	356	290	356	101	1	100	167	167
	SBR	18	0	18	31	31	17	0	17	53	53
	EBL	8	0	8	17	17	45	0	45	80	80
	EBT	252	44	208	142	208	627	22	605	209	605
	EBR	98	0	98	72	98	283	12	271	141	271
	WBL	698	17	681	86	681	516	51	465	188	465
	WBT	99	0	99	96	99	445	12	433	212	433
	WBR	12	0	12	26	26	81	0	81	32	81
North Leg											
	Approach	421	2	419	347	432	144	1	143	246	246
	Departure	130	1	129	240	240	447	2	445	320	480
	Total	551	3	548	587	672	591	3	588	566	726
South Leg											
	Approach	733	10	723	450	811	1,546	38	1,508	443	1,508
	Departure	1,153	18	1,135	448	1,135	900	64	836	496	903
	Total	1,886	28	1,858	898	1,946	2,446	102	2,344	939	2,411
East Leg											
	Approach	809	17	792	208	806	1,042	63	979	432	979
	Departure	816	53	763	357	763	1,241	40	1,201	362	1,201
	Total	1,625	70	1,555	565	1,569	2,283	103	2,180	794	2,180
West Leg											
	Approach	358	44	314	231	323	955	34	921	430	956
	Departure	222	1	221	191	234	1,099	30	1,069	373	1,105
	Total	580	45	535	422	557	2,054	64	1,990	803	2,061
Total Approaches											
	Approach	2,321	73	2,248	1,236	2,372	3,687	136	3,551	1,551	3,689
	Departure	2,321	73	2,248	1,236	2,372	3,687	136	3,551	1,551	3,689
	Total	4,642	146	4,496	2,472	4,744	7,374	272	7,102	3,102	7,378

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
46	8th St/I-10 Westbound Ramps										
	NBL	700	17	683	127	683	712	46	666	176	666
	NBT	596	10	586	386	586	1,056	30	1,026	346	1,026
	NBR	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0
	SBT	375	0	375	256	375	432	4	428	164	428
	SBR	777	19	758	243	758	468	60	408	293	408
	EBL	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0
	WBL	60	0	60	16	60	104	0	104	31	104
	WBT	0	0	0	2	2	0	0	0	0	0
	WBR	138	0	138	56	138	490	8	482	120	482
North Leg											
	Approach	1,152	19	1,133	499	1,133	900	64	836	457	836
	Departure	734	10	724	442	724	1,546	38	1,508	466	1,508
	Total	1,886	29	1,857	941	1,857	2,446	102	2,344	923	2,344
South Leg											
	Approach	1,296	27	1,269	513	1,269	1,768	76	1,692	522	1,692
	Departure	435	0	435	272	435	536	4	532	195	532
	Total	1,731	27	1,704	785	1,704	2,304	80	2,224	717	2,224
East Leg											
	Approach	198	0	198	74	200	594	8	586	151	586
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	198	0	198	74	200	594	8	586	151	586
West Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	1,477	36	1,441	372	1,443	1,180	106	1,074	469	1,074
	Total	1,477	36	1,441	372	1,443	1,180	106	1,074	469	1,074
Total Approaches											
	Approach	2,646	46	2,600	1,086	2,602	3,262	148	3,114	1,130	3,114
	Departure	2,646	46	2,600	1,086	2,602	3,262	148	3,114	1,130	3,114
	Total	5,292	92	5,200	2,172	5,204	6,524	296	6,228	2,260	6,228

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
47	8th St/I-10 Eastbound Ramps										
	NBL	0	0	0	0	0	0	0	0	0	0
	NBT	759	17	742	293	742	1,207	62	1,145	276	1,145
	NBR	117	0	117	15	117	136	0	136	15	136
	SBL	286	0	286	114	286	207	4	203	76	203
	SBT	150	0	150	165	165	328	0	328	127	328
	SBR	0	0	0	0	0	0	0	0	0	0
	EBL	537	10	527	207	527	562	13	549	239	549
	EBT	0	0	0	0	0	0	0	0	1	1
	EBR	622	49	573	158	573	676	27	649	178	649
	WBL	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0
North Leg											
	Approach	436	0	436	279	451	535	4	531	203	531
	Departure	1,296	27	1,269	500	1,269	1,769	75	1,694	515	1,694
	Total	1,732	27	1,705	779	1,720	2,304	79	2,225	718	2,225
South Leg											
	Approach	876	17	859	308	859	1,343	62	1,281	291	1,281
	Departure	772	49	723	323	738	1,004	27	977	305	977
	Total	1,648	66	1,582	631	1,597	2,347	89	2,258	596	2,258
East Leg											
	Approach	0	0	0	0	0	0	0	0	0	0
	Departure	403	0	403	129	403	343	4	339	92	340
	Total	403	0	403	129	403	343	4	339	92	340
West Leg											
	Approach	1,159	59	1,100	365	1,100	1,238	40	1,198	418	1,199
	Departure	0	0	0	0	0	0	0	0	0	0
	Total	1,159	59	1,100	365	1,100	1,238	40	1,198	418	1,199
Total Approaches											
	Approach	2,471	76	2,395	952	2,410	3,116	106	3,010	912	3,011
	Departure	2,471	76	2,395	952	2,410	3,116	106	3,010	912	3,011
	Total	4,942	152	4,790	1,904	4,820	6,232	212	6,020	1,824	6,022

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
48	4th St./Wilson St.										
	NBL	12	3	9	16	16	12	6	6	15	15
	NBT	30	0	30	7	30	169	0	169	15	169
	NBR	19	0	19	10	19	113	0	113	13	113
	SBL	107	0	107	14	107	81	0	81	5	81
	SBT	200	0	200	17	200	41	0	41	20	41
	SBR	66	17	49	5	49	16	8	8	8	8
	EBL	26	14	12	4	12	76	14	62	7	62
	EBT	653	59	594	169	594	954	106	848	134	848
	EBR	38	8	30	13	30	17	6	11	14	14
	WBL	65	0	65	10	65	15	0	15	12	15
	WBT	259	11	248	161	248	1,137	122	1,015	117	1,015
	WBR	30	0	30	10	30	128	0	128	8	128
North Leg											
	Approach	373	17	356	36	356	138	8	130	33	130
	Departure	86	14	72	21	72	373	14	359	30	359
	Total	459	31	428	57	428	511	22	489	63	489
South Leg											
	Approach	61	3	58	33	65	294	6	288	43	297
	Departure	303	8	295	40	295	73	6	67	46	70
	Total	364	11	353	73	360	367	12	355	89	367
East Leg											
	Approach	354	11	343	181	343	1,280	122	1,158	137	1,158
	Departure	779	59	720	193	720	1,148	106	1,042	152	1,042
	Total	1,133	70	1,063	374	1,063	2,428	228	2,200	289	2,200
West Leg											
	Approach	717	81	636	186	636	1,047	126	921	155	924
	Departure	337	31	306	182	313	1,165	136	1,029	140	1,038
	Total	1,054	112	942	368	949	2,212	262	1,950	295	1,962
Total Approaches											
	Approach	1,505	112	1,393	436	1,400	2,759	262	2,497	368	2,509
	Departure	1,505	112	1,393	436	1,400	2,759	262	2,497	368	2,509
	Total	3,010	224	2,786	872	2,800	5,518	524	4,994	736	5,018

**Table B-11 - General Plan Build-Out Year Peak Hour Volume Adjustment
for Year 2032, Year 2042 and General Plan Build-Out Volume Development**

		A.M. Peak Hour					P.M. Peak Hour				
		Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project	Model Volume	Model Project Trips	Model Without Project	Adjusted Existing Volumes	Adjusted Model Without Project
49	San Geronio Ave./Wilson St.										
	NBL	41	0	41	38	41	91	10	81	25	81
	NBT	43	0	43	28	43	235	0	235	57	235
	NBR	21	0	21	33	33	41	0	41	40	41
	SBL	16	0	16	9	16	11	0	11	9	11
	SBT	233	1	232	55	232	92	0	92	38	92
	SBR	183	0	183	23	183	227	3	224	26	224
	EBL	72	0	72	13	72	358	1	357	19	357
	EBT	572	52	520	150	520	650	127	523	86	523
	EBR	128	2	126	43	126	137	7	130	26	130
	WBL	24	1	23	12	23	42	0	42	34	42
	WBT	130	9	121	101	121	952	135	817	78	817
	WBR	3	0	3	2	3	103	0	103	11	103
North Leg											
	Approach	432	1	431	87	431	330	3	327	73	327
	Departure	118	0	118	43	118	696	1	695	87	695
	Total	550	1	549	130	549	1,026	4	1,022	160	1,022
South Leg											
	Approach	105	0	105	99	117	367	10	357	122	357
	Departure	385	4	381	110	381	271	7	264	98	264
	Total	490	4	486	209	498	638	17	621	220	621
East Leg											
	Approach	157	10	147	115	147	1,097	135	962	123	962
	Departure	609	52	557	192	569	702	127	575	135	575
	Total	766	62	704	307	716	1,799	262	1,537	258	1,537
West Leg											
	Approach	772	54	718	206	718	1,145	135	1,010	131	1,010
	Departure	354	9	345	162	345	1,270	148	1,122	129	1,122
	Total	1,126	63	1,063	368	1,063	2,415	283	2,132	260	2,132
Total Approaches											
	Approach	1,466	65	1,401	507	1,413	2,939	283	2,656	449	2,656
	Departure	1,466	65	1,401	507	1,413	2,939	283	2,656	449	2,656
	Total	2,932	130	2,802	1,014	2,826	5,878	566	5,312	898	5,312

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	19	0	19	59	0	59
SBL	433	31	464	1,315	70	1,385
SBT	11	0	11	8	0	8
SBR	615	0	615	683	0	683
EBL	0	0	0	0	0	0
EBT	2,366	62	2,428	2,473	140	2,613
EBR	16	0	16	12	0	12
WBL	31	0	31	19	0	19
WBT	1,996	121	2,117	1,978	98	2,076
WBR	399	0	399	205	0	205
North Leg						
Approach	1,059	31	1,090	2,006	70	2,076
Departure	399	0	399	205	0	205
Total	1,458	31	1,489	2,211	70	2,281
South Leg						
Approach	19	0	19	59	0	59
Departure	58	0	58	39	0	39
Total	77	0	77	98	0	98
East Leg						
Approach	2,426	121	2,547	2,202	98	2,300
Departure	2,818	93	2,911	3,847	210	4,057
Total	5,244	214	5,458	6,049	308	6,357
West Leg						
Approach	2,382	62	2,444	2,485	140	2,625
Departure	2,611	121	2,732	2,661	98	2,759
Total	4,993	183	5,176	5,146	238	5,384
Total Approaches						
Approach	5,886	214	6,100	6,752	308	7,060
Departure	5,886	214	6,100	6,752	308	7,060
Total	11,772	428	12,200	13,504	616	14,120

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
2	I-10 Westbound Ramps/Oak Valley Pkwy.						
	NBL	399	0	399	513	0	513
	NBT	0	0	0	0	0	0
	NBR	320	0	320	1,026	0	1,026
	SBL	0	0	0	0	0	0
	SBT	0	0	0	0	0	0
	SBR	0	0	0	0	0	0
	EBL	0	0	0	0	0	0
	EBT	1,293	93	1,386	2,834	210	3,044
	EBR	735	0	735	344	0	344
	WBL	0	0	0	0	0	0
	WBT	3,234	182	3,416	2,437	147	2,584
	WBR	0	0	0	0	0	0
North Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
South Leg							
	Approach	719	0	719	1,539	0	1,539
	Departure	735	0	735	344	0	344
	Total	1,454	0	1,454	1,883	0	1,883
East Leg							
	Approach	3,234	182	3,416	2,437	147	2,584
	Departure	1,613	93	1,706	3,860	210	4,070
	Total	4,847	275	5,122	6,297	357	6,654
West Leg							
	Approach	2,028	93	2,121	3,178	210	3,388
	Departure	3,633	182	3,815	2,950	147	3,097
	Total	5,661	275	5,936	6,128	357	6,485
Total Approaches							
	Approach	5,981	275	6,256	7,154	357	7,511
	Departure	5,981	275	6,256	7,154	357	7,511
	Total	11,962	550	12,512	14,308	714	15,022

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
3	Elm Ave./Oak Valley Pkwy.-14th St.						
	NBL	264	0	264	265	0	265
	NBT	82	0	82	263	0	263
	NBR	53	0	53	45	0	45
	SBL	41	0	41	50	0	50
	SBT	119	0	119	201	0	201
	SBR	260	0	260	218	0	218
	EBL	143	0	143	277	0	277
	EBT	601	124	725	1,262	280	1,542
	EBR	188	0	188	328	0	328
	WBL	90	0	90	36	0	36
	WBT	941	243	1,184	890	196	1,086
	WBR	41	0	41	63	0	63
North Leg							
	Approach	420	0	420	469	0	469
	Departure	266	0	266	603	0	603
	Total	686	0	686	1,072	0	1,072
South Leg							
	Approach	399	0	399	573	0	573
	Departure	397	0	397	565	0	565
	Total	796	0	796	1,138	0	1,138
East Leg							
	Approach	1,072	243	1,315	989	196	1,185
	Departure	695	124	819	1,357	280	1,637
	Total	1,767	367	2,134	2,346	476	2,822
West Leg							
	Approach	932	124	1,056	1,867	280	2,147
	Departure	1,465	243	1,708	1,373	196	1,569
	Total	2,397	367	2,764	3,240	476	3,716
Total Approaches							
	Approach	2,823	367	3,190	3,898	476	4,374
	Departure	2,823	367	3,190	3,898	476	4,374
	Total	5,646	734	6,380	7,796	952	8,748

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
4	Beaumont Ave./Oak Valley Pkwy.-14th St.						
	NBL	34	0	34	127	0	127
	NBT	286	0	286	553	0	553
	NBR	31	0	31	135	0	135
	SBL	186	16	202	85	35	120
	SBT	514	0	514	409	0	409
	SBR	281	0	281	108	0	108
	EBL	145	0	145	128	0	128
	EBT	517	124	641	1,187	280	1,467
	EBR	66	0	66	51	0	51
	WBL	71	0	71	102	0	102
	WBT	816	243	1,059	778	196	974
	WBR	134	30	164	105	24	129
	North Leg						
	Approach	981	16	997	602	35	637
	Departure	565	30	595	786	24	810
	Total	1,546	46	1,592	1,388	59	1,447
	South Leg						
	Approach	351	0	351	815	0	815
	Departure	651	0	651	562	0	562
	Total	1,002	0	1,002	1,377	0	1,377
	East Leg						
	Approach	1,021	273	1,294	985	220	1,205
	Departure	734	140	874	1,407	315	1,722
	Total	1,755	413	2,168	2,392	535	2,927
	West Leg						
	Approach	728	124	852	1,366	280	1,646
	Departure	1,131	243	1,374	1,013	196	1,209
	Total	1,859	367	2,226	2,379	476	2,855
	Total Approaches						
	Approach	3,081	413	3,494	3,768	535	4,303
	Departure	3,081	413	3,494	3,768	535	4,303
	Total	6,162	826	6,988	7,536	1,070	8,606

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
5	Beaumont Ave./8th St.						
	NBL	14	0	14	243	0	243
	NBT	267	0	267	881	0	881
	NBR	22	0	22	39	0	39
	SBL	57	0	57	47	0	47
	SBT	695	0	695	503	0	503
	SBR	31	0	31	36	0	36
	EBL	20	0	20	51	0	51
	EBT	65	78	143	261	175	436
	EBR	16	0	16	166	0	166
	WBL	16	0	16	20	0	20
	WBT	160	152	312	529	122	651
	WBR	23	0	23	47	0	47
North Leg							
	Approach	783	0	783	586	0	586
	Departure	310	0	310	979	0	979
	Total	1,093	0	1,093	1,565	0	1,565
South Leg							
	Approach	303	0	303	1,163	0	1,163
	Departure	727	0	727	689	0	689
	Total	1,030	0	1,030	1,852	0	1,852
East Leg							
	Approach	199	152	351	596	122	718
	Departure	144	78	222	347	175	522
	Total	343	230	573	943	297	1,240
West Leg							
	Approach	101	78	179	478	175	653
	Departure	205	152	357	808	122	930
	Total	306	230	536	1,286	297	1,583
Total Approaches							
	Approach	1,386	230	1,616	2,823	297	3,120
	Departure	1,386	230	1,616	2,823	297	3,120
	Total	2,772	460	3,232	5,646	594	6,240

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
6	Beaumont Ave./I-10 Westbound Ramps						
	NBL	642	0	642	397	0	397
	NBT	703	0	703	2,219	0	2,219
	NBR	0	0	0	0	0	0
	SBL	0	0	0	0	0	0
	SBT	1,130	0	1,130	1,311	0	1,311
	SBR	250	0	250	223	0	223
	EBL	0	0	0	0	0	0
	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	277	61	338	290	49	339
	WBT	0	0	0	1	0	1
	WBR	409	0	409	338	0	338
North Leg							
	Approach	1,380	0	1,380	1,534	0	1,534
	Departure	1,112	0	1,112	2,557	0	2,557
	Total	2,492	0	2,492	4,091	0	4,091
South Leg							
	Approach	1,345	0	1,345	2,616	0	2,616
	Departure	1,407	61	1,468	1,601	49	1,650
	Total	2,752	61	2,813	4,217	49	4,266
East Leg							
	Approach	686	61	747	629	49	678
	Departure	0	0	0	0	0	0
	Total	686	61	747	629	49	678
West Leg							
	Approach	0	0	0	0	0	0
	Departure	892	0	892	621	0	621
	Total	892	0	892	621	0	621
Total Approaches							
	Approach	3,411	61	3,472	4,779	49	4,828
	Departure	3,411	61	3,472	4,779	49	4,828
	Total	6,822	122	6,944	9,558	98	9,656

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
7 Beaumont Ave./I-10 Eastbound Ramps						
NBL	0	0	0	0	0	0
NBT	1,089	0	1,089	1,706	0	1,706
NBR	223	31	254	360	70	430
SBL	342	0	342	292	0	292
SBT	1,065	61	1,126	1,309	49	1,358
SBR	0	0	0	0	0	0
EBL	256	0	256	910	0	910
EBT	0	0	0	0	0	0
EBR	453	0	453	484	0	484
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	1,407	61	1,468	1,601	49	1,650
Departure	1,345	0	1,345	2,616	0	2,616
Total	2,752	61	2,813	4,217	49	4,266
South Leg						
Approach	1,312	31	1,343	2,066	70	2,136
Departure	1,518	61	1,579	1,793	49	1,842
Total	2,830	92	2,922	3,859	119	3,978
East Leg						
Approach	0	0	0	0	0	0
Departure	565	31	596	652	70	722
Total	565	31	596	652	70	722
West Leg						
Approach	709	0	709	1,394	0	1,394
Departure	0	0	0	0	0	0
Total	709	0	709	1,394	0	1,394
Total Approaches						
Approach	3,428	92	3,520	5,061	119	5,180
Departure	3,428	92	3,520	5,061	119	5,180
Total	6,856	184	7,040	10,122	238	10,360

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
8	Beaumont Ave./1st St.						
	NBL	72	0	72	43	0	43
	NBT	1,160	31	1,191	1,316	70	1,386
	NBR	291	0	291	203	0	203
	SBL	144	0	144	337	0	337
	SBT	1,000	61	1,061	1,240	49	1,289
	SBR	143	0	143	151	0	151
	EBL	45	0	45	306	0	306
	EBT	69	0	69	509	0	509
	EBR	11	0	11	36	0	36
	WBL	347	0	347	336	0	336
	WBT	189	0	189	512	0	512
	WBR	123	0	123	239	0	239
	North Leg						
	Approach	1,287	61	1,348	1,728	49	1,777
	Departure	1,328	31	1,359	1,861	70	1,931
	Total	2,615	92	2,707	3,589	119	3,708
	South Leg						
	Approach	1,523	31	1,554	1,562	70	1,632
	Departure	1,358	61	1,419	1,612	49	1,661
	Total	2,881	92	2,973	3,174	119	3,293
	East Leg						
	Approach	659	0	659	1,087	0	1,087
	Departure	504	0	504	1,049	0	1,049
	Total	1,163	0	1,163	2,136	0	2,136
	West Leg						
	Approach	125	0	125	851	0	851
	Departure	404	0	404	706	0	706
	Total	529	0	529	1,557	0	1,557
	Total Approaches						
	Approach	3,594	92	3,686	5,228	119	5,347
	Departure	3,594	92	3,686	5,228	119	5,347
	Total	7,188	184	7,372	10,456	238	10,694

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
9	Beaumont Ave./Westward Ave.						
	NBL	51	0	51	29	0	29
	NBT	819	31	850	886	70	956
	NBR	76	0	76	469	0	469
	SBL	46	0	46	97	0	97
	SBT	918	61	979	936	49	985
	SBR	396	0	396	469	0	469
	EBL	341	0	341	420	0	420
	EBT	35	0	35	449	0	449
	EBR	6	0	6	15	0	15
	WBL	163	0	163	362	0	362
	WBT	63	0	63	221	0	221
	WBR	248	0	248	161	0	161
North Leg							
	Approach	1,360	61	1,421	1,502	49	1,551
	Departure	1,408	31	1,439	1,467	70	1,537
	Total	2,768	92	2,860	2,969	119	3,088
South Leg							
	Approach	946	31	977	1,384	70	1,454
	Departure	1,087	61	1,148	1,313	49	1,362
	Total	2,032	92	2,124	2,697	119	2,816
East Leg							
	Approach	474	0	474	744	0	744
	Departure	157	0	157	1,015	0	1,015
	Total	631	0	631	1,759	0	1,759
West Leg							
	Approach	382	0	382	884	0	884
	Departure	510	0	510	719	0	719
	Total	891	0	891	1,603	0	1,603
Total Approaches							
	Approach	3,161	92	3,253	4,514	119	4,633
	Departure	3,161	92	3,253	4,514	119	4,633
	Total	6,323	184	6,507	9,028	238	9,266

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
10	Lamb Canyon Rd./California Ave.						
	NBL	378	0	378	310	0	310
	NBT	711	16	727	1,254	35	1,289
	NBR	4	0	4	20	0	20
	SBL	56	0	56	187	0	187
	SBT	1,026	30	1,056	1,111	24	1,135
	SBR	1	0	1	1	0	1
	EBL	1	0	1	1	0	1
	EBT	14	0	14	124	0	124
	EBR	253	0	253	394	0	394
	WBL	20	0	20	8	0	8
	WBT	89	0	89	60	0	60
	WBR	184	0	184	100	0	100
North Leg							
	Approach	1,083	30	1,113	1,299	24	1,323
	Departure	896	16	912	1,355	35	1,390
	Total	1,979	46	2,025	2,654	59	2,713
South Leg							
	Approach	1,093	16	1,109	1,584	35	1,619
	Departure	1,299	30	1,329	1,513	24	1,537
	Total	2,392	46	2,438	3,097	59	3,156
East Leg							
	Approach	293	0	293	168	0	168
	Departure	74	0	74	331	0	331
	Total	367	0	367	499	0	499
West Leg							
	Approach	268	0	268	519	0	519
	Departure	468	0	468	371	0	371
	Total	736	0	736	890	0	890
Total Approaches							
	Approach	2,737	46	2,783	3,570	59	3,629
	Departure	2,737	46	2,783	3,570	59	3,629
	Total	5,474	92	5,566	7,140	118	7,258

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
11	Palm Ave./Oak Valley Pkwy.-14th St.						
	NBL	139	0	139	108	0	108
	NBT	117	0	117	269	0	269
	NBR	80	0	80	203	0	203
	SBL	108	0	108	44	0	44
	SBT	105	0	105	242	0	242
	SBR	98	0	98	59	0	59
	EBL	51	0	51	109	0	109
	EBT	534	155	689	1,024	351	1,375
	EBR	155	0	155	226	0	226
	WBL	206	0	206	49	0	49
	WBT	739	304	1,043	773	245	1,018
	WBR	103	0	103	227	0	227
North Leg							
	Approach	311	0	311	345	0	345
	Departure	271	0	271	605	0	605
	Total	582	0	582	950	0	950
South Leg							
	Approach	336	0	336	580	0	580
	Departure	466	0	466	517	0	517
	Total	802	0	802	1,097	0	1,097
East Leg							
	Approach	1,048	304	1,352	1,049	245	1,294
	Departure	722	155	877	1,271	351	1,622
	Total	1,770	459	2,229	2,320	596	2,916
West Leg							
	Approach	740	155	895	1,359	351	1,710
	Departure	976	304	1,280	940	245	1,185
	Total	1,716	459	2,175	2,299	596	2,895
Total Approaches							
	Approach	2,435	459	2,894	3,333	596	3,929
	Departure	2,435	459	2,894	3,333	596	3,929
	Total	4,870	918	5,788	6,666	1,192	7,858

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
12	Palm Ave./8th St.						
	NBL	19	0	19	19	0	19
	NBT	152	0	152	476	0	476
	NBR	84	16	100	87	35	122
	SBL	83	0	83	41	0	41
	SBT	381	0	381	368	0	368
	SBR	13	0	13	104	0	104
	EBL	30	0	30	51	0	51
	EBT	85	93	178	244	210	454
	EBR	43	0	43	66	0	66
	WBL	88	30	118	149	24	173
	WBT	181	182	363	434	147	581
	WBR	34	0	34	214	0	214
North Leg							
	Approach	477	0	477	513	0	513
	Departure	216	0	216	741	0	741
	Total	693	0	693	1,254	0	1,254
South Leg							
	Approach	255	16	271	582	35	617
	Departure	512	30	542	583	24	607
	Total	767	46	813	1,165	59	1,224
East Leg							
	Approach	303	212	515	797	171	968
	Departure	252	109	361	372	245	617
	Total	555	321	876	1,169	416	1,585
West Leg							
	Approach	158	93	251	361	210	571
	Departure	213	182	395	557	147	704
	Total	371	275	646	918	357	1,275
Total Approaches							
	Approach	1,193	321	1,514	2,253	416	2,669
	Departure	1,193	321	1,514	2,253	416	2,669
	Total	2,386	642	3,028	4,506	832	5,338

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
13	Pennsylvania Ave./Oak Valley Pkwy.-14th St.						
	NBL	100	0	100	131	0	131
	NBT	0	0	0	0	0	0
	NBR	94	0	94	271	0	271
	SBL	0	0	0	0	0	0
	SBT	0	0	0	0	0	0
	SBR	0	0	0	0	0	0
	EBL	0	0	0	0	0	0
	EBT	594	171	765	1,121	386	1,507
	EBR	96	0	96	69	0	69
	WBL	164	0	164	186	0	186
	WBT	814	334	1,148	872	269	1,141
	WBR	0	0	0	0	0	0
North Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
South Leg							
	Approach	194	0	194	402	0	402
	Departure	260	0	260	255	0	255
	Total	454	0	454	657	0	657
East Leg							
	Approach	978	334	1,312	1,058	269	1,327
	Departure	688	171	859	1,392	386	1,778
	Total	1,666	505	2,171	2,450	655	3,105
West Leg							
	Approach	690	171	861	1,190	386	1,576
	Departure	914	334	1,248	1,003	269	1,272
	Total	1,604	505	2,109	2,193	655	2,848
Total Approaches							
	Approach	1,862	505	2,367	2,650	655	3,305
	Departure	1,862	505	2,367	2,650	655	3,305
	Total	3,724	1,010	4,734	5,300	1,310	6,610

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
14	Pennsylvania Ave./8th St.						
	NBL	29	0	29	124	0	124
	NBT	171	0	171	317	0	317
	NBR	17	16	33	547	35	582
	SBL	83	0	83	113	0	113
	SBT	363	0	363	176	0	176
	SBR	39	0	39	34	0	34
	EBL	25	0	25	21	0	21
	EBT	196	109	305	497	245	742
	EBR	23	0	23	20	0	20
	WBL	23	30	53	105	24	129
	WBT	150	213	363	694	171	865
	WBR	53	0	53	158	0	158
North Leg							
	Approach	485	0	485	323	0	323
	Departure	249	0	249	496	0	496
	Total	734	0	734	819	0	819
South Leg							
	Approach	217	16	233	988	35	1,023
	Departure	409	30	439	301	24	325
	Total	626	46	672	1,289	59	1,348
East Leg							
	Approach	226	243	469	957	195	1,152
	Departure	296	125	421	1,157	280	1,437
	Total	522	368	890	2,114	475	2,589
West Leg							
	Approach	244	109	353	538	245	783
	Departure	218	213	431	852	171	1,023
	Total	462	322	784	1,390	416	1,806
Total Approaches							
	Approach	1,172	368	1,540	2,806	475	3,281
	Departure	1,172	368	1,540	2,806	475	3,281
	Total	2,344	736	3,080	5,612	950	6,562

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
15	Pennsylvania Ave./I-10 Westbound Ramp						
	NBL	0	0	0	0	0	0
	NBT	487	62	549	1,099	140	1,239
	NBR	286	0	286	412	0	412
	SBL	590	0	590	383	0	383
	SBT	708	121	829	816	98	914
	SBR	0	0	0	0	0	0
	EBL	0	0	0	0	0	0
	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	125	0	125	225	0	225
	WBT	0	0	0	0	0	0
	WBR	174	0	174	265	0	265
North Leg							
	Approach	1,298	121	1,419	1,199	98	1,297
	Departure	661	62	723	1,364	140	1,504
	Total	1,959	183	2,142	2,563	238	2,801
South Leg							
	Approach	773	62	835	1,511	140	1,651
	Departure	833	121	954	1,041	98	1,139
	Total	1,606	183	1,789	2,552	238	2,790
East Leg							
	Approach	299	0	299	490	0	490
	Departure	876	0	876	795	0	795
	Total	1,175	0	1,175	1,285	0	1,285
West Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
Total Approaches							
	Approach	2,370	183	2,553	3,200	238	3,438
	Departure	2,370	183	2,553	3,200	238	3,438
	Total	4,740	366	5,106	6,400	476	6,876

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
16	Pennsylvania Ave/I-10 Eastbound Ramp						
	NBL	0	0	0	0	0	0
	NBT	520	62	582	1,148	140	1,288
	NBR	117	0	117	89	0	89
	SBL	215	0	215	173	0	173
	SBT	615	121	736	763	98	861
	SBR	0	0	0	0	0	0
	EBL	253	0	253	364	0	364
	EBT	0	0	0	0	0	0
	EBR	304	0	304	430	0	430
	WBL	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBR	0	0	0	0	0	0
North Leg							
	Approach	830	121	951	936	98	1,034
	Departure	773	62	835	1,512	140	1,652
	Total	1,603	183	1,786	2,448	238	2,686
South Leg							
	Approach	637	62	699	1,237	140	1,377
	Departure	919	121	1,040	1,193	98	1,291
	Total	1,556	183	1,739	2,430	238	2,668
East Leg							
	Approach	0	0	0	0	0	0
	Departure	332	0	332	262	0	262
	Total	332	0	332	262	0	262
West Leg							
	Approach	557	0	557	794	0	794
	Departure	0	0	0	0	0	0
	Total	557	0	557	794	0	794
Total Approaches							
	Approach	2,024	183	2,207	2,967	238	3,205
	Departure	2,024	183	2,207	2,967	238	3,205
	Total	4,048	366	4,414	5,934	476	6,410

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
17	Pennsylvania Ave./3rd St.						
	NBL	7	0	7	56	0	56
	NBT	638	62	700	1,202	140	1,342
	NBR	0	0	0	0	0	0
	SBL	0	0	0	0	0	0
	SBT	920	121	1,041	1,185	98	1,283
	SBR	26	0	26	39	0	39
	EBL	17	0	17	21	0	21
	EBT	0	0	0	0	0	0
	EBR	2	0	2	2	0	2
	WBL	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBR	0	0	0	0	0	0
North Leg							
	Approach	946	121	1,067	1,224	98	1,322
	Departure	655	62	717	1,223	140	1,363
	Total	1,601	183	1,784	2,447	238	2,685
South Leg							
	Approach	645	62	707	1,258	140	1,398
	Departure	922	121	1,043	1,187	98	1,285
	Total	1,567	183	1,750	2,445	238	2,683
East Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
West Leg							
	Approach	19	0	19	23	0	23
	Departure	33	0	33	95	0	95
	Total	52	0	52	118	0	118
Total Approaches							
	Approach	1,610	183	1,793	2,505	238	2,743
	Departure	1,610	183	1,793	2,505	238	2,743
	Total	3,220	366	3,586	5,010	476	5,486

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
18	Cherry Ave./Oak Valley Pkwy.-14th St.						
	NBL	0	0	0	0	0	0
	NBT	24	0	24	68	0	68
	NBR	1	0	1	6	0	6
	SBL	289	0	289	278	0	278
	SBT	63	0	63	38	0	38
	SBR	439	0	439	174	0	174
	EBL	124	0	124	413	0	413
	EBT	517	171	688	979	386	1,365
	EBR	0	0	0	0	0	0
	WBL	7	0	7	3	0	3
	WBT	538	334	872	885	269	1,154
	WBR	229	0	229	131	0	131
North Leg							
	Approach	791	0	791	490	0	490
	Departure	377	0	377	612	0	612
	Total	1,168	0	1,168	1,102	0	1,102
South Leg							
	Approach	25	0	25	74	0	74
	Departure	70	0	70	41	0	41
	Total	95	0	95	115	0	115
East Leg							
	Approach	774	334	1,108	1,019	269	1,288
	Departure	807	171	978	1,263	386	1,649
	Total	1,581	505	2,086	2,282	655	2,937
West Leg							
	Approach	641	171	812	1,392	386	1,778
	Departure	977	334	1,311	1,059	269	1,328
	Total	1,618	505	2,123	2,451	655	3,106
Total Approaches							
	Approach	2,231	505	2,736	2,975	655	3,630
	Departure	2,231	505	2,736	2,975	655	3,630
	Total	4,462	1,010	5,472	5,950	1,310	7,260

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
19	Starlight Ave/ Oak Valley Pkwy.-14th St.						
	NBL	160	0	160	280	0	280
	NBT	13	0	13	124	0	124
	NBR	9	0	9	16	0	16
	SBL	108	16	124	91	35	126
	SBT	98	0	98	49	0	49
	SBR	120	0	120	74	0	74
	EBL	40	0	40	121	0	121
	EBT	380	186	566	665	421	1,086
	EBR	182	0	182	274	0	274
	WBL	15	0	15	4	0	4
	WBT	276	364	640	614	294	908
	WBR	38	30	68	139	24	163
North Leg							
	Approach	326	16	342	214	35	249
	Departure	91	30	121	384	24	408
	Total	417	46	463	598	59	657
South Leg							
	Approach	182	0	182	420	0	420
	Departure	295	0	295	327	0	327
	Total	477	0	477	747	0	747
East Leg							
	Approach	329	394	723	757	318	1,075
	Departure	497	202	699	772	456	1,228
	Total	826	596	1,422	1,529	774	2,303
West Leg							
	Approach	602	186	788	1,060	421	1,481
	Departure	556	364	920	968	294	1,262
	Total	1,158	550	1,708	2,028	715	2,743
Total Approaches							
	Approach	1,439	596	2,035	2,451	774	3,225
	Departure	1,439	596	2,035	2,451	774	3,225
	Total	2,878	1,192	4,070	4,902	1,548	6,450

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
20	Highland Springs Ave./Brookside Ave.						
	NBL	176	30	206	151	24	175
	NBT	150	30	180	712	24	736
	NBR	71	31	102	452	70	522
	SBL	106	124	230	192	280	472
	SBT	350	16	366	369	35	404
	SBR	113	0	113	102	0	102
	EBL	46	0	46	225	0	225
	EBT	188	31	219	391	70	461
	EBR	185	16	201	113	35	148
	WBL	213	61	274	267	49	316
	WBT	362	61	423	378	49	427
	WBR	90	243	333	179	196	375
North Leg							
	Approach	569	140	709	663	315	978
	Departure	286	273	559	1,116	220	1,336
	Total	855	413	1,268	1,779	535	2,314
South Leg							
	Approach	397	91	488	1,315	118	1,433
	Departure	748	93	841	749	119	868
	Total	1,145	184	1,329	2,064	237	2,301
East Leg							
	Approach	665	365	1,030	824	294	1,118
	Departure	365	186	551	1,035	420	1,455
	Total	1,030	551	1,581	1,859	714	2,573
West Leg							
	Approach	419	47	466	729	105	834
	Departure	651	91	742	631	73	704
	Total	1,070	138	1,208	1,360	178	1,538
Total Approaches							
	Approach	2,050	643	2,693	3,531	832	4,363
	Departure	2,050	643	2,693	3,531	832	4,363
	Total	4,100	1,286	5,386	7,062	1,664	8,726

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
21	Highland Springs Ave./16th St.-Cougar Way						
	NBL	2	30	32	1	24	25
	NBT	203	92	295	478	119	597
	NBR	0	0	0	0	0	0
	SBL	0	0	0	0	0	0
	SBT	331	92	423	281	119	400
	SBR	48	0	48	111	0	111
	EBL	25	0	25	202	0	202
	EBT	0	0	0	0	0	0
	EBR	1	16	17	1	35	36
	WBL	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBR	0	0	0	0	0	0
North Leg							
	Approach	379	92	471	392	119	511
	Departure	228	92	320	680	119	799
	Total	607	184	791	1,072	238	1,310
South Leg							
	Approach	205	122	327	479	143	622
	Departure	332	108	440	282	154	436
	Total	537	230	767	761	297	1,058
East Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
West Leg							
	Approach	26	16	42	203	35	238
	Departure	50	30	80	112	24	136
	Total	76	46	122	315	59	374
Total Approaches							
	Approach	610	230	840	1,074	297	1,371
	Departure	610	230	840	1,074	297	1,371
	Total	1,220	460	1,680	2,148	594	2,742

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
22	Highland Springs Ave./F St.						
	NBL	0	0	0	0	0	0
	NBT	191	92	283	556	119	675
	NBR	0	233	233	0	526	526
	SBL	0	16	16	0	35	35
	SBT	398	92	490	328	119	447
	SBR	0	0	0	0	0	0
	EBL	0	0	0	0	0	0
	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	0	456	456	0	367	367
	WBT	0	0	0	0	0	0
	WBR	0	30	30	0	24	24
North Leg							
	Approach	398	108	506	328	154	482
	Departure	191	122	313	556	143	699
	Total	589	230	819	884	297	1,181
South Leg							
	Approach	191	325	516	556	645	1,201
	Departure	398	548	946	328	486	814
	Total	589	873	1,462	884	1,131	2,015
East Leg							
	Approach	0	486	486	0	391	391
	Departure	0	249	249	0	561	561
	Total	0	735	735	0	952	952
West Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
Total Approaches							
	Approach	589	919	1,508	884	1,190	2,074
	Departure	589	919	1,508	884	1,190	2,074
	Total	1,178	1,838	3,016	1,768	2,380	4,148

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
23	Highland Springs Ave./Oak Valley Pkwy.-14th St.-B St.						
	NBL	276	91	367	777	73	850
	NBT	185	248	433	446	561	1,007
	NBR	0	78	78	0	175	175
	SBL	0	31	31	0	70	70
	SBT	376	486	862	307	391	698
	SBR	9	30	39	5	24	29
	EBL	6	16	22	107	35	142
	EBT	0	140	140	0	315	315
	EBR	521	47	568	635	105	740
	WBL	0	152	152	0	122	122
	WBT	0	273	273	0	220	220
	WBR	0	61	61	0	49	49
North Leg							
	Approach	385	547	932	312	485	797
	Departure	191	325	516	553	645	1,198
	Total	576	872	1,448	865	1,130	1,995
South Leg							
	Approach	461	417	878	1,223	809	2,032
	Departure	897	685	1,582	942	618	1,560
	Total	1,358	1,102	2,460	2,165	1,427	3,592
East Leg							
	Approach	0	486	486	0	391	391
	Departure	0	249	249	0	560	560
	Total	0	735	735	0	951	951
West Leg							
	Approach	527	203	730	742	455	1,197
	Departure	285	394	679	782	317	1,099
	Total	812	597	1,409	1,524	772	2,296
Total Approaches							
	Approach	1,373	1,653	3,026	2,277	2,140	4,417
	Departure	1,373	1,653	3,026	2,277	2,140	4,417
	Total	2,746	3,306	6,052	4,554	4,280	8,834

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
24	Highland Springs Ave./Starlight Ave.-A St.						
	NBL	219	0	219	319	0	319
	NBT	423	264	687	1,119	596	1,715
	NBR	0	124	124	0	280	280
	SBL	0	47	47	0	105	105
	SBT	705	516	1,221	835	416	1,251
	SBR	212	121	333	187	98	285
	EBL	22	62	84	178	140	318
	EBT	0	78	78	0	175	175
	EBR	330	0	330	219	0	219
	WBL	0	243	243	0	196	196
	WBT	0	152	152	0	122	122
	WBR	0	91	91	0	73	73
North Leg							
	Approach	917	684	1,601	1,022	619	1,641
	Departure	445	417	862	1,297	809	2,106
	Total	1,362	1,101	2,463	2,319	1,428	3,747
South Leg							
	Approach	642	388	1,030	1,438	876	2,314
	Departure	1,035	759	1,794	1,054	612	1,666
	Total	1,677	1,147	2,824	2,492	1,488	3,980
East Leg							
	Approach	0	486	486	0	391	391
	Departure	0	249	249	0	560	560
	Total	0	735	735	0	951	951
West Leg							
	Approach	352	140	492	397	315	712
	Departure	431	273	704	506	220	726
	Total	783	413	1,196	903	535	1,438
Total Approaches							
	Approach	1,911	1,698	3,609	2,857	2,201	5,058
	Departure	1,911	1,698	3,609	2,857	2,201	5,058
	Total	3,822	3,396	7,218	5,714	4,402	10,116

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
25	Highland Springs Ave./8th St.-Wilson St.						
	NBL	57	0	57	26	0	26
	NBT	343	342	685	706	771	1,477
	NBR	155	109	264	179	245	424
	SBL	174	30	204	336	24	360
	SBT	536	668	1,204	411	538	949
	SBR	93	61	154	110	49	159
	EBL	33	31	64	96	70	166
	EBT	115	47	162	603	105	708
	EBR	101	0	101	49	0	49
	WBL	517	213	730	160	171	331
	WBT	199	91	290	438	73	511
	WBR	123	16	139	323	35	358
North Leg							
	Approach	803	759	1,562	857	611	1,468
	Departure	499	389	888	1,125	876	2,001
	Total	1,302	1,148	2,450	1,982	1,487	3,469
South Leg							
	Approach	555	451	1,006	911	1,016	1,927
	Departure	1,154	881	2,035	620	709	1,329
	Total	1,709	1,332	3,041	1,531	1,725	3,256
East Leg							
	Approach	839	320	1,159	921	279	1,200
	Departure	444	186	630	1,118	374	1,492
	Total	1,283	506	1,789	2,039	653	2,692
West Leg							
	Approach	249	78	327	748	175	923
	Departure	349	152	501	574	122	696
	Total	598	230	828	1,322	297	1,619
Total Approaches							
	Approach	2,446	1,608	4,054	3,437	2,081	5,518
	Departure	2,446	1,608	4,054	3,437	2,081	5,518
	Total	4,892	3,216	8,108	6,874	4,162	11,036

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
26	Highland Springs Ave./6th St.-Ramsey St.						
	NBL	275	0	275	512	0	512
	NBT	718	404	1,122	767	911	1,678
	NBR	461	0	461	596	0	596
	SBL	142	61	203	260	49	309
	SBT	1,024	790	1,814	569	636	1,205
	SBR	48	30	78	102	24	126
	EBL	74	16	90	140	35	175
	EBT	221	0	221	608	0	608
	EBR	306	0	306	347	0	347
	WBL	428	0	428	577	0	577
	WBT	144	0	144	608	0	608
	WBR	71	31	102	206	70	276
North Leg							
	Approach	1,214	881	2,095	931	709	1,640
	Departure	863	451	1,314	1,113	1,016	2,129
	Total	2,077	1,332	3,409	2,044	1,725	3,769
South Leg							
	Approach	1,454	404	1,858	1,875	911	2,786
	Departure	1,758	790	2,548	1,493	636	2,129
	Total	3,212	1,194	4,406	3,368	1,547	4,915
East Leg							
	Approach	643	31	674	1,391	70	1,461
	Departure	824	61	885	1,464	49	1,513
	Total	1,467	92	1,559	2,855	119	2,974
West Leg							
	Approach	601	16	617	1,095	35	1,130
	Departure	467	30	497	1,222	24	1,246
	Total	1,068	46	1,114	2,317	59	2,376
Total Approaches							
	Approach	3,912	1,332	5,244	5,292	1,725	7,017
	Departure	3,912	1,332	5,244	5,292	1,725	7,017
	Total	7,824	2,664	10,488	10,584	3,450	14,034

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
27	Highland Springs Ave./I-10 Westbound Ramps						
	NBL	583	0	583	330	0	330
	NBT	1,039	357	1,396	1,222	806	2,028
	NBR	0	0	0	0	0	0
	SBL	0	0	0	0	0	0
	SBT	1,004	395	1,399	1,132	318	1,450
	SBR	754	395	1,149	361	318	679
	EBL	0	0	0	0	0	0
	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	391	0	391	347	0	347
	WBT	0	0	0	0	0	0
	WBR	414	47	461	652	105	757
North Leg							
	Approach	1,758	790	2,548	1,493	636	2,129
	Departure	1,453	404	1,857	1,874	911	2,785
	Total	3,211	1,194	4,405	3,367	1,547	4,914
South Leg							
	Approach	1,622	357	1,979	1,552	806	2,358
	Departure	1,395	395	1,790	1,479	318	1,797
	Total	3,017	752	3,769	3,031	1,124	4,155
East Leg							
	Approach	805	47	852	999	105	1,104
	Departure	0	0	0	0	0	0
	Total	805	47	852	999	105	1,104
West Leg							
	Approach	0	0	0	0	0	0
	Departure	1,337	395	1,732	691	318	1,009
	Total	1,337	395	1,732	691	318	1,009
Total Approaches							
	Approach	4,185	1,194	5,379	4,044	1,547	5,591
	Departure	4,185	1,194	5,379	4,044	1,547	5,591
	Total	8,370	2,388	10,758	8,088	3,094	11,182

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
28	Highland Springs Ave./I-10 Eastbound Ramps						
	NBL	0	0	0	0	0	0
	NBT	1,053	155	1,208	1,172	351	1,523
	NBR	482	0	482	409	0	409
	SBL	480	91	571	387	73	460
	SBT	914	304	1,218	1,092	245	1,337
	SBR	0	0	0	0	0	0
	EBL	570	202	772	381	456	837
	EBT	0	0	0	0	0	0
	EBR	442	0	442	480	0	480
	WBL	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBR	0	0	0	0	0	0
North Leg							
	Approach	1,394	395	1,789	1,479	318	1,797
	Departure	1,623	357	1,980	1,553	807	2,360
	Total	3,017	752	3,769	3,032	1,125	4,157
South Leg							
	Approach	1,535	155	1,690	1,581	351	1,932
	Departure	1,356	304	1,660	1,572	245	1,817
	Total	2,891	459	3,350	3,153	596	3,749
East Leg							
	Approach	0	0	0	0	0	0
	Departure	962	91	1,053	796	73	869
	Total	962	91	1,053	796	73	869
West Leg							
	Approach	1,012	202	1,214	861	456	1,317
	Departure	0	0	0	0	0	0
	Total	1,012	202	1,214	861	456	1,317
Total Approaches							
	Approach	3,941	752	4,693	3,921	1,125	5,046
	Departure	3,941	752	4,693	3,921	1,125	5,046
	Total	7,882	1,504	9,386	7,842	2,250	10,092

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
29	Highland Springs Ave./1st St.-Sun Lakes Blvd.						
	NBL	152	0	152	188	0	188
	NBT	953	78	1,031	617	175	792
	NBR	70	0	70	272	0	272
	SBL	191	30	221	386	24	410
	SBT	494	152	646	773	122	895
	SBR	39	0	39	43	0	43
	EBL	75	0	75	81	0	81
	EBT	101	0	101	923	0	923
	EBR	47	0	47	266	0	266
	WBL	76	0	76	343	0	343
	WBT	277	0	277	847	0	847
	WBR	308	16	324	335	35	370
North Leg							
	Approach	724	182	906	1,202	146	1,348
	Departure	1,336	94	1,430	1,033	210	1,243
	Total	2,060	276	2,336	2,235	356	2,591
South Leg							
	Approach	1,175	78	1,253	1,077	175	1,252
	Departure	617	152	769	1,382	122	1,504
	Total	1,792	230	2,022	2,459	297	2,756
East Leg							
	Approach	661	16	677	1,525	35	1,560
	Departure	362	30	392	1,581	24	1,605
	Total	1,023	46	1,069	3,106	59	3,165
West Leg							
	Approach	223	0	223	1,270	0	1,270
	Departure	468	0	468	1,078	0	1,078
	Total	691	0	691	2,348	0	2,348
Total Approaches							
	Approach	2,783	276	3,059	5,074	356	5,430
	Departure	2,783	276	3,059	5,074	356	5,430
	Total	5,566	552	6,118	10,148	712	10,860

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
30	Highland Springs Ave./Potrero Blvd.						
	NBL	95	0	95	129	0	129
	NBT	785	47	832	747	105	852
	NBR	0	0	0	0	0	0
	SBL	0	0	0	0	0	0
	SBT	497	91	588	917	73	990
	SBR	94	30	124	354	24	378
	EBL	307	16	323	229	35	264
	EBT	0	0	0	0	0	0
	EBR	80	0	80	155	0	155
	WBL	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBR	0	0	0	0	0	0
North Leg							
	Approach	591	121	712	1,271	97	1,368
	Departure	1,092	63	1,155	976	140	1,116
	Total	1,683	184	1,867	2,247	237	2,484
South Leg							
	Approach	880	47	927	876	105	981
	Departure	577	91	668	1,072	73	1,145
	Total	1,457	138	1,595	1,948	178	2,126
East Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
West Leg							
	Approach	387	16	403	384	35	419
	Departure	189	30	219	483	24	507
	Total	576	46	622	867	59	926
Total Approaches							
	Approach	1,858	184	2,042	2,531	237	2,768
	Departure	1,858	184	2,042	2,531	237	2,768
	Total	3,716	368	4,084	5,062	474	5,536

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
31	C St.-Apex Ave./Wilson St.						
	NBL	6	0	6	1	0	1
	NBT	0	0	0	0	0	0
	NBR	0	0	0	0	0	0
	SBL	0	121	121	0	98	98
	SBT	0	0	0	0	0	0
	SBR	0	213	213	0	171	171
	EBL	0	109	109	0	245	245
	EBT	439	77	516	1,152	129	1,281
	EBR	1	0	1	4	0	4
	WBL	0	0	0	0	0	0
	WBT	915	107	1,022	991	108	1,099
	WBR	0	62	62	0	140	140
North Leg							
	Approach	0	334	334	0	269	269
	Departure	0	171	171	0	385	385
	Total	0	505	505	0	654	654
South Leg							
	Approach	6	0	6	1	0	1
	Departure	1	0	1	4	0	4
	Total	7	0	7	5	0	5
East Leg							
	Approach	915	169	1,084	991	248	1,239
	Departure	439	198	637	1,152	227	1,379
	Total	1,354	367	1,721	2,143	475	2,618
West Leg							
	Approach	440	186	626	1,156	374	1,530
	Departure	921	320	1,241	992	279	1,271
	Total	1,361	506	1,867	2,148	653	2,801
Total Approaches							
	Approach	1,361	689	2,050	2,148	891	3,039
	Departure	1,361	689	2,050	2,148	891	3,039
	Total	2,722	1,378	4,100	4,296	1,782	6,078

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
32	Highland Home Rd./Northern Loop						
	NBL	0	140	140	0	315	315
	NBT	641	61	702	813	49	862
	NBR	0	0	0	0	0	0
	SBL	0	0	0	0	0	0
	SBT	368	31	399	1,011	70	1,081
	SBR	0	155	155	0	351	351
	EBL	0	304	304	0	245	245
	EBT	0	0	0	0	0	0
	EBR	0	273	273	0	220	220
	WBL	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBR	0	0	0	0	0	0
North Leg							
	Approach	368	186	554	1,011	421	1,432
	Departure	641	365	1,006	813	294	1,107
	Total	1,009	551	1,560	1,824	715	2,539
South Leg							
	Approach	641	201	842	813	364	1,177
	Departure	368	304	672	1,011	290	1,301
	Total	1,009	505	1,514	1,824	654	2,478
East Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
West Leg							
	Approach	0	577	577	0	465	465
	Departure	0	295	295	0	666	666
	Total	0	872	872	0	1,131	1,131
Total Approaches							
	Approach	1,009	964	1,973	1,824	1,250	3,074
	Departure	1,009	964	1,973	1,824	1,250	3,074
	Total	2,018	1,928	3,946	3,648	2,500	6,148

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
33	Highland Home Rd./Beaumont Rd.-G St						
	NBL	0	0	0	0	0	0
	NBT	163	124	287	492	280	772
	NBR	77	61	138	230	94	324
	SBL	105	61	166	624	94	718
	SBT	262	243	505	388	196	584
	SBR	0	0	0	0	0	0
	EBL	0	0	0	0	0	0
	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	294	77	371	179	84	263
	WBT	0	0	0	0	0	0
	WBR	478	77	555	322	84	406
North Leg							
	Approach	367	304	671	1,012	290	1,302
	Departure	641	201	842	814	364	1,178
	Total	1,008	505	1,513	1,826	654	2,480
South Leg							
	Approach	240	185	425	722	374	1,096
	Departure	556	320	876	567	280	847
	Total	796	505	1,301	1,289	654	1,943
East Leg							
	Approach	772	154	926	501	168	669
	Departure	182	122	304	854	188	1,042
	Total	954	276	1,230	1,355	356	1,711
West Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
Total Approaches							
	Approach	1,379	643	2,022	2,235	832	3,067
	Departure	1,379	643	2,022	2,235	832	3,067
	Total	2,758	1,286	4,044	4,470	1,664	6,134

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
34	Highland Home Rd./F St.						
	NBL	0	124	124	0	280	280
	NBT	226	185	411	651	375	1,026
	NBR	0	0	0	0	0	0
	SBL	0	0	0	0	0	0
	SBT	583	320	903	567	280	847
	SBR	0	0	0	0	0	0
	EBL	0	0	0	0	0	0
	EBT	0	0	0	0	0	0
	EBR	0	243	243	0	196	196
	WBL	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBR	0	0	0	0	0	0
North Leg							
	Approach	583	320	903	567	280	847
	Departure	226	185	411	651	375	1,026
	Total	809	505	1,314	1,218	655	1,873
South Leg							
	Approach	226	309	535	651	655	1,306
	Departure	583	563	1,146	567	476	1,043
	Total	809	872	1,681	1,218	1,131	2,349
East Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
West Leg							
	Approach	0	243	243	0	196	196
	Departure	0	124	124	0	280	280
	Total	0	367	367	0	476	476
Total Approaches							
	Approach	809	872	1,681	1,218	1,131	2,349
	Departure	809	872	1,681	1,218	1,131	2,349
	Total	1,618	1,744	3,362	2,436	2,262	4,698

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
35	Highland Home Rd./D St.						
	NBL	0	109	109	0	245	245
	NBT	226	280	506	696	631	1,327
	NBR	0	0	0	0	0	0
	SBL	0	0	0	0	0	0
	SBT	573	547	1,120	551	440	991
	SBR	0	16	16	0	35	35
	EBL	0	30	30	0	24	24
	EBT	0	0	0	0	0	0
	EBR	0	213	213	0	171	171
	WBL	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBR	0	0	0	0	0	0
North Leg							
	Approach	573	563	1,136	551	475	1,026
	Departure	226	310	536	696	655	1,351
	Total	799	873	1,672	1,247	1,130	2,377
South Leg							
	Approach	226	389	615	696	876	1,572
	Departure	573	760	1,333	551	611	1,162
	Total	799	1,149	1,948	1,247	1,487	2,734
East Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
West Leg							
	Approach	0	243	243	0	195	195
	Departure	0	125	125	0	280	280
	Total	0	368	368	0	475	475
Total Approaches							
	Approach	799	1,195	1,994	1,247	1,546	2,793
	Departure	799	1,195	1,994	1,247	1,546	2,793
	Total	1,598	2,390	3,988	2,494	3,092	5,586

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
36	Highland Home Rd./Wilson St.						
	NBL	14	62	76	87	140	227
	NBT	65	155	220	315	351	666
	NBR	30	0	30	198	0	198
	SBL	250	364	614	241	294	535
	SBT	264	304	568	270	245	515
	SBR	59	91	150	39	73	112
	EBL	112	47	159	13	105	118
	EBT	259	30	289	975	24	999
	EBR	58	121	179	146	98	244
	WBL	118	0	118	43	0	43
	WBT	879	16	895	830	35	865
	WBR	49	186	235	369	421	790
North Leg							
	Approach	573	759	1,332	550	612	1,162
	Departure	226	388	614	697	877	1,574
	Total	799	1,147	1,946	1,247	1,489	2,736
South Leg							
	Approach	109	217	326	600	491	1,091
	Departure	440	425	865	459	343	802
	Total	549	642	1,191	1,059	834	1,893
East Leg							
	Approach	1,046	202	1,248	1,242	456	1,698
	Departure	539	394	933	1,414	318	1,732
	Total	1,585	596	2,181	2,656	774	3,430
West Leg							
	Approach	429	198	627	1,134	227	1,361
	Departure	952	169	1,121	956	248	1,204
	Total	1,381	367	1,748	2,090	475	2,565
Total Approaches							
	Approach	2,157	1,376	3,533	3,526	1,786	5,312
	Departure	2,157	1,376	3,533	3,526	1,786	5,312
	Total	4,314	2,752	7,066	7,052	3,572	10,624

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
37	Highland Home Rd./Ramsey St.						
	NBL	0	0	0	0	0	0
	NBT	0	0	0	0	0	0
	NBR	0	0	0	0	0	0
	SBL	270	425	695	305	342	647
	SBT	2	0	2	0	0	0
	SBR	201	0	201	100	0	100
	EBL	22	0	22	330	0	330
	EBT	555	61	616	972	49	1,021
	EBR	0	0	0	1	0	1
	WBL	0	0	0	9	0	9
	WBT	356	31	387	1,022	70	1,092
	WBR	82	217	299	332	491	823
North Leg							
	Approach	473	425	898	405	342	747
	Departure	104	217	321	662	491	1,153
	Total	577	642	1,219	1,067	833	1,900
South Leg							
	Approach	0	0	0	0	0	0
	Departure	2	0	2	10	0	10
	Total	2	0	2	10	0	10
East Leg							
	Approach	438	248	686	1,363	561	1,924
	Departure	825	486	1,311	1,277	391	1,668
	Total	1,263	734	1,997	2,640	952	3,592
West Leg							
	Approach	577	61	638	1,303	49	1,352
	Departure	557	31	588	1,122	70	1,192
	Total	1,134	92	1,226	2,425	119	2,544
Total Approaches							
	Approach	1,488	734	2,222	3,071	952	4,023
	Departure	1,488	734	2,222	3,071	952	4,023
	Total	2,976	1,468	4,444	6,142	1,904	8,046

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
38	Sunset Ave./Wilson St.						
	NBL	107	16	123	288	35	323
	NBT	267	0	267	806	0	806
	NBR	44	0	44	54	0	54
	SBL	140	0	140	141	0	141
	SBT	811	0	811	445	0	445
	SBR	138	31	169	206	70	276
	EBL	125	61	186	280	49	329
	EBT	433	243	676	712	196	908
	EBR	201	30	231	153	24	177
	WBL	44	0	44	193	0	193
	WBT	209	124	333	914	280	1,194
	WBR	67	0	67	178	0	178
North Leg							
	Approach	1,089	31	1,120	792	70	862
	Departure	459	61	520	1,264	49	1,313
	Total	1,548	92	1,640	2,056	119	2,175
South Leg							
	Approach	418	16	434	1,148	35	1,183
	Departure	1,056	30	1,086	791	24	815
	Total	1,474	46	1,520	1,939	59	1,998
East Leg							
	Approach	320	124	444	1,285	280	1,565
	Departure	617	243	860	907	196	1,103
	Total	937	367	1,304	2,192	476	2,668
West Leg							
	Approach	759	334	1,093	1,145	269	1,414
	Departure	454	171	625	1,408	385	1,793
	Total	1,213	505	1,718	2,553	654	3,207
Total Approaches							
	Approach	2,586	505	3,091	4,370	654	5,024
	Departure	2,586	505	3,091	4,370	654	5,024
	Total	5,172	1,010	6,182	8,740	1,308	10,048

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
39	Sunset Ave./Ramsey St.						
	NBL	308	124	432	192	280	472
	NBT	469	0	469	1,301	0	1,301
	NBR	151	0	151	196	0	196
	SBL	111	30	141	127	24	151
	SBT	1,239	0	1,239	946	0	946
	SBR	106	0	106	239	0	239
	EBL	47	0	47	191	0	191
	EBT	334	91	425	837	73	910
	EBR	223	243	466	195	196	391
	WBL	97	0	97	543	0	543
	WBT	159	47	206	686	105	791
	WBR	28	16	44	67	35	102
North Leg							
	Approach	1,456	30	1,486	1,312	24	1,336
	Departure	544	16	560	1,559	35	1,594
	Total	2,000	46	2,046	2,871	59	2,930
South Leg							
	Approach	928	124	1,052	1,689	280	1,969
	Departure	1,559	243	1,802	1,684	196	1,880
	Total	2,487	367	2,854	3,373	476	3,849
East Leg							
	Approach	284	63	347	1,296	140	1,436
	Departure	596	121	717	1,160	97	1,257
	Total	880	184	1,064	2,456	237	2,693
West Leg							
	Approach	604	334	938	1,223	269	1,492
	Departure	573	171	744	1,117	385	1,502
	Total	1,177	505	1,682	2,340	654	2,994
Total Approaches							
	Approach	3,272	551	3,823	5,520	713	6,233
	Departure	3,272	551	3,823	5,520	713	6,233
	Total	6,544	1,102	7,646	11,040	1,426	12,466

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
40	Sunset Ave./I-10 Westbound Ramps						
	NBL	566	0	566	401	0	401
	NBT	654	78	732	1,640	175	1,815
	NBR	0	0	0	0	0	0
	SBL	0	0	0	0	0	0
	SBT	705	243	948	636	196	832
	SBR	853	0	853	1,049	0	1,049
	EBL	0	0	0	0	0	0
	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	109	0	109	101	0	101
	WBT	7	0	7	15	0	15
	WBR	275	47	322	142	105	247
North Leg							
	Approach	1,558	243	1,801	1,685	196	1,881
	Departure	929	125	1,054	1,782	280	2,062
	Total	2,487	368	2,855	3,467	476	3,943
South Leg							
	Approach	1,220	78	1,298	2,041	175	2,216
	Departure	814	243	1,057	737	196	933
	Total	2,034	321	2,355	2,778	371	3,149
East Leg							
	Approach	391	47	438	258	105	363
	Departure	0	0	0	0	0	0
	Total	391	47	438	258	105	363
West Leg							
	Approach	0	0	0	0	0	0
	Departure	1,426	0	1,426	1,465	0	1,465
	Total	1,426	0	1,426	1,465	0	1,465
Total Approaches							
	Approach	3,169	368	3,537	3,984	476	4,460
	Departure	3,169	368	3,537	3,984	476	4,460
	Total	6,338	736	7,074	7,968	952	8,920

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
41	Sunset Ave./I-10 Eastbound Ramps						
	NBL	0	0	0	0	0	0
	NBT	847	78	925	1,038	175	1,213
	NBR	229	0	229	76	0	76
	SBL	372	91	463	113	73	186
	SBT	442	152	594	679	122	801
	SBR	0	0	0	0	0	0
	EBL	372	0	372	1,004	0	1,004
	EBT	2	0	2	4	0	4
	EBR	338	0	338	635	0	635
	WBL	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBR	0	0	0	0	0	0
North Leg							
	Approach	814	243	1,057	792	195	987
	Departure	1,219	78	1,297	2,042	175	2,217
	Total	2,033	321	2,354	2,834	370	3,204
South Leg							
	Approach	1,076	78	1,154	1,114	175	1,289
	Departure	780	152	932	1,314	122	1,436
	Total	1,856	230	2,086	2,428	297	2,725
East Leg							
	Approach	0	0	0	0	0	0
	Departure	603	91	694	193	73	266
	Total	603	91	694	193	73	266
West Leg							
	Approach	712	0	712	1,643	0	1,643
	Departure	0	0	0	0	0	0
	Total	712	0	712	1,643	0	1,643
Total Approaches							
	Approach	2,602	321	2,923	3,549	370	3,919
	Departure	2,602	321	2,923	3,549	370	3,919
	Total	5,204	642	5,846	7,098	740	7,838

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
42	Sunrise Ave./Wilson St.						
	NBL	44	16	60	131	35	166
	NBT	22	0	22	87	0	87
	NBR	34	0	34	144	0	144
	SBL	21	0	21	32	0	32
	SBT	111	0	111	35	0	35
	SBR	30	0	30	49	0	49
	EBL	25	0	25	58	0	58
	EBT	445	243	688	803	196	999
	EBR	151	30	181	40	24	64
	WBL	31	0	31	110	0	110
	WBT	241	124	365	1,100	280	1,380
	WBR	8	0	8	50	0	50
North Leg							
	Approach	162	0	162	116	0	116
	Departure	55	0	55	195	0	195
	Total	217	0	217	311	0	311
South Leg							
	Approach	100	16	116	362	35	397
	Departure	293	30	323	185	24	209
	Total	393	46	439	547	59	606
East Leg							
	Approach	280	124	404	1,260	280	1,540
	Departure	500	243	743	979	196	1,175
	Total	780	367	1,147	2,239	476	2,715
West Leg							
	Approach	621	273	894	901	220	1,121
	Departure	315	140	455	1,280	315	1,595
	Total	936	413	1,349	2,181	535	2,716
Total Approaches							
	Approach	1,163	413	1,576	2,639	535	3,174
	Departure	1,163	413	1,576	2,639	535	3,174
	Total	2,326	826	3,152	5,278	1,070	6,348

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
43	16th St./Wilson St.						
	NBL	27	16	43	23	35	58
	NBT	0	0	0	0	0	0
	NBR	46	0	46	163	0	163
	SBL	0	0	0	0	0	0
	SBT	0	0	0	0	0	0
	SBR	0	0	0	0	0	0
	EBL	1	0	1	0	0	0
	EBT	421	182	603	780	147	927
	EBR	15	30	45	139	24	163
	WBL	158	0	158	96	0	96
	WBT	234	93	327	1,133	210	1,343
	WBR	0	0	0	0	0	0
North Leg							
	Approach	0	0	0	0	0	0
	Departure	1	0	1	0	0	0
	Total	1	0	1	0	0	0
South Leg							
	Approach	73	16	89	186	35	221
	Departure	173	30	203	235	24	259
	Total	246	46	292	421	59	480
East Leg							
	Approach	392	93	485	1,229	210	1,439
	Departure	467	182	649	943	147	1,090
	Total	859	275	1,134	2,172	357	2,529
West Leg							
	Approach	437	212	649	919	171	1,090
	Departure	261	109	370	1,156	245	1,401
	Total	698	321	1,019	2,075	416	2,491
Total Approaches							
	Approach	902	321	1,223	2,334	416	2,750
	Departure	902	321	1,223	2,334	416	2,750
	Total	1,804	642	2,446	4,668	832	5,500

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
44	8th St./Wilson St.						
	NBL	118	0	118	261	0	261
	NBT	48	0	48	163	0	163
	NBR	19	0	19	56	0	56
	SBL	171	0	171	161	0	161
	SBT	195	0	195	81	0	81
	SBR	47	0	47	91	0	91
	EBL	21	0	21	61	0	61
	EBT	448	152	600	753	122	875
	EBR	68	0	68	39	0	39
	WBL	41	0	41	46	0	46
	WBT	249	78	327	881	175	1,056
	WBR	45	0	45	149	0	149
North Leg							
	Approach	413	0	413	333	0	333
	Departure	114	0	114	373	0	373
	Total	527	0	527	706	0	706
South Leg							
	Approach	185	0	185	480	0	480
	Departure	304	0	304	166	0	166
	Total	489	0	489	646	0	646
East Leg							
	Approach	335	78	413	1,076	175	1,251
	Departure	638	152	790	970	122	1,092
	Total	973	230	1,203	2,046	297	2,343
West Leg							
	Approach	537	152	689	853	122	975
	Departure	414	78	492	1,233	175	1,408
	Total	951	230	1,181	2,086	297	2,383
Total Approaches							
	Approach	1,470	230	1,700	2,742	297	3,039
	Departure	1,470	230	1,700	2,742	297	3,039
	Total	2,940	460	3,400	5,484	594	6,078

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
45	8th St./Ramsey St.						
	NBL	104	30	134	619	24	643
	NBT	197	0	197	319	0	319
	NBR	510	30	540	570	24	594
	SBL	45	0	45	26	0	26
	SBT	356	0	356	167	0	167
	SBR	31	0	31	53	0	53
	EBL	17	0	17	80	0	80
	EBT	208	0	208	605	0	605
	EBR	98	16	114	271	35	306
	WBL	681	16	697	465	35	500
	WBT	99	0	99	433	0	433
	WBR	26	0	26	81	0	81
North Leg							
	Approach	432	0	432	246	0	246
	Departure	240	0	240	480	0	480
	Total	672	0	672	726	0	726
South Leg							
	Approach	811	60	871	1,508	48	1,556
	Departure	1,135	32	1,167	903	70	973
	Total	1,946	92	2,038	2,411	118	2,529
East Leg							
	Approach	806	16	822	979	35	1,014
	Departure	763	30	793	1,201	24	1,225
	Total	1,569	46	1,615	2,180	59	2,239
West Leg							
	Approach	323	16	339	956	35	991
	Departure	234	30	264	1,105	24	1,129
	Total	557	46	603	2,061	59	2,120
Total Approaches							
	Approach	2,372	92	2,464	3,689	118	3,807
	Departure	2,372	92	2,464	3,689	118	3,807
	Total	4,744	184	4,928	7,378	236	7,614

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
46	8th St./I-10 Westbound Ramps						
	NBL	683	16	699	666	35	701
	NBT	586	61	647	1,026	49	1,075
	NBR	0	0	0	0	0	0
	SBL	0	0	0	0	0	0
	SBT	375	0	375	428	0	428
	SBR	758	31	789	408	70	478
	EBL	0	0	0	0	0	0
	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	60	0	60	104	0	104
	WBT	2	0	2	0	0	0
	WBR	138	0	138	482	0	482
North Leg							
	Approach	1,133	31	1,164	836	70	906
	Departure	724	61	785	1,508	49	1,557
	Total	1,857	92	1,949	2,344	119	2,463
South Leg							
	Approach	1,269	77	1,346	1,692	84	1,776
	Departure	435	0	435	532	0	532
	Total	1,704	77	1,781	2,224	84	2,308
East Leg							
	Approach	200	0	200	586	0	586
	Departure	0	0	0	0	0	0
	Total	200	0	200	586	0	586
West Leg							
	Approach	0	0	0	0	0	0
	Departure	1,443	47	1,490	1,074	105	1,179
	Total	1,443	47	1,490	1,074	105	1,179
Total Approaches							
	Approach	2,602	108	2,710	3,114	154	3,268
	Departure	2,602	108	2,710	3,114	154	3,268
	Total	5,204	216	5,420	6,228	308	6,536

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
47	8th St./I-10 Eastbound Ramps						
	NBL	0	0	0	0	0	0
	NBT	742	16	758	1,145	35	1,180
	NBR	117	0	117	136	0	136
	SBL	286	0	286	203	0	203
	SBT	165	0	165	328	0	328
	SBR	0	0	0	0	0	0
	EBL	527	61	588	549	49	598
	EBT	0	0	0	1	0	1
	EBR	573	30	603	649	24	673
	WBL	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBR	0	0	0	0	0	0
North Leg							
	Approach	451	0	451	531	0	531
	Departure	1,269	77	1,346	1,694	84	1,778
	Total	1,720	77	1,797	2,225	84	2,309
South Leg							
	Approach	859	16	875	1,281	35	1,316
	Departure	738	30	768	977	24	1,001
	Total	1,597	46	1,643	2,258	59	2,317
East Leg							
	Approach	0	0	0	0	0	0
	Departure	403	0	403	340	0	340
	Total	403	0	403	340	0	340
West Leg							
	Approach	1,100	91	1,191	1,199	73	1,272
	Departure	0	0	0	0	0	0
	Total	1,100	91	1,191	1,199	73	1,272
Total Approaches							
	Approach	2,410	107	2,517	3,011	108	3,119
	Departure	2,410	107	2,517	3,011	108	3,119
	Total	4,820	214	5,034	6,022	216	6,238

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
48	4th St./Wilson St.						
	NBL	16	0	16	15	0	15
	NBT	30	0	30	169	0	169
	NBR	19	0	19	113	0	113
	SBL	107	0	107	81	0	81
	SBT	200	0	200	41	0	41
	SBR	49	0	49	8	0	8
	EBL	12	0	12	62	0	62
	EBT	594	152	746	848	122	970
	EBR	30	0	30	14	0	14
	WBL	65	0	65	15	0	15
	WBT	248	78	326	1,015	175	1,190
	WBR	30	0	30	128	0	128
North Leg							
	Approach	356	0	356	130	0	130
	Departure	72	0	72	359	0	359
	Total	428	0	428	489	0	489
South Leg							
	Approach	65	0	65	297	0	297
	Departure	295	0	295	70	0	70
	Total	360	0	360	367	0	367
East Leg							
	Approach	343	78	421	1,158	175	1,333
	Departure	720	152	872	1,042	122	1,164
	Total	1,063	230	1,293	2,200	297	2,497
West Leg							
	Approach	636	152	788	924	122	1,046
	Departure	313	78	391	1,038	175	1,213
	Total	949	230	1,179	1,962	297	2,259
Total Approaches							
	Approach	1,400	230	1,630	2,509	297	2,806
	Departure	1,400	230	1,630	2,509	297	2,806
	Total	2,800	460	3,260	5,018	594	5,612

Table B-12 - General Plan Buildout Year Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
49	San Geronio Ave./Wilson St.						
	NBL	41	0	41	81	0	81
	NBT	43	0	43	235	0	235
	NBR	33	0	33	41	0	41
	SBL	16	0	16	11	0	11
	SBT	232	0	232	92	0	92
	SBR	183	16	199	224	35	259
	EBL	72	30	102	357	24	381
	EBT	520	121	641	523	98	621
	EBR	126	0	126	130	0	130
	WBL	23	0	23	42	0	42
	WBT	121	62	183	817	140	957
	WBR	3	0	3	103	0	103
North Leg							
	Approach	431	16	447	327	35	362
	Departure	118	30	148	695	24	719
	Total	549	46	595	1,022	59	1,081
South Leg							
	Approach	117	0	117	357	0	357
	Departure	381	0	381	264	0	264
	Total	498	0	498	621	0	621
East Leg							
	Approach	147	62	209	962	140	1,102
	Departure	569	121	690	575	98	673
	Total	716	183	899	1,537	238	1,775
West Leg							
	Approach	718	151	869	1,010	122	1,132
	Departure	345	78	423	1,122	175	1,297
	Total	1,063	229	1,292	2,132	297	2,429
Total Approaches							
	Approach	1,413	229	1,642	2,656	297	2,953
	Departure	1,413	229	1,642	2,656	297	2,953
	Total	2,826	458	3,284	5,312	594	5,906

Table B-13 - Year 2008 Average Annual Daily Traffic on Freeway Segment Volumes

Freeway Segment	AADT					
	Bidirectional Volume					
	Total Vehicles ¹	Truck % ²	Auto	Truck	Truck PCE ³	Total PCE ³
<u>Interstate 10</u>						
Cherry Valley Boulevard to Oak Valley Parkway	90000	13.10%	78,210	11,790	17,685	95,895
Oak Valley Parkway to SR-60	89000	13.50%	76,985	12,015	18,023	95,008
SR-60 to Beaumont Avenue	126000	13.50%	108,990	17,010	25,515	134,505
Beaumont Avenue to Pennsylvania Avenue	128000	13.50%	110,720	17,280	25,920	136,640
Pennsylvania Avenue to Highland Springs Avenue	134000	14.50%	114,570	19,430	29,145	143,715
Highland Springs Avenue to Sunset Avenue	129000	14.50%	110,295	18,705	28,058	138,353
Sunset Avenue to 22nd Street	126000	14.30%	107,982	18,018	27,027	135,009
22nd Street to 8th Street	123000	14.30%	105,411	17,589	26,384	131,795
8th Street to Hargrave Street	120000	14.30%	102,840	17,160	25,740	128,580
Hargrave Street to Ramsey Street	110000	16.00%	92,400	17,600	26,400	118,800
<u>SR-60</u>						
Jack Rabbit Trail to I-10	44,000	16.30%	36,828	7,172	10,758	47,586

¹ AADT counts from Caltrans' 2008 Annual Average Daily Traffic volume data.² Total truck percentage from Caltrans' 2008 Annual Average Daily Truck Traffic volume data.³ Passenger Car Equivalent volume, using a PCE factor of 1.5 for all trucks, based on HCM.

Table B-14 - Year 2008 Freeway Segment Volumes

Freeway Segment	A.M. Peak Hour									
	Eastbound ⁴					Westbound ⁴				
	Auto ¹	Truck PCE ²	Total PCE ³	Project Trips	W/ Project PCE	Auto ¹	Truck PCE ²	Total PCE ³	Project Trips	W/ Project PCE
Interstate 10										
Cherry Valley Boulevard to Oak Valley Parkway	4,127	933	5,060	78	5,138	3,123	706	3,829	152	3,981
Oak Valley Parkway to SR-60	4,063	951	5,014	47	5,061	3,074	720	3,794	91	3,885
SR-60 to Beaumont Avenue	5,752	1,347	7,099	171	7,270	4,352	1,019	5,371	334	5,705
Beaumont Avenue to Pennsylvania Avenue	5,843	1,368	7,211	202	7,413	4,421	1,035	5,456	395	5,851
Pennsylvania Avenue to Highland Springs Avenue	6,046	1,538	7,584	202	7,786	4,574	1,164	5,738	395	6,133
Highland Springs Avenue to Sunset Avenue	5,821	1,481	7,302	91	7,393	4,404	1,120	5,524	47	5,571
Sunset Avenue to 22nd Street	5,699	1,426	7,125	243	7,368	4,311	1,079	5,390	124	5,514
22nd Street to 8th Street	5,563	1,392	6,955	182	7,137	4,209	1,053	5,262	93	5,355
8th Street to Hargrave Street	5,427	1,358	6,785	91	6,876	4,106	1,028	5,134	47	5,181
Hargrave Street to Ramsey Street	4,876	1,393	6,269	91	6,360	3,689	1,054	4,743	47	4,790
SR-60										
Jack Rabbit Trail to I-10	1,664	486	2,150	124	2,274	1,477	431	1,908	243	2,151

Freeway Segment	P.M. Peak Hour									
	Eastbound ⁴					Westbound ⁴				
	Auto ¹	Truck PCE ²	Total PCE ³	Project Trips	W/ Project PCE	Auto ¹	Truck PCE ²	Total PCE ³	Project Trips	W/ Project PCE
Interstate 10										
Cherry Valley Boulevard to Oak Valley Parkway	4,154	939	5,093	175	5,268	3,229	730	3,959	122	4,081
Oak Valley Parkway to SR-60	4,089	957	5,046	105	5,151	3,179	744	3,923	73	3,996
SR-60 to Beaumont Avenue	5,788	1,355	7,143	386	7,529	4,500	1,054	5,554	269	5,823
Beaumont Avenue to Pennsylvania Avenue	5,880	1,377	7,257	456	7,713	4,572	1,070	5,642	318	5,960
Pennsylvania Avenue to Highland Springs Avenue	6,085	1,548	7,633	456	8,089	4,731	1,203	5,934	318	6,252
Highland Springs Avenue to Sunset Avenue	5,858	1,490	7,348	73	7,421	4,554	1,159	5,713	105	5,818
Sunset Avenue to 22nd Street	5,735	1,435	7,170	196	7,366	4,459	1,116	5,575	280	5,855
22nd Street to 8th Street	5,598	1,401	6,999	147	7,146	4,352	1,089	5,441	210	5,651
8th Street to Hargrave Street	5,462	1,367	6,829	73	6,902	4,246	1,063	5,309	105	5,414
Hargrave Street to Ramsey Street	4,907	1,402	6,309	73	6,382	3,815	1,090	4,905	105	5,010
SR-60										
Jack Rabbit Trail to I-10	1,748	511	2,259	280	2,539	1,051	307	1,358	196	1,554

¹ Based on AADT counts from Caltrans' 2008 Annual Average Daily Traffic volume data.² Total truck percentage from Caltrans' 2008 Annual Average Daily Truck Traffic volume data.³ Passenger Car Equivalent volume, using a PCE factor of 1.5 for all trucks, based on HCM.⁴ Based on Caltrans data of % of AADT in peak hour and % split of peak hour traffic in peak direction on this segment.

Table B-15 - Adjusted Existing (2010) Freeway Segment Volumes

Freeway Segment	A.M. Peak Hour									
	Eastbound					Westbound				
	Total PCE ¹	Adjustment Factor ^	Adjusted PCE	Project Trips	W/ Project PCE	Total PCE ¹	Adjustment Factor ^	Adjusted PCE	Project Trips	W/ Project PCE
<u>Interstate 10</u>										
Cherry Valley Boulevard to Oak Valley Parkway	5,135		5,135	78	5,213	4,219		4,219	152	4,371
Oak Valley Parkway to SR-60	5,099		5,099	47	5,146	4,088		4,088	91	4,179
SR-60 to Beaumont Avenue	7,152	86.72%	6,202	171	6,373	5,719	78.61%	4,496	334	4,830
Beaumont Avenue to Pennsylvania Avenue	7,247	86.44%	6,264	202	6,466	5,783	78.42%	4,534	395	4,929
Pennsylvania Avenue to Highland Springs Avenue	7,591		7,591	202	7,793	5,946		5,946	395	6,341
Highland Springs Avenue to Sunset Avenue	7,325		7,325	91	7,416	5,693		5,693	47	5,740
Sunset Avenue to 22nd Street	7,164		7,164	243	7,407	5,508		5,508	124	5,632
22nd Street to 8th Street	6,992		6,992	182	7,174	5,350		5,350	93	5,443
8th Street to Hargrave Street	6,821		6,821	91	6,912	5,220		5,220	47	5,267
Hargrave Street to Ramsey Street	6,303		6,303	91	6,394	4,822		4,822	47	4,869
<u>SR-60</u>										
Jack Rabbit Trail to I-10	2,181		2,181	124	2,305	2,019		2,019	243	2,262

¹ Passenger Car Equivalent volume, using a PCE factor of 1.5 for all trucks, based on HCM.

^ An adjustment factor was used to develop year 2032, 2042 and Build-out traffic conditions. Existing traffic conditions were adjusted to account for the proposed overpass which will directly SR-60 and I-10 with Beaumont Avenue.

Table B-15 - Adjusted Existing (2010) Freeway Segment Volumes

Freeway Segment	P.M. Peak Hour									
	Eastbound					Westbound				
	Total PCE ¹	Adjustmen Factor ^	Adjusted PCE	Project Trips	W/ Project PCE	Total PCE ¹	Adjustmen Factor ^	Adjusted PCE	Project Trips	W/ Project PCE
<u>Interstate 10</u>										
Cherry Valley Boulevard to Oak Valley Parkway	5,448		5,448	175	5,623	4,296		4,296	122	4,418
Oak Valley Parkway to SR-60	5,331		5,331	105	5,436	4,263		4,263	73	4,336
SR-60 to Beaumont Avenue	7,501	82.32%	6,175	386	6,561	5,918	89.55%	5,299	269	5,568
Beaumont Avenue to Pennsylvania Avenue	7,536	86.87%	6,547	456	7,003	5,989	90.11%	5,396	318	5,714
Pennsylvania Avenue to Highland Springs Avenue	7,857		7,857	456	8,313	6,242		6,242	318	6,560
Highland Springs Avenue to Sunset Avenue	7,559		7,559	73	7,632	6,028		6,028	105	6,133
Sunset Avenue to 22nd Street	7,321		7,321	196	7,517	5,842		5,842	280	6,122
22nd Street to 8th Street	7,128		7,128	147	7,275	5,695		5,695	210	5,905
8th Street to Hargrave Street	6,955		6,955	73	7,028	5,557		5,557	105	5,662
Hargrave Street to Ramsey Street	6,425		6,425	73	6,498	5,134		5,134	105	5,239
<u>SR-60</u>										
Jack Rabbit Trail to I-10	2,517		2,517	280	2,797	1,536		1,536	196	1,732

¹ Passenger Car Equivalent volume, using a PCE factor of 1.5 for all trucks, based on HCM.

^ An adjustment factor was used to develop year 2032, 2042 and Build-out traffic conditions. Existing traffic conditions were adjusted to account for the proposed overpass which will directly SR-60 and I-10 with Beaumont Avenue.

Table B-16 - Build-Out Year Freeway Mainline PCE Volume Adjustments

A.M. Peak Hour													
Freeway Segment	Eastbound												
	Model Volume	Select Zone	Select Zone Overpass Volume	Total Vehicle Overpass Volume	Total Volume	Total Volume [^]	Truck %	Auto	Truck	Truck PCE	Without Project PCE	Project Trips	With Project PCE
Interstate 10													
SR-60 to Beaumont Avenue	6,684	141	0	1,024	7,567		13.50%	6,545	1022	1533	8,078	171	8,249
Beaumont Avenue to Pennsylvania Avenue	6,534	170	51	1,025	7,338		14.50%	6,274	1064	1596	7,870	202	8,072
	Westbound												
	Model Volume	Select Zone	Select Zone Overpass Volume	Total Vehicle Overpass Volume	Total Volume	Total Volume	Truck %	Auto	Truck	Truck PCE	Without Project PCE	Project Trips	With Project PCE
Interstate 10													
SR-60 to Beaumont Avenue	8,987	364	0	2,445	11,068		13.50%	9,574	1494	2241	11,815	334	12,149
Beaumont Avenue to Pennsylvania Avenue	8,886	462	149	2,446	10,721		14.50%	9,166	1555	2333	11,499	395	11,894

* The interchange on Pennsylvania Avenue is expected to be upgraded to a full diamond interchange before General Plan build-out year.

[^] Adjustments were made to develop year existing (2010) and 2022 traffic conditions. Build-out traffic conditions were adjusted to reflect existing conditions.

Table B-16 - Build-Out Year Freeway Mainline PCE Volume Adjustments

P.M. Peak Hour													
Freeway Segment	Eastbound												
	Model Volume	Select Zone	Select Zone Overpass Volume	Total Vehicle Overpass Volume	Total Volume^	Truck %	Auto	Truck	Truck PCE	Without Project PCE	Project Trips	With Project PCE	
<u>Interstate 10</u>													
SR-60 to Beaumont Avenue	10,879	321	0	2,336	12,894	13.50%	11,153	1741	2612	13,765	386	14,151	
Beaumont Avenue to Pennsylvania Avenue	10,508	379	138	1,588	11,579	14.50%	9,900	1679	2519	12,419	456	12,875	
	Westbound												
	Model Volume	Select Zone	Select Zone Overpass Volume	Total Vehicle Overpass Volume	Total Volume	Truck %	Auto	Truck	Truck PCE	Without Project PCE	Project Trips	With Project PCE	
<u>Interstate 10</u>													
SR-60 to Beaumont Avenue	10,473	192	0	1,222	11,503	13.50%	9,950	1553	2330	12,280	269	12,549	
Beaumont Avenue to Pennsylvania Ave	10,410	259	55	1,143	11,239	14.50%	9,609	1630	2445	12,054	318	12,372	

* The interchange on Pennsylvania Avenue is expected to be upgraded to a full diamond interchange before General Plan build-out year.

[^] Adjustments were made to develop year existing (2010) and 2022 traffic conditions. Build-out traffic conditions were adjusted to reflect existing conditions.

APPENDIX C

LEVEL OF SERVICE CALCULATION WORKSHEETS

EXISTING (2010) CONDITIONS

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 37.1 Worst Case Level Of Service: F[195.0]

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	1	0	0	1	0

Volume Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Base Vol:	0	0	0	143	0	30	0	188	117	300	205	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	143	0	30	0	188	117	300	205	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	172	0	36	0	226	140	360	246	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	172	0	36	0	226	140	360	246	0

Critical Gap Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Cnflct Vol:	xxxx	xxxx	xxxxx	1262	1333	246	xxxx	xxxx	xxxxx	366	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	189	156	798	xxxx	xxxx	xxxxx	1204	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	134	97	798	xxxx	xxxx	xxxxx	1204	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.28	0.00	0.05	xxxx	xxxx	xxxx	0.30	xxxx	xxxx

Level Of Service Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	134	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	233.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			195.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C[19.6]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	1	0	0	0	1

Volume Module:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Base Vol:	85	1	125	0	0	0	59	272	0	0	425	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	1	125	0	0	0	59	272	0	0	425	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	89	1	130	0	0	0	62	284	0	0	444	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	89	1	130	0	0	0	62	284	0	0	444	506

Critical Gap Module:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Capacity Module:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Cnflct Vol:	1104	1357	284	xxxxx	xxxxx	xxxxx	950	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	236	150	760	xxxxx	xxxxx	xxxxx	731	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	220	137	760	xxxxx	xxxxx	xxxxx	731	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	0.40	0.01	0.17	xxxxx	xxxxx	xxxxx	0.08	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Level Of Service Module:	I-10 Westbound Ramps						Oak Valley Pkwy.					
2Way95thQ:	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	10.7	xxxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	218	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	1.9	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	32.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	19.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: D[25.9]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0

Volume Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	60	5	53	1	3	0	1	271	42	90	497	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	5	53	1	3	0	1	271	42	90	497	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	64	5	56	1	3	0	1	288	45	96	528	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	64	5	56	1	3	0	1	288	45	96	528	1

Critical Gap Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Cnflct Vol:	1034	1033	310	1063	1055	xxxxx	529	xxxxx	xxxxx	333	xxxxx	xxxxx
Potent Cap.:	212	234	735	203	228	xxxxx	1048	xxxxx	xxxxx	1238	xxxxx	xxxxx
Move Cap.:	197	216	735	173	210	xxxxx	1048	xxxxx	xxxxx	1238	xxxxx	xxxxx
Volume/Cap:	0.32	0.02	0.08	0.01	0.02	xxxxx	0.00	xxxxx	xxxxx	0.08	xxxxx	xxxxx

Level Of Service Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.3	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8.4	xxxxx	xxxxx	8.2	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	295	xxxxx	199	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared Queue:	xxxxx	2.0	xxxxx	0.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	25.9	xxxxx	23.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	D	*	C	*	*	*	*	*	*	*	*
ApproachDel:	25.9			23.5			xxxxxx			xxxxxx		
ApproachLOS:	D			C			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	12	Average Delay (sec/veh):	24.0
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1

Volume Module:

Base Vol:	34	286	31	98	425	281	145	150	36	71	282	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	286	31	98	425	281	145	150	36	71	282	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	37	313	34	107	465	308	159	164	39	78	309	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	313	34	107	465	308	159	164	39	78	309	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	313	34	107	465	308	159	164	39	78	309	73

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.89	0.89	0.42	0.92	0.92	0.62	1.00	0.85
Lanes:	1.00	1.80	0.20	1.00	1.20	0.80	1.00	1.61	0.39	1.00	1.00	1.00
Final Sat.:	1805	3208	348	1805	2043	1351	792	2827	678	1184	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.10	0.10	0.06	0.23	0.23	0.20	0.06	0.06	0.07	0.16	0.05
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.29	0.29	0.21	0.43	0.43	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.29	0.33	0.33	0.28	0.53	0.53	0.53	0.15	0.15	0.17	0.43	0.12
Delay/Veh:	45.5	28.0	28.0	33.7	21.3	21.3	25.9	20.5	20.5	20.8	23.4	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	28.0	28.0	33.7	21.3	21.3	25.9	20.5	20.5	20.8	23.4	20.3
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	4	4	3	9	9	4	2	2	2	7	1

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	0	Average Delay (sec/veh):	9.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Beaumont Ave.				8th St.			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign	
Rights:	Include		Include		Include		Include	
Min. Green:	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	1	0	0

Volume Module:												
Base Vol:	12	214	22	45	353	31	20	37	6	16	20	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	214	22	45	353	31	20	37	6	16	20	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	13	234	24	49	385	34	22	40	7	17	22	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	234	24	49	385	34	22	40	7	17	22	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	234	24	49	385	34	22	40	7	17	22	25

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	1.72	0.18	0.21	1.65	0.14	0.32	0.59	0.09	0.27	0.34	0.39
Final Sat.:	63	1145	120	142	1138	102	189	351	57	167	208	240

Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.20	0.35	0.34	0.33	0.12	0.12	0.12	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	9.4	9.3	9.2	10.6	10.4	10.1	9.2	9.2	9.2	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.3	9.2	10.6	10.4	10.1	9.2	9.2	9.2	9.0	9.0	9.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:	9.3			10.4			9.2			9.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.3			10.4			9.2			9.0		
LOS by Appr:	A			B			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.5	0.5	0.5	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 12 Average Delay (sec/veh): 24.0
Optimal Cycle: 43 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	1

Volume Module:

Base Vol:	409	264	0	0	262	127	0	0	0	147	0	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	409	264	0	0	262	127	0	0	0	147	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	461	298	0	0	295	143	0	0	0	166	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	298	0	0	295	143	0	0	0	166	0	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	461	298	0	0	295	143	0	0	0	166	0	69

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.35	0.65	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2312	1121	0	0	0	1809	0	1615

Capacity Analysis Module:

Vol/Sat:	0.26	0.08	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.09	0.00	0.04
Crit Moves:	****				****					****		
Green/Cycle:	0.47	0.71	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.54	0.12	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.54	0.00	0.25
Delay/Veh:	19.3	4.6	0.0	0.0	34.1	34.1	0.0	0.0	0.0	39.9	0.0	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	4.6	0.0	0.0	34.1	34.1	0.0	0.0	0.0	39.9	0.0	36.5
LOS by Move:	B	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	10	1	0	0	7	7	0	0	0	5	0	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709

Loss Time (sec): 12 Average Delay (sec/veh): 23.5

Optimal Cycle: 61 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:

Base Vol:	0	556	500	79	303	0	126	0	382	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	556	500	79	303	0	126	0	382	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	588	529	84	321	0	133	0	404	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	588	529	84	321	0	133	0	404	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	588	529	84	321	0	133	0	404	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.33	0.05	0.09	0.00	0.07	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.46	0.46	0.07	0.53	0.00	0.35	0.00	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.35	0.71	0.66	0.17	0.00	0.21	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	17.6	25.0	57.7	12.2	0.0	22.9	0.0	32.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	25.0	57.7	12.2	0.0	22.9	0.0	32.4	0.0	0.0	0.0
LOS by Move:	A	B	C	E	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	13	3	3	0	3	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 12 Average Delay (sec/veh): 24.5
Optimal Cycle: 61 Level Of Service: C

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Base Vol:	30	856	291	123	536	22	28	29	5	209	85	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	856	291	123	536	22	28	29	5	209	85	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	34	974	331	140	610	25	32	33	6	238	97	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	974	331	140	610	25	32	33	6	238	97	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	974	331	140	610	25	32	33	6	238	97	140

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.94	0.94	0.42	0.98	0.98	0.74	0.91	0.91
Lanes:	1.00	1.49	0.51	1.00	1.92	0.08	1.00	0.85	0.15	1.00	0.41	0.59
Final Sat.:	1805	2592	881	1805	3447	141	789	1585	273	1398	707	1024

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.02	0.38	0.38	0.08	0.18	0.18	0.04	0.02	0.02	0.17	0.14	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.53	0.53	0.11	0.46	0.46	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.10	0.71	0.71	0.71	0.39	0.39	0.17	0.09	0.09	0.71	0.57	0.57
Delay/Veh:	34.3	19.0	19.0	54.2	18.0	18.0	30.5	29.6	29.6	41.6	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	19.0	19.0	54.2	18.0	18.0	30.5	29.6	29.6	41.6	35.3	35.3
LOS by Move:	C	B	B	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	1	17	17	4	7	7	1	1	1	8	7	7

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[7.2]

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	1177	0	0	750	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1177	0	0	750	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1177	0	0	750	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	1177	0	0	750	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1339	1927	375	1552	1927	589
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	147	67	628	106	67	457
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	147	67	628	106	67	457
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[12.6]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0
Volume Module:												
Base Vol:	234	1162	0	0	730	1	1	0	65	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1162	0	0	730	1	1	0	65	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	249	1236	0	0	777	1	1	0	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	249	1236	0	0	777	1	1	0	69	0	0	0

Critical Gap Module:	Lamb Canyon Rd.						California Ave.					
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Lamb Canyon Rd.						California Ave.					
Cnflct Vol:	778	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1893	xxxx	389	xxxx	xxxx	xxxxxx
Potent Cap.:	848	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	63	xxxx	616	xxxx	xxxx	xxxxxx
Move Cap.:	848	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	49	xxxx	616	xxxx	xxxx	xxxxxx
Volume/Cap:	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.11	xxxx	xxxx	xxxx

Level Of Service Module:	Lamb Canyon Rd.						California Ave.					
2Way95thQ:	1.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.1	xxxx	0.4	xxxx	xxxx	xxxxxx
Control Del:	11.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	80.6	xxxx	11.6	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.6			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 Average Delay (sec/veh): 14.4
Optimal Cycle: 0 Level Of Service: B

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	41	117	30	108	105	98	51	196	46	31	275	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	117	30	108	105	98	51	196	46	31	275	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	42	121	31	112	109	102	53	203	48	32	285	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	121	31	112	109	102	53	203	48	32	285	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	121	31	112	109	102	53	203	48	32	285	107

Saturation Flow Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	1.00	1.00	1.00	1.00	0.21	0.79	1.00	0.10	0.90	1.00
Final Sat.:	120	342	512	434	462	506	104	398	558	53	471	580

Capacity Analysis Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.35	0.35	0.06	0.26	0.24	0.20	0.51	0.51	0.09	0.61	0.61	0.18
Crit Moves:	****			****			****			****		
Delay/Veh:	13.6	13.6	9.6	13.1	12.2	10.9	16.1	16.1	9.3	18.5	18.5	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	9.6	13.1	12.2	10.9	16.1	16.1	9.3	18.5	18.5	9.9
LOS by Move:	B	B	A	B	B	B	C	C	A	C	C	A
ApproachDel:	13.0			12.1			15.0			16.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.0			12.1			15.0			16.3		
LOS by Appr:	B			B			C			C		
AllWayAvgQ:	0.5	0.5	0.1	0.3	0.3	0.2	0.9	0.9	0.1	1.3	1.3	0.2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 0 Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: B

Street Name: Palm Ave. 8th St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 19 120 32 9 113 11 30 41 43 88 37 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 19 120 32 9 113 11 30 41 43 88 37 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68
PHF Volume: 28 175 47 13 165 16 44 60 63 129 54 22
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 175 47 13 165 16 44 60 63 129 54 22
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 28 175 47 13 165 16 44 60 63 129 54 22

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.11 0.70 0.19 0.07 0.85 0.08 0.26 0.36 0.38 0.63 0.26 0.11
Final Sat.: 75 473 126 44 554 54 170 232 243 398 167 68

Capacity Analysis Module:
Vol/Sat: 0.37 0.37 0.37 0.30 0.30 0.30 0.26 0.26 0.26 0.32 0.32 0.32
Crit Moves: ****
Delay/Veh: 10.7 10.7 10.7 10.1 10.1 10.1 9.7 9.7 9.7 10.6 10.6 10.6
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.7 10.7 10.7 10.1 10.1 10.1 9.7 9.7 9.7 10.6 10.6 10.6
LOS by Move: B B B B B A A A B B B
ApproachDel: 10.7 10.1 9.7 10.6
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 10.7 10.1 9.7 10.6
LOS by Appr: B B A B
AllWayAvgQ: 0.5 0.5 0.5 0.4 0.4 0.4 0.3 0.3 0.3 0.4 0.4 0.4

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526

Loss Time (sec): 0 Average Delay (sec/veh): 12.6

Optimal Cycle: 0 Level Of Service: B

Street Name: Pennsylvania Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound South Bound East Bound West Bound

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

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 1 0 1 0 0

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Volume Module:

Base Vol: 100 0 94 0 0 0 0 226 96 122 292 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 100 0 94 0 0 0 0 226 96 122 292 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87

PHF Volume: 114 0 108 0 0 0 0 259 110 140 334 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 114 0 108 0 0 0 0 259 110 140 334 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 114 0 108 0 0 0 0 259 110 140 334 0

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.52 0.00 0.48 0.00 0.00 0.00 0.00 0.70 0.30 1.00 1.00 0.00

Final Sat.: 314 0 296 0 0 0 0 492 209 591 644 0

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Capacity Analysis Module:

Vol/Sat: 0.36 xxxx 0.36 xxxx xxxx xxxx 0.53 0.53 0.24 0.52 xxxx

Crit Moves: ****

Delay/Veh: 11.3 0.0 11.3 0.0 0.0 0.0 0.0 13.2 13.2 10.5 13.7 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 11.3 0.0 11.3 0.0 0.0 0.0 0.0 13.2 13.2 10.5 13.7 0.0

LOS by Move: B * B * * * * B B B B *

ApproachDel: 11.3 xxxxxx 13.2 12.8

Delay Adj: 1.00 xxxxxx 1.00 1.00

ApprAdjDel: 11.3 xxxxxx 13.2 12.8

LOS by Appr: B * B B

AllWayAvgQ: 0.5 0.5 0.5 0.0 0.0 0.0 1.0 1.0 1.0 0.3 1.0 0.0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676

Loss Time (sec): 0 Average Delay (sec/veh): 14.5

Optimal Cycle: 0 Level Of Service: B

Street Name: Pennsylvania Ave. 8th St.

Approach: North Bound South Bound East Bound West Bound

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

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

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Volume Module:

Base Vol: 29 171 17 83 226 29 25 78 20 23 80 53

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 29 171 17 83 226 29 25 78 20 23 80 53

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78

PHF Volume: 37 221 22 107 292 37 32 101 26 30 103 68

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 37 221 22 107 292 37 32 101 26 30 103 68

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 37 221 22 107 292 37 32 101 26 30 103 68

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.13 0.79 0.08 0.24 0.67 0.09 0.20 0.64 0.16 0.15 0.51 0.34

Final Sat.: 81 476 47 159 432 55 106 332 85 81 282 187

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Capacity Analysis Module:

Vol/Sat: 0.46 0.46 0.46 0.68 0.68 0.68 0.30 0.30 0.30 0.37 0.37 0.37

Crit Moves: ****

Delay/Veh: 12.9 12.9 12.9 18.0 18.0 18.0 11.3 11.3 11.3 11.8 11.8 11.8

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 12.9 12.9 12.9 18.0 18.0 18.0 11.3 11.3 11.3 11.8 11.8 11.8

LOS by Move: B B B C C C B B B B B B

ApproachDel: 12.9 18.0 11.3 11.8

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 12.9 18.0 11.3 11.8

LOS by Appr: B C B B

AllWayAvgQ: 0.7 0.7 0.7 1.7 1.7 1.7 0.3 0.3 0.3 0.4 0.4 0.4

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: C[24.3]

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	217	0	0	386	0	0	0	0	125	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	217	0	0	386	0	0	0	0	125	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	268	0	0	476	0	0	0	0	154	0	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	268	0	0	476	0	0	0	0	154	0	215

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	744	744	268
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	385	345	776
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	385	345	776
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.40	0.00	0.28

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	545	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				24.3	
ApproachLOS:	*			*			*				C	

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): 13.1 Worst Case Level Of Service: B[14.1]

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	231	103	215	298	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	231	103	215	298	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	286	127	266	369	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	286	127	266	369	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxxx	0	0	143	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxxx	900	1091	831	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxxx	900	1091	553	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxxx	0.32	0.12	0.48	0.41	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	2.6	2.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	17.4	11.7	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	C	B	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	951	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared Queue:	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	11.7	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	*	*	*	*	*	*
ApproachDel:	11.7			14.1			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[14.8]

Street Name:		Pennsylvania Ave.				3rd St.				
Approach:	North Bound	South Bound			East Bound			West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Uncontrolled	Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include	Include			Include			Include		
Lanes:	1 0 1 0 0	0 0 1 0 1	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	
Volume Module:										
Base Vol:	7 322 0	0 276 26	17 0 2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	7 322 0	0 276 26	17 0 2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	0.80 0.80 0.80	0.80 0.80 0.80	0.80 0.80 0.80	0.80 0.80 0.80	0.80 0.80 0.80	0.80 0.80 0.80	0.80 0.80 0.80	0.80 0.80 0.80	0.80 0.80 0.80	
PHF Volume:	9 403 0	0 345 33	21 0 3	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
FinalVolume:	9 403 0	0 345 33	21 0 3	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Critical Gap Module:										
Critical Gp:	4.1 xxxx xxxxx	xxxx xxxx xxxxx	6.4 6.5 6.2	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	
FollowUpTim:	2.2 xxxx xxxxx	xxxxx xxxx xxxxx	3.5 4.0 3.3	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	
Capacity Module:										
Cnflct Vol:	378 xxxx xxxxx	xxxx xxxx xxxxx	765 765 345	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	
Potent Cap.:	1192 xxxx xxxxx	xxxx xxxx xxxxx	374 336 702	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	
Move Cap.:	1192 xxxx xxxxx	xxxx xxxx xxxxx	372 333 702	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	
Volume/Cap:	0.01 xxxx xxxxx	xxxx xxxx xxxxx	0.06 0.00 0.00	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	
Level Of Service Module:										
2Way95thQ:	0.0 xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	
Control Del:	8.0 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	
LOS by Move:	A * *	* *	* *	* *	* *	* *	* *	* *	* *	
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 392	xxxx xxxx xxxxx	xxxx 392	xxxx xxxx xxxxx	xxxx 392	xxxx xxxx xxxxx	xxxx 392	
SharedQueue:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 0.2	xxxxx xxxx xxxxx	xxxxx 0.2	xxxxx xxxx xxxxx	xxxxx 0.2	xxxxx xxxx xxxxx	xxxxx 0.2	
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 14.8	xxxxx xxxx xxxxx	xxxxx 14.8	xxxxx xxxx xxxxx	xxxxx 14.8	xxxxx xxxx xxxxx	xxxxx 14.8	
Shared LOS:	* *	* *	B	* *	* *	B	* *	* *	B	
ApproachDel:	xxxxxx	xxxxxx	14.8	xxxxxx	xxxxxx	14.8	xxxxxx	xxxxxx	14.8	
ApproachLOS:	*	*	B	*	*	B	*	*	B	

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680

Loss Time (sec): 0 Average Delay (sec/veh): 15.8

Optimal Cycle: 0 Level Of Service: C

Street Name: Cherry Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound South Bound East Bound West Bound

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

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 1

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Volume Module:

Base Vol: 0 0 0 289 0 181 124 190 0 0 211 229

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 289 0 181 124 190 0 0 211 229

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86

PHF Volume: 0 0 0 336 0 210 144 221 0 0 245 266

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 336 0 210 144 221 0 0 245 266

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 0 0 0 336 0 210 144 221 0 0 245 266

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00

Final Sat.: 0 0 0 494 0 586 476 512 0 0 525 585

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Capacity Analysis Module:

Vol/Sat: xxxx xxxx xxxx 0.68 xxxx 0.36 0.30 0.43 xxxx xxxx 0.47 0.46

Crit Moves: **** * B B B * * B B

Delay/Veh: 0.0 0.0 0.0 23.0 0.0 11.8 13.1 14.4 0.0 0.0 14.9 13.4

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 23.0 0.0 11.8 13.1 14.4 0.0 0.0 14.9 13.4

LOS by Move: * * * C * B B B * * B B

ApproachDel: xxxxxx 18.7 13.9 14.1

Delay Adj: xxxxx 1.00 1.00 1.00

ApprAdjDel: xxxxxx 18.7 13.9 14.1

LOS by Appr: * C B B

AllWayAvgQ: 0.0 0.0 0.0 1.8 0.0 0.5 0.4 0.7 0.0 0.0 0.8 0.8

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362

Loss Time (sec): 0 Average Delay (sec/veh): 10.8

Optimal Cycle: 0 Level Of Service: B

Street Name: Starlight Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound

South Bound

East Bound

West Bound

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

-----|-----|-----|-----|

Control: Stop Sign

Stop Sign

Stop Sign

Stop Sign

Rights: Include

Include

Include

Include

Min. Green: 7 7 7

7 7 7

7 7 7

7 7 7

Lanes: 1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 160 4 9 1 6 8 7 201 127 15 167 1

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 160 4 9 1 6 8 7 201 127 15 167 1

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87

PHF Volume: 185 5 10 1 7 9 8 232 147 17 193 1

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 185 5 10 1 7 9 8 232 147 17 193 1

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 185 5 10 1 7 9 8 232 147 17 193 1

-----|-----|-----|-----|

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.23 0.77 1.00 1.99 0.01

Final Sat.: 511 545 610 461 492 544 551 751 512 520 1121 7

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.36 0.01 0.02 0.00 0.01 0.02 0.01 0.31 0.29 0.03 0.17 0.17

Crit Moves: **** **** ****

Delay/Veh: 12.9 8.9 8.3 9.9 9.5 8.8 9.1 10.8 9.9 9.5 10.0 10.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 12.9 8.9 8.3 9.9 9.5 8.8 9.1 10.8 9.9 9.5 10.0 10.0

LOS by Move: B A A A A A A B A A A A

ApproachDel: 12.5 9.1 10.4 9.9

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 12.5 9.1 10.4 9.9

LOS by Appr: B A B A

AllWayAvgQ: 0.5 0.0 0.0 0.0 0.0 0.0 0.0 0.4 0.4 0.0 0.2 0.2

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: A[9.9]

Street Name:	Highland Springs Ave.						Brookside Ave.													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Uncontrolled						Uncontrolled						Stop Sign							
Rights:	Include						Include						Include							
Lanes:	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	176	27	0	0	68	1	1	0	185	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	27	0	0	68	1	1	0	185	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	220	34	0	0	85	1	1	0	231	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	220	34	0	0	85	1	1	0	231	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	86	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	559	559	86	xxxx	xxxx	xxxxxx
Potent Cap.:	1523	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	494	441	979	xxxx	xxxx	xxxxxx
Move Cap.:	1523	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	439	377	979	xxxx	xxxx	xxxxxx
Volume/Cap:	0.14	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.00	0.00	0.24	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	972	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.9	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.9	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx					
ApproachLOS:	*			*			A			*					

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name: Highland Springs Ave.

16th St.

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Control: Uncontrolled

Uncontrolled

Stop Sign

Stop Sign

Rights: Include

Include

Include

Include

Lanes: 0 0 1 0 0

0 0 1 0 0

0 0 1! 0 0

0 0 0 0 0

Volume Module:

Base Vol: 0 203 0 0 253 0 0 0 0 0 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 203 0 0 253 0 0 0 0 0 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 203 0 0 253 0 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 0 203 0 0 253 0 0 0 0 0 0 0 0

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx

FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx 456 456 253 xxxx xxxx xxxxx

Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 566 504 791 xxxx xxxx xxxxx

Move Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 566 504 791 xxxx xxxx xxxxx

Volume/Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.00 0.00 0.00 xxxx xxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

LOS by Move: *

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

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

SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shared LOS: *

ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: * * * *

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/ F Street

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	0	191	0	0	243	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	191	0	0	243	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	191	0	0	243	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	191	0	0	243	0	0	0	0	0	0	0

Critical Gap Module:

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

Capacity Module:

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

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
 Loss Time (sec): 12 Average Delay (sec/veh): 20.8
 Optimal Cycle: 40 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	124	185	0	0	234	9	6	0	204	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	185	0	0	234	9	6	0	204	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	149	222	0	0	281	11	7	0	245	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	222	0	0	281	11	7	0	245	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	149	222	0	0	281	11	7	0	245	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.96	0.04	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1820	70	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.08	0.12	0.00	0.00	0.15	0.15	0.00	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.19	0.54	0.00	0.00	0.35	0.35	0.34	0.00	0.53	0.00	0.00	0.00
Volume/Cap:	0.44	0.22	0.00	0.00	0.44	0.44	0.01	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	37.0	12.3	0.0	0.0	25.5	25.5	21.6	0.0	13.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	12.3	0.0	0.0	25.5	25.5	21.6	0.0	13.2	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	C	A	B	A	A	A
HCM2kAvgQ:	4	3	0	0	7	7	0	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[17.6]

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	0	1	0	0	0	1	0

Volume Module:

Base Vol:	26	287	0	0	515	20	17	0	169	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	287	0	0	515	20	17	0	169	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	31	340	0	0	609	24	20	0	200	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	340	0	0	609	24	20	0	200	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	633	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1022	xxxx	621	xxxx	xxxx	xxxxxx
Potent Cap.:	959	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	264	xxxx	491	xxxx	xxxx	xxxxxx
Move Cap.:	959	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	257	xxxx	491	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	0.08	xxxx	0.41	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	2.0	xxxx	xxxx	xxxxxx
Control Del:	8.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	20.2	xxxx	17.3	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	C	*	C	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.6			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.424
 Loss Time (sec): 16 Average Delay (sec/veh): 30.1
 Optimal Cycle: 44 Level Of Service: C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	57	149	116	150	398	93	19	94	101	141	88	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	149	116	150	398	93	19	94	101	141	88	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	65	171	133	172	457	107	22	108	116	162	101	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	171	133	172	457	107	22	108	116	162	101	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	171	133	172	457	107	22	108	116	162	101	133

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.88	0.88	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.62	0.38	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	2844	665	1805	1664	1664	1805	3610	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.09	0.08	0.10	0.16	0.16	0.01	0.06	0.07	0.09	0.03	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.23	0.44	0.24	0.38	0.38	0.17	0.16	0.16	0.21	0.20	0.20
Volume/Cap:	0.42	0.40	0.19	0.40	0.42	0.42	0.07	0.39	0.42	0.42	0.14	0.41
Delay/Veh:	45.3	33.6	17.4	32.6	23.2	23.2	34.8	37.8	38.1	34.9	32.7	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	33.6	17.4	32.6	23.2	23.2	34.8	37.8	38.1	34.9	32.7	35.4
LOS by Move:	D	C	B	C	C	C	C	D	D	C	C	D
HCM2kAvgQ:	2	4	2	4	6	6	1	3	4	5	1	4

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	124	145	127	98	33	105	405	159	110	489	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.92		1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4674		1770	3406		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4674		1770	3406		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	83	139	163	143	110	37	118	455	179	124	549	54
RTOR Reduction (vph)	0	144	0	0	30	0	0	0	110	0	0	33
Lane Group Flow (vph)	83	158	0	143	117	0	118	455	69	124	549	21
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	6.7	8.7		11.2	13.2		8.2	28.3	28.3	8.5	28.6	28.6
Effective Green, g (s)	6.7	8.7		11.2	13.2		8.2	28.3	28.3	8.5	28.6	28.6
Actuated g/C Ratio	0.09	0.12		0.15	0.18		0.11	0.38	0.38	0.12	0.39	0.39
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	161	552		269	610		197	1359	608	204	1373	614
v/s Ratio Prot	0.05	c0.03		c0.08	0.03		0.07	0.13		c0.07	c0.16	
v/s Ratio Perm									0.04			0.01
v/c Ratio	0.52	0.29		0.53	0.19		0.60	0.33	0.11	0.61	0.40	0.03
Uniform Delay, d1	32.0	29.7		28.8	25.7		31.2	16.0	14.6	31.0	16.3	14.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.8	0.3		2.0	0.2		4.8	0.7	0.4	5.1	0.9	0.1
Delay (s)	34.7	30.0		30.8	25.9		36.0	16.7	15.0	36.1	17.2	14.1
Level of Service	C	C		C	C		D	B	B	D	B	B
Approach Delay (s)		31.0			28.3			19.3			20.2	
Approach LOS		C			C			B			C	
Intersection Summary												
HCM Average Control Delay			22.9			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			73.7			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			47.0%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	138	0	141	211	571	0	0	462	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	144	0	147	220	595	0	0	481	276
RTOR Reduction (vph)	0	0	0	0	0	98	0	0	0	0	0	184
Lane Group Flow (vph)	0	0	0	0	144	49	220	595	0	0	481	92
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					c0.08		c0.12	0.17			c0.14	
v/s Ratio Perm						0.03						0.06
v/c Ratio					0.24	0.09	1.49	0.34			0.41	0.17
Uniform Delay, d1					11.6	11.0	22.0	7.2			12.3	11.3
Progression Factor					1.00	1.00	1.01	0.78			1.00	1.00
Incremental Delay, d2					1.0	0.3	248.1	0.5			1.0	0.7
Delay (s)					12.6	11.4	270.3	6.1			13.4	12.0
Level of Service					B	B	F	A			B	B
Approach Delay (s)		0.0			12.0			77.4			12.9	
Approach LOS		A			B			E			B	
Intersection Summary												
HCM Average Control Delay			41.0				HCM Level of Service				D	
HCM Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			48.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			49.5%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Existing Conditions

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	299	0	231	0	0	0	0	483	189	173	427	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	322	0	248	0	0	0	0	519	203	186	459	0
RTOR Reduction (vph)	0	0	165	0	0	0	0	0	135	0	0	0
Lane Group Flow (vph)	0	322	83	0	0	0	0	519	68	186	459	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.18						c0.15		c0.11	0.13	
v/s Ratio Perm			0.05						0.04			
v/c Ratio		0.55	0.16					0.44	0.13	1.26	0.26	
Uniform Delay, d1		13.0	11.3					12.5	11.1	22.0	6.9	
Progression Factor		1.00	1.00					1.00	1.00	1.17	0.70	
Incremental Delay, d2		3.6	0.6					1.2	0.5	157.1	0.3	
Delay (s)		16.6	11.9					13.7	11.6	182.8	5.1	
Level of Service		B	B					B	B	F	A	
Approach Delay (s)		14.6			0.0			13.1			56.4	
Approach LOS		B			A			B			E	
Intersection Summary												
HCM Average Control Delay			28.0									
HCM Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			48.0									
Intersection Capacity Utilization			49.5%									
Analysis Period (min)			15									
c Critical Lane Group												

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.225

Loss Time (sec): 16 Average Delay (sec/veh): 30.3

Optimal Cycle: 44 Level Of Service: C

Street Name: Highland Springs Ave.

1st St.-Sun Lakes Blvd.

Approach: North Bound

South Bound

East Bound

West Bound

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

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Control: Protected

Protected

Split Phase

Split Phase

Rights: Include

Ignore

Include

Ignore

Min. Green: 7 7 7

7 7 7

7 7 7

7 7 7

Y+R: 4.0 4.0 4.0

4.0 4.0 4.0

4.0 4.0 4.0

4.0 4.0 4.0

Lanes: 1 0 1 1 0

1 0 2 0 1

1 0 1 1 0

0 1 1 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 24 173 9 79 128 52 101 37 18 4 41 169

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 24 173 9 79 128 52 101 37 18 4 41 169

User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00

PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.00 0.86 0.86 0.86 0.86 0.86 0.00

PHF Volume: 28 200 10 92 148 0 117 43 21 5 48 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 28 200 10 92 148 0 117 43 21 5 48 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00

Final Volume: 28 200 10 92 148 0 117 43 21 5 48 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.94 0.94 0.95 0.95 1.00 0.95 0.90 0.90 0.95 0.95 1.00

Lanes: 1.00 1.90 0.10 1.00 2.00 1.00 1.00 1.35 0.65 0.18 1.82 1.00

Final Sat.: 1805 3407 177 1805 3610 1900 1805 2310 1124 320 3276 1900

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Capacity Analysis Module:

Vol/Sat: 0.02 0.06 0.06 0.05 0.04 0.00 0.06 0.02 0.02 0.01 0.01 0.00

Crit Moves: ****

Green/Cycle: 0.24 0.26 0.26 0.22 0.24 0.00 0.29 0.29 0.29 0.07 0.07 0.00

Volume/Cap: 0.06 0.23 0.23 0.23 0.17 0.00 0.23 0.06 0.06 0.21 0.21 0.00

Delay/Veh: 29.3 29.2 29.2 32.0 30.1 0.0 27.5 26.0 26.0 44.3 44.3 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 29.3 29.2 29.2 32.0 30.1 0.0 27.5 26.0 26.0 44.3 44.3 0.0

LOS by Move: C C C C C A C C C D D A

HCM2kAvgQ: 1 3 3 2 2 0 3 1 1 1 1 0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Potrero Blvd.

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[9.6]

Street Name:	Highland Springs Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	2	0	1	1

Volume Module:

Base Vol:	4	142	0	0	76	24	42	0	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	142	0	0	76	24	42	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	4	159	0	0	85	27	47	0	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	159	0	0	85	27	47	0	6	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	112	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	174	xxxx	43	xxxx	xxxx	xxxxxx
Potent Cap.:	1490	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	805	xxxx	1025	xxxx	xxxx	xxxxxx
Move Cap.:	1490	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	803	xxxx	1025	xxxx	xxxx	xxxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	0.06	xxxx	0.01	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.2	xxxx	0.0	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.8	xxxx	8.5	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	A	*	A	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.6		xxxxxx			
ApproachLOS:	*			*			A		*			

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[14.3]

C St.						Wilson St.						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	1
Volume Module:												
Base Vol:	6	0	0	0	0	0	0	303	1	0	316	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	0	0	0	0	303	1	0	316	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	7	0	0	0	0	0	0	354	1	0	370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	0	0	0	0	0	0	354	1	0	370	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	725	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	395	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	395	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	14.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	B	*	*	*	*	*	*	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	13	0	0	0	19	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	13	0	0	0	19	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	13	0	0	0	19	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	13	0	0	0	19	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	32	32	19	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	987	865	1065	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	987	865	1065	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	13	0	0	19	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	13	0	0	19	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	13	0	0	19	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	13	0	0	19	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	32	32	13
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	987	865	1073
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	987	865	1073
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	13	0	0	0	19	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	13	0	0	0	19	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	13	0	0	0	19	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	13	0	0	0	19	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	32	32	19	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	987	865	1065	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	987	865	1065	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	13	0	0	0	19	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	13	0	0	0	19	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	13	0	0	0	19	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	13	0	0	0	19	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	32	32	19	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	987	865	1065	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	987	865	1065	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[13.2]

Street Name:	Highland Home Rd.						Wilson St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Base Vol:	14	1	30	5	7	7	10	241	18	41	252	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1	30	5	7	7	10	241	18	41	252	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	16	1	35	6	8	8	12	281	21	48	294	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	16	1	35	6	8	8	12	281	21	48	294	2

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Cnflct Vol:	561	706	151	555	716	148	296	xxxx	xxxxx	302	xxxx	xxxxx
Potent Cap.:	415	363	875	419	358	878	1277	xxxx	xxxxx	1271	xxxx	xxxxx
Move Cap.:	389	346	875	387	342	878	1277	xxxx	xxxxx	1271	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.04	0.02	0.02	0.01	0.01	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
2Way95thQ:	0.1	0.0	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	14.7	15.4	9.3	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	B	C	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	459	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	11.1			13.2			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.5]

Street Name:	Highland Home Rd.						Ramsey St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	0	0	0	23	2	39	22	238	0	0	245	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	2	39	22	238	0	0	245	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	25	2	43	24	260	0	0	268	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	25	2	43	24	260	0	0	268	22

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	443	598	130	457	587	145	290	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	503	419	902	537	425	883	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	470	411	902	530	417	883	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.05	0.01	0.05	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.3	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	519	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	12.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 Average Delay (sec/veh): 11.6
Optimal Cycle: 0 Level Of Service: B

Street Name: Sunset Ave. Wilson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Lanes: 0 1 0 0 1 0 0 0 1 0 0 0 0 0 1 0 0

Volume Module:
Base Vol: 107 16 22 0 33 7 5 169 201 37 132 1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 107 16 22 0 33 7 5 169 201 37 132 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 125 19 26 0 39 8 6 198 236 43 155 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 19 26 0 39 8 6 198 236 43 155 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 125 19 26 0 39 8 6 198 236 43 155 1

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.87 0.13 1.00 0.00 0.83 0.17 0.01 0.45 0.54 0.22 0.77 0.01
Final Sat.: 455 68 627 0 466 99 10 353 419 147 524 4

Capacity Analysis Module:
Vol/Sat: 0.28 0.28 0.04 xxxx 0.08 0.08 0.56 0.56 0.56 0.30 0.30 0.30
Crit Moves: ****
Delay/Veh: 11.3 11.3 8.2 0.0 9.1 9.1 12.8 12.8 12.8 10.1 10.1 10.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.3 11.3 8.2 0.0 9.1 9.1 12.8 12.8 12.8 10.1 10.1 10.1
LOS by Move: B B A * A A B B B B B B
ApproachDel: 10.9 9.1 12.8 10.1
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 10.9 9.1 12.8 10.1
LOS by Appr: B A B B
AllWayAvgQ: 0.3 0.3 0.0 0.1 0.1 0.1 1.2 1.2 1.2 0.4 0.4 0.4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.222
Loss Time (sec): 12 Average Delay (sec/veh): 23.4
Optimal Cycle: 33 Level Of Service: C

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sunset Ave. NB			Sunset Ave. SB			Ramsey St. EB			Ramsey St. WB		
Base Vol:	78	126	65	52	203	50	47	155	64	42	159	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	126	65	52	203	50	47	155	64	42	159	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	94	151	78	62	244	60	56	186	77	50	191	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	151	78	62	244	60	56	186	77	50	191	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	151	78	62	244	60	56	186	77	50	191	34

Saturation Flow Module:	Sunset Ave. NB			Sunset Ave. SB			Ramsey St. EB			Ramsey St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.90	0.90	0.60	0.92	0.92	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.32	0.68	1.00	1.60	0.40	1.00	1.42	0.58	1.00	1.70	0.30
Final Sat.:	1022	2260	1166	1138	2810	692	1805	2443	1009	1805	3002	529

Capacity Analysis Module:	Sunset Ave. NB			Sunset Ave. SB			Ramsey St. EB			Ramsey St. WB		
Vol/Sat:	0.09	0.07	0.07	0.05	0.09	0.09	0.03	0.08	0.08	0.03	0.06	0.06
Crit Moves:	****						****			****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.23	0.34	0.34	0.13	0.23	0.23
Volume/Cap:	0.22	0.16	0.16	0.13	0.21	0.21	0.13	0.22	0.22	0.22	0.27	0.27
Delay/Veh:	19.3	18.6	18.6	18.4	19.0	19.0	30.4	23.5	23.5	39.8	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	18.6	18.6	18.4	19.0	19.0	30.4	23.5	23.5	39.8	31.5	31.5
LOS by Move:	B	B	B	B	B	B	C	C	C	D	C	C
HCM2kAvgQ:	2	2	2	1	3	3	1	3	3	2	3	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.1]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	1	0	0	0	0	0	1
Volume Module:												
Base Vol:	40	174	0	0	175	168	0	0	0	7	7	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	174	0	0	175	168	0	0	0	7	7	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	45	194	0	0	195	187	0	0	0	8	8	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	45	194	0	0	195	187	0	0	0	8	8	108

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	382	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	380	665	97
Potent Cap.:	1188	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	600	383	947
Move Cap.:	1188	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	583	369	947
Volume/Cap:	0.04	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.01	0.02	0.11

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	832	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.5	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.1	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.1		
ApproachLOS:	*	*	*	*	*	*	*	*	*	B		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: B[13.9]

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	80	6	118	66	0	144	2	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	80	6	118	66	0	144	2	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	90	7	132	74	0	161	2	34	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	90	7	132	74	0	161	2	34	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	96	xxxx	xxxxx	383	435	37	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1510	xxxx	xxxxx	597	517	1034	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1510	xxxx	xxxxx	554	469	1034	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.29	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	600	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	13.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				13.9		xxxxxx		
ApproachLOS:	*			*				B		*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[11.4]

Sunrise Ave.						Wilson St.						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	3	3	12	0	7	12	7	174	6	31	180	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	3	12	0	7	12	7	174	6	31	180	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	4	4	16	0	9	16	9	235	8	42	243	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	4	4	16	0	9	16	9	235	8	42	243	1

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	598	586	239	xxxxx	588	243	244	xxxxx	xxxxx	243	xxxxx	xxxxx
Potent Cap.:	417	425	805	xxxxx	424	801	1334	xxxxx	xxxxx	1335	xxxxx	xxxxx
Move Cap.:	390	409	805	xxxxx	408	801	1334	xxxxx	xxxxx	1335	xxxxx	xxxxx
Volume/Cap:	0.01	0.01	0.02	xxxxx	0.02	0.02	0.01	xxxxx	xxxxx	0.03	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	7.8	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	601	xxxxx	xxxxx	xxxxx	591	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	11.2	xxxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	B	*	*	*	B	*	*	*	*	*	*
ApproachDel:	11.2			11.4			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.8]

16th St.						Wilson St.						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	7	0	24	0	0	0	1	176	7	16	174	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	24	0	0	0	1	176	7	16	174	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
PHF Volume:	10	0	33	0	0	0	1	242	10	22	239	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	33	0	0	0	1	242	10	22	239	0

Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	413	532	126	407	537	120	239	xxxx	xxxxx	251	xxxx	xxxxx
Potent Cap.:	573	456	908	534	453	916	1340	xxxx	xxxxx	1326	xxxx	xxxxx
Move Cap.:	565	448	908	508	445	916	1340	xxxx	xxxxx	1326	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	798	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #44 8th St./Wilson St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	8th St.						Wilson St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7						
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1			

Volume Module:												
Base Vol:	118	48	19	7	131	47	21	169	68	41	148	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	48	19	7	131	47	21	169	68	41	148	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	156	63	25	9	173	62	28	224	90	54	196	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	63	25	9	173	62	28	224	90	54	196	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	63	25	9	173	62	28	224	90	54	196	4

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.26	0.10	0.04	0.71	0.25	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	358	146	58	22	410	147	503	543	605	492	520	11

Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.42	0.42	0.42	0.06	0.41	0.15	0.11	0.38	0.38
Crit Moves:	****	****					****	****				
Delay/Veh:	13.1	13.1	13.1	12.6	12.6	12.6	9.9	13.0	9.2	10.4	12.6	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	12.6	12.6	12.6	9.9	13.0	9.2	10.4	12.6	12.6
LOS by Move:	B	B	B	B	B	B	A	B	A	B	B	B
ApproachDel:	13.1	12.6					11.8		12.1			
Delay Adj:	1.00	1.00					1.00		1.00			
ApprAdjDel:	13.1	12.6					11.8		12.1			
LOS by Appr:	B	B					B		B			
AllWayAvgQ:	0.6	0.6	0.6	0.6	0.6	0.6	0.1	0.6	0.2	0.1	0.5	0.5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 16 Average Delay (sec/veh): 27.9
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	64	197	189	26	290	31	17	142	72	86	96	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	197	189	26	290	31	17	142	72	86	96	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	68	209	200	28	308	33	18	151	76	91	102	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	209	200	28	308	33	18	151	76	91	102	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	209	200	28	308	33	18	151	76	91	102	28

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	0.51	0.49	1.00	0.90	0.10	1.00	1.00	1.00	1.00	1.57	0.43
Final Sat.:	1805	899	862	1805	1691	181	1805	1900	1615	1805	2750	745

Capacity Analysis Module:

Vol/Sat:	0.04	0.23	0.23	0.02	0.18	0.18	0.01	0.08	0.05	0.05	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.49	0.49	0.07	0.41	0.41	0.14	0.17	0.17	0.11	0.14	0.14
Volume/Cap:	0.24	0.47	0.47	0.22	0.45	0.45	0.07	0.47	0.28	0.47	0.27	0.27
Delay/Veh:	37.4	17.1	17.1	44.8	21.9	21.9	37.7	38.6	36.9	43.8	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	17.1	17.1	44.8	21.9	21.9	37.7	38.6	36.9	43.8	38.9	38.9
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	1	8	8	1	5	2	3	2	2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[22.9]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	127	386	0	0	256	243	0	0	0	16	2	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	386	0	0	256	243	0	0	0	16	2	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
PHF Volume:	174	530	0	0	352	334	0	0	0	22	3	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	174	530	0	0	352	334	0	0	0	22	3	77
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	685	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1398	1565	530
Potent Cap.:	918	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	157	113	553
Move Cap.:	918	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	131	89	553
Volume/Cap:	0.19	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.17	0.03	0.14
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	9.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	301	xxxxxx
SharedQueue:	0.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.4	xxxxxx
Shrd ConDel:	9.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	22.9	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	22.9	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	C	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 46.8 Worst Case Level Of Service: F[119.4]

Street Name:	8th St.					I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	293	15	114	165	0	207	0	158	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	293	15	114	165	0	207	0	158	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	369	19	144	208	0	261	0	199	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	369	19	144	208	0	261	0	199	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	388	xxxx	xxxxxx	875	884	208	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	1181	xxxx	xxxxxx	323	286	837	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	1181	xxxx	xxxxxx	290	249	837	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	0.90	0.00	0.24	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	404	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxxxx	17.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	119	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				119.4		xxxxxx		
ApproachLOS:	*			*				F		*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 0 Average Delay (sec/veh): 9.3
Optimal Cycle: 0 Level Of Service: A

Street Name:	4th St.						Wilson St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0			

Volume Module:	4th St.						Wilson St.					
Base Vol:	16	7	10	14	17	5	4	169	13	10	161	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	7	10	14	17	5	4	169	13	10	161	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
PHF Volume:	22	10	14	20	24	7	6	237	18	14	226	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	10	14	20	24	7	6	237	18	14	226	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	10	14	20	24	7	6	237	18	14	226	14

Saturation Flow Module:	4th St.						Wilson St.					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.30	1.00	0.39	0.47	0.14	0.02	0.91	0.07	0.05	0.89	0.06
Final Sat.:	387	169	663	248	301	89	17	730	56	44	710	44

Capacity Analysis Module:	4th St.						Wilson St.					
Vol/Sat:	0.06	0.06	0.02	0.08	0.08	0.08	0.33	0.33	0.33	0.32	0.32	0.32
Crit Moves:	****			****			****			****		
Delay/Veh:	9.0	9.0	7.7	8.6	8.6	8.6	9.4	9.4	9.4	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	7.7	8.6	8.6	8.6	9.4	9.4	9.4	9.4	9.4	9.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.6			8.6			9.4			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.6			9.4			9.4		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.0	0.1	0.1	0.1	0.5	0.5	0.5	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 Average Delay (sec/veh): 9.2
Optimal Cycle: 0 Level Of Service: A

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	38	28	33	9	55	23	13	150	43	12	101	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	28	33	9	55	23	13	150	43	12	101	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	48	35	41	11	69	29	16	188	54	15	127	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	35	41	11	69	29	16	188	54	15	127	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	35	41	11	69	29	16	188	54	15	127	3

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.46	0.54	0.10	0.64	0.26	0.06	0.73	0.21	0.10	0.88	0.02
Final Sat.:	563	300	353	70	427	179	48	554	159	75	627	12

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.12	0.12	0.16	0.16	0.16	0.34	0.34	0.34	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	9.3	8.5	8.5	8.8	8.8	8.8	9.8	9.8	9.8	8.9	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	8.5	8.5	8.8	8.8	8.8	9.8	9.8	9.8	8.9	8.9	8.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.8			8.8			9.8			8.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.8			8.8			9.8			8.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.5	0.5	0.5	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 70.2 Worst Case Level Of Service: F[192.3]

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0

Volume Module:												
Base Vol:	0	0	0	345	1	47	0	175	120	170	239	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	345	1	47	0	175	120	170	239	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	375	1	51	0	190	130	185	260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	375	1	51	0	190	130	185	260	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	885	950	260	xxxx	xxxx	xxxxx	321	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	318	262	784	xxxx	xxxx	xxxxx	1251	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	278	219	784	xxxx	xxxx	xxxxx	1251	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.35	0.00	0.07	xxxx	xxxx	xxxx	0.15	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.9	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	278	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	19.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	217.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			192.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: C[21.9]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	1	0	0	0	1
Volume Module:												
Base Vol:	179	0	189	0	0	0	26	484	0	0	228	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	0	189	0	0	0	26	484	0	0	228	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	182	0	192	0	0	0	26	491	0	0	231	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	182	0	192	0	0	0	26	491	0	0	231	187

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	868	961	491	xxxx	xxxx	xxxxx	418	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	325	258	582	xxxx	xxxx	xxxxx	1152	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	320	252	582	xxxx	xxxx	xxxxx	1152	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.57	0.00	0.33	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	1.4	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.2	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	320	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	3.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	30.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	21.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[16.3]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	0 1 0	1	0	0 1 0

Volume Module:

Base Vol:	32	10	45	4	4	6	6	358	28	36	283	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	10	45	4	4	6	6	358	28	36	283	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	11	47	4	4	6	6	377	30	38	298	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	34	11	47	4	4	6	6	377	30	38	298	40

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	804	819	392	828	813	318	338	xxxx	xxxxx	407	xxxx	xxxxx
Potent Cap.:	304	313	661	293	315	727	1232	xxxx	xxxxx	1163	xxxx	xxxxx
Move Cap.:	289	301	661	257	303	727	1232	xxxx	xxxxx	1163	xxxx	xxxxx
Volume/Cap:	0.12	0.04	0.07	0.02	0.01	0.01	0.01	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	410	xxxxx	xxxx	378	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.3	xxxxx	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:	16.3			14.9			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 12 Average Delay (sec/veh): 23.9
Optimal Cycle: 33 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	74	316	81	62	204	108	128	245	51	102	219	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	316	81	62	204	108	128	245	51	102	219	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	79	338	87	66	218	116	137	262	55	109	234	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	338	87	66	218	116	137	262	55	109	234	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	338	87	66	218	116	137	262	55	109	234	76

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.90	0.90	0.52	0.93	0.93	0.54	1.00	0.85
Lanes:	1.00	1.59	0.41	1.00	1.31	0.69	1.00	1.66	0.34	1.00	1.00	1.00
Final Sat.:	1805	2784	714	1805	2238	1185	990	2910	606	1026	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.12	0.12	0.04	0.10	0.10	0.14	0.09	0.09	0.11	0.12	0.05
Crit Moves:	****			****			****					
Green/Cycle:	0.20	0.36	0.36	0.11	0.27	0.27	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.22	0.34	0.34	0.34	0.36	0.36	0.34	0.22	0.22	0.26	0.30	0.11
Delay/Veh:	34.1	23.4	23.4	42.2	29.5	29.5	20.7	19.2	19.2	19.8	20.0	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	23.4	23.4	42.2	29.5	29.5	20.7	19.2	19.2	19.8	20.0	18.3
LOS by Move:	C	C	C	D	C	C	C	B	B	B	C	B
HCM2kAvgQ:	2	5	5	2	4	4	3	3	3	2	5	1

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	0	Average Delay (sec/veh):	10.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Beaumont Ave.				8th St.															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Rights:	Include				Include				Include				Include							
Min. Green:	7		7		7	7		7		7	7		7		7	7		7		7
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	13	415	22	27	278	36	51	31	17	20	34	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	415	22	27	278	36	51	31	17	20	34	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	14	441	23	29	295	38	54	33	18	21	36	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	441	23	29	295	38	54	33	18	21	36	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	441	23	29	295	38	54	33	18	21	36	50

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	1.84	0.10	0.16	1.63	0.21	0.52	0.31	0.17	0.20	0.34	0.46
Final Sat.:	37	1179	63	97	1014	134	289	176	96	115	196	271

Capacity Analysis Module:												
Vol/Sat:	0.38	0.37	0.37	0.30	0.29	0.29	0.19	0.19	0.19	0.18	0.18	0.18
Crit Moves:	****			****			****			****		
Delay/Veh:	11.4	11.3	11.2	10.7	10.5	10.3	10.1	10.1	10.1	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.3	11.2	10.7	10.5	10.3	10.1	10.1	10.1	9.8	9.8	9.8
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
ApproachDel:	11.3			10.5			10.1			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			10.5			10.1			9.8		
LOS by Appr:	B			B			B			A		
AllWayAvgQ:	0.6	0.5	0.5	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 12 Average Delay (sec/veh): 26.6
Optimal Cycle: 48 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	1

Volume Module:

Base Vol:	324	400	0	0	320	132	0	0	0	310	1	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	324	400	0	0	320	132	0	0	0	310	1	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	344	425	0	0	340	140	0	0	0	329	1	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	425	0	0	340	140	0	0	0	329	1	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	344	425	0	0	340	140	0	0	0	329	1	101

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.89	0.89	0.85
Lanes:	1.00	2.00	0.00	0.00	1.42	0.58	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	2443	1008	0	0	0	1676	5	1615

Capacity Analysis Module:

Vol/Sat:	0.19	0.12	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.20	0.20	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.32	0.55	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.60	0.21	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.60	0.60	0.19
Delay/Veh:	30.4	11.5	0.0	0.0	35.4	35.4	0.0	0.0	0.0	29.9	29.9	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	11.5	0.0	0.0	35.4	35.4	0.0	0.0	0.0	29.9	29.9	24.2
LOS by Move:	C	B	A	A	D	D	A	A	A	C	C	C
HCM2kAvgQ:	9	3	0	0	8	8	0	0	0	9	9	2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 12 Average Delay (sec/veh): 27.3
Optimal Cycle: 63 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:

Base Vol:	0	452	311	98	532	0	272	0	600	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	452	311	98	532	0	272	0	600	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	468	322	101	551	0	282	0	621	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	468	322	101	551	0	282	0	621	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	468	322	101	551	0	282	0	621	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.20	0.06	0.15	0.00	0.16	0.00	0.38	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.27	0.27	0.08	0.35	0.00	0.53	0.00	0.53	0.00	0.00	0.00
Volume/Cap:	0.00	0.47	0.73	0.73	0.43	0.00	0.30	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	0.0	30.6	38.9	62.5	25.1	0.0	13.3	0.0	21.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.6	38.9	62.5	25.1	0.0	13.3	0.0	21.2	0.0	0.0	0.0
LOS by Move:	A	C	D	E	C	A	B	A	C	A	A	A
HCM2kAvgQ:	0	6	9	3	7	0	5	0	16	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	12	Average Delay (sec/veh):	28.5
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Beaumont Ave.												1st St.								
Approach:	North Bound						South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Protected						Protected			Permitted			Permitted								
Rights:	Include						Include			Include			Include								
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	9	604	203	164	970	16	20	65	36	336	118	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	604	203	164	970	16	20	65	36	336	118	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	10	648	218	176	1041	17	21	70	39	361	127	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	648	218	176	1041	17	21	70	39	361	127	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	648	218	176	1041	17	21	70	39	361	127	133

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.95	0.50	0.95	0.95	0.68	0.92	0.92
Lanes:	1.00	1.50	0.50	1.00	1.97	0.03	1.00	0.64	0.36	1.00	0.49	0.51
Final Sat.:	1805	2599	874	1805	3544	58	946	1158	641	1300	855	899

Capacity Analysis Module:

Vol/Sat:	0.01	0.25	0.25	0.10	0.29	0.29	0.02	0.06	0.06	0.28	0.15	0.15
Crit Moves:	****			****						****		
Green/Cycle:	0.07	0.35	0.35	0.14	0.42	0.42	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.08	0.71	0.71	0.71	0.71	0.71	0.06	0.15	0.15	0.71	0.38	0.38
Delay/Veh:	43.7	30.2	30.2	50.7	25.6	25.6	18.9	19.7	19.7	29.9	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	30.2	30.2	50.7	25.6	25.6	18.9	19.7	19.7	29.9	21.9	21.9
LOS by Move:	D	C	C	D	C	C	B	B	B	C	C	C
HCM2kAvgQ:	0	13	13	5	14	14	0	2	2	11	6	6

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[7.2]

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	816	0	0	1342	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	816	0	0	1342	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	816	0	0	1342	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	816	0	0	1342	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1750	2158	671	1487	2158	408
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	79	48	404	117	48	598
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	79	48	404	117	48	598
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx	
Shared Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	7.2	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	A	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	*			*			*			*			

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[23.2]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	155	813	0	0	1339	1	1	0	126	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	813	0	0	1339	1	1	0	126	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	176	922	0	0	1518	1	1	0	143	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	176	922	0	0	1518	1	1	0	143	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1519	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2331	xxxx	760	xxxx	xxxx	xxxxxx
Potent Cap.:	445	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	32	xxxx	353	xxxx	xxxx	xxxxxx
Move Cap.:	445	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	22	xxxx	353	xxxx	xxxx	xxxxxx
Volume/Cap:	0.39	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.40	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	1.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.2	xxxx	1.9	xxxx	xxxx	xxxxxx
Control Del:	18.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	177.0	xxxx	22.0	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx		23.2		xxxxxx			
ApproachLOS:	*				*		C		*			

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 0 Average Delay (sec/veh): 13.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Base Vol:	36	40	14	44	36	50	53	323	44	12	286	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	40	14	44	36	50	53	323	44	12	286	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	37	42	15	46	37	52	55	336	46	12	298	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	42	15	46	37	52	55	336	46	12	298	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	42	15	46	37	52	55	336	46	12	298	72

Saturation Flow Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	1.00	1.00	1.00	0.14	0.86	1.00	0.04	0.96	1.00
Final Sat.:	222	247	532	438	466	513	87	527	695	25	584	683

Capacity Analysis Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Vol/Sat:	0.17	0.17	0.03	0.10	0.08	0.10	0.64	0.64	0.07	0.51	0.51	0.11
Crit Moves:	****			****			****			****		
Delay/Veh:	11.0	11.0	8.9	11.0	10.3	9.7	17.6	17.6	8.0	14.1	14.1	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	8.9	11.0	10.3	9.7	17.6	17.6	8.0	14.1	14.1	8.3
LOS by Move:	B	B	A	B	B	A	C	C	A	B	B	A
ApproachDel:	10.7			10.3			16.6			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.7			10.3			16.6			13.0		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.2	0.2	0.0	0.1	0.1	0.1	1.6	1.6	0.1	0.9	0.9	0.1

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.149

Loss Time (sec): 0 Average Delay (sec/veh): 8.0

Optimal Cycle: 0 Level Of Service: A

Street Name: Palm Ave. 8th St.

Approach: North Bound South Bound East Bound West Bound

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

-----|-----|-----|-----|

Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 13 68 16 23 67 8 3 57 23 16 77 17

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 13 68 16 23 67 8 3 57 23 16 77 17

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94

PHF Volume: 14 72 17 24 71 8 3 61 24 17 82 18

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 14 72 17 24 71 8 3 61 24 17 82 18

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 14 72 17 24 71 8 3 61 24 17 82 18

-----|-----|-----|-----|

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.13 0.71 0.16 0.23 0.69 0.08 0.03 0.69 0.28 0.15 0.70 0.15

Final Sat.: 105 550 130 182 529 63 29 546 220 114 550 121

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.13 0.13 0.13 0.13 0.13 0.13 0.11 0.11 0.11 0.15 0.15 0.15

Crit Moves: ****

Delay/Veh: 8.0 8.0 8.0 8.1 8.1 8.1 7.8 7.8 7.8 8.1 8.1 8.1

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 8.0 8.0 8.0 8.1 8.1 8.1 7.8 7.8 7.8 8.1 8.1 8.1

LOS by Move: A A A A A A A A A A A A

ApproachDel: 8.0 8.1 7.8 8.1

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 8.0 8.1 7.8 8.1

LOS by Appr: A A A A

AllWayAvgQ: 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503

Loss Time (sec): 0 Average Delay (sec/veh): 11.3

Optimal Cycle: 0 Level Of Service: B

Street Name: Pennsylvania Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound South Bound East Bound West Bound

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

-----|-----|-----|-----|

Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 1 0 1 0 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 106 0 66 0 0 0 0 269 69 51 220 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 106 0 66 0 0 0 0 269 69 51 220 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91

PHF Volume: 117 0 73 0 0 0 0 296 76 56 242 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 117 0 73 0 0 0 0 296 76 56 242 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 117 0 73 0 0 0 0 296 76 56 242 0

-----|-----|-----|-----|

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.62 0.00 0.38 0.00 0.00 0.00 0.00 0.80 0.20 1.00 1.00 0.00

Final Sat.: 391 0 243 0 0 0 0 589 151 601 657 0

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Capacity Analysis Module:

Vol/Sat: 0.30 xxxx 0.30 xxxx xxxx xxxx 0.50 0.50 0.09 0.37 xxxx

Crit Moves: ****

Delay/Veh: 10.3 0.0 10.3 0.0 0.0 0.0 0.0 12.3 12.3 9.1 11.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 10.3 0.0 10.3 0.0 0.0 0.0 0.0 12.3 12.3 9.1 11.0 0.0

LOS by Move: B * B * * * * B B A B *

ApproachDel: 10.3 xxxxxx 12.3 10.6

Delay Adj: 1.00 xxxxxx 1.00 1.00

ApprAdjDel: 10.3 xxxxxx 12.3 10.6

LOS by Appr: B * B B

AllWayAvgQ: 0.4 0.4 0.4 0.0 0.0 0.0 0.9 0.9 0.9 0.1 0.5 0.0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 0 Average Delay (sec/veh): 10.4
Optimal Cycle: 0 Level Of Service: B

Street Name: Pennsylvania Ave. 8th St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 27 260 22 34 148 7 18 63 20 26 50 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 27 260 22 34 148 7 18 63 20 26 50 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 29 281 24 37 160 8 19 68 22 28 54 54
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 29 281 24 37 160 8 19 68 22 28 54 54
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 29 281 24 37 160 8 19 68 22 28 54 54
-----|-----|-----|-----|

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.09 0.84 0.07 0.18 0.78 0.04 0.18 0.62 0.20 0.20 0.40 0.40
Final Sat.: 64 613 52 124 541 26 110 386 123 132 254 254
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.46 0.46 0.46 0.30 0.30 0.30 0.18 0.18 0.18 0.21 0.21 0.21
Crit Moves: **** *
Delay/Veh: 11.5 11.5 11.5 9.9 9.9 9.9 9.3 9.3 9.3 9.4 9.4 9.4
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.5 11.5 11.5 9.9 9.9 9.9 9.3 9.3 9.3 9.4 9.4 9.4
LOS by Move: B B B A A A A A A A A
ApproachDel: 11.5 9.9 9.3 9.4
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 11.5 9.9 9.3 9.4
LOS by Appr: B A A A
AllWayAvgQ: 0.8 0.8 0.8 0.4 0.4 0.4 0.2 0.2 0.2 0.2 0.2 0.2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 41.3 Worst Case Level Of Service: F[95.2]

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	271	0	0	368	0	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	271	0	0	368	0	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	314	0	0	426	0	0	0	0	261	0	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	314	0	0	426	0	0	0	0	261	0	307

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	740	740	314
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	387	347	731
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	387	347	731
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.67	0.00	0.42

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	519	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	95.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			95.2		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): 12.9 Worst Case Level Of Service: B[13.7]

Street Name:	Pennsylvania Ave					I-10 Eastbound Ramp						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Base Vol:	0	275	89	173	425	0	0	0	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	275	89	173	425	0	0	0	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
PHF Volume:	0	303	98	191	468	0	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Final Volume:	0	303	98	191	468	0	0	0	0	0	0	

Critical Gap Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	

Capacity Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Cnflct Vol:	xxxxx	0	0	151	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	
Potent Cap.:	xxxxx	900	1091	821	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	
Move Cap.:	xxxxx	900	1091	552	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	
Volume/Cap:	xxxxx	0.34	0.09	0.35	0.52	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	

Level Of Service Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
2Way95thQ:	xxxxx	xxxxx	xxxxx	1.5	3.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	
Control Del:	xxxxx	xxxxx	xxxxx	14.9	13.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	
LOS by Move:	*	*	*	B	B	*	*	*	*	*	*	
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	
Shared Cap.:	xxxxx	xxxxx	940	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	
Shared Queue:	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	
Shared LOS:	*	*	B	*	*	*	*	*	*	*	*	
ApproachDel:	11.6			13.7			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[15.6]

Street Name:		Pennsylvania Ave.				3rd St.				
Approach:	North Bound	South Bound			East Bound			West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Uncontrolled	Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include	Include			Include			Include		
Lanes:	1 0 1 0 0	0 0 1 0 1	0 0 1 0 0	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	
Volume Module:										
Base Vol:	2 342 0	0 403 39	21 0 2	0 0 0						
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	2 342 0	0 403 39	21 0 2	0 0 0						
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	
PHF Volume:	2 372 0	0 439 42	23 0 2	0 0 0						
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0						
FinalVolume:	2 372 0	0 439 42	23 0 2	0 0 0						

Critical Gap Module:									
Critical Gp:	4.1 xxxx xxxxx	xxxx xxxx xxxxx	6.4 6.5 6.2	xxxxx xxxx xxxxx					
FollowUpTim:	2.2 xxxx xxxxx	xxxx xxxx xxxxx	3.5 4.0 3.3	xxxxx xxxx xxxxx					

Capacity Module:									
Cnflct Vol:	481 xxxx xxxxx	xxxx xxxx xxxxx	815 815 439	xxxx xxxx xxxxx					
Potent Cap.:	1092 xxxx xxxxx	xxxx xxxx xxxxx	350 314 623	xxxx xxxx xxxxx					
Move Cap.:	1092 xxxx xxxxx	xxxx xxxx xxxxx	349 313 623	xxxx xxxx xxxxx					
Volume/Cap:	0.00 xxxx xxxxx	xxxx xxxx xxxxx	0.07 0.00 0.00	xxxx xxxx xxxxx					

Level Of Service Module:									
2Way95thQ:	0.0 xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx					
Control Del:	8.3 xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx					
LOS by Move:	A * *	* *	* *	* *					
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT					
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 363	xxxx xxxx xxxxx					
SharedQueue:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 0.2	xxxxx xxxx xxxxx					
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 15.6	xxxxx xxxx xxxxx					
Shared LOS:	* *	* *	* C	* *					
ApproachDel:	xxxxxx	xxxxxx	15.6	xxxxxx					
ApproachLOS:	*	*	C	*					

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 0 Average Delay (sec/veh): 11.5
Optimal Cycle: 0 Level Of Service: B

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	0	0	0	0	1	0	1	0	0	1

Volume Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	0	0	0	170	0	59	102	259	0	0	197	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	170	0	59	102	259	0	0	197	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	185	0	64	111	282	0	0	215	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	64	111	282	0	0	215	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	185	0	64	111	282	0	0	215	137

Saturation Flow Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	513	0	613	567	621	0	0	610	688

Capacity Analysis Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	xxxx	xxxx	xxxx	0.36	xxxx	0.10	0.20	0.46	xxxx	xxxx	0.35	0.20
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	12.9	0.0	8.8	10.3	12.8	0.0	0.0	11.4	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.9	0.0	8.8	10.3	12.8	0.0	0.0	11.4	8.9
LOS by Move:	*	*	*	B	*	A	B	B	*	*	B	A
ApproachDel:	xxxxxx			11.9			12.1			10.5		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			11.9			12.1			10.5		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.0	0.1	0.2	0.8	0.0	0.0	0.5	0.2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.198

Loss Time (sec): 0 Average Delay (sec/veh): 9.0

Optimal Cycle: 0 Level Of Service: A

Street Name: Starlight Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound

South Bound

East Bound

West Bound

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

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Control: Stop Sign

Stop Sign

Stop Sign

Stop Sign

Rights: Include

Include

Include

Include

Min. Green: 7 7 7

7 7 7

7 7 7

7 7 7

Lanes: 1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

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Volume Module:

Base Vol: 64 2 8 0 4 6 7 191 67 4 189 2

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 64 2 8 0 4 6 7 191 67 4 189 2

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 67 2 8 0 4 6 7 201 70 4 199 2

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 67 2 8 0 4 6 7 201 70 4 199 2

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 67 2 8 0 4 6 7 201 70 4 199 2

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.48 0.52 1.00 1.98 0.02

Final Sat.: 539 581 654 518 559 627 610 1014 373 594 1288 14

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Capacity Analysis Module:

Vol/Sat: 0.12 0.00 0.01 0.00 0.01 0.01 0.01 0.20 0.19 0.01 0.15 0.15

Crit Moves: ****

Delay/Veh: 9.8 8.5 7.8 0.0 8.7 8.0 8.5 9.0 8.7 8.6 9.0 9.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 9.8 8.5 7.8 0.0 8.7 8.0 8.5 9.0 8.7 8.6 9.0 9.0

LOS by Move: A A A * A A A A A A A A

ApproachDel: 9.6 8.3 8.9 9.0

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 9.6 8.3 8.9 9.0

LOS by Appr: A A A A

AllWayAvgQ: 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.0 0.2 0.2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[9.2]

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	151	98	0	0	58	0	2	0	113	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	98	0	0	58	0	2	0	113	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	166	108	0	0	64	0	2	0	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	166	108	0	0	64	0	2	0	124	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	64	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	504	504	64	xxxx	xxxx	xxxxxx
Potent Cap.:	1552	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	531	473	1006	xxxx	xxxx	xxxxxx
Move Cap.:	1552	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	488	423	1006	xxxx	xxxx	xxxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	0.00	0.00	0.12	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	988	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	A	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Springs Ave.				16th St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1	0	0	0	1	0	0

Volume Module:	North Bound		South Bound		East Bound		West Bound	
Base Vol:	0	249	0	0	171	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	249	0	0	171	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	272	0	0	187	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0
Final Volume:	0	272	0	0	187	0	0	0

Critical Gap Module:	North Bound		South Bound		East Bound		West Bound	
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.5	4.0

Capacity Module:	North Bound		South Bound		East Bound		West Bound	
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	460	460
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	563	501
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	563	501
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00

Level Of Service Module:	North Bound		South Bound		East Bound		West Bound	
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	*		*		*		*	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/ F Street

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	236	0	0	158	0	0	0	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	236	0	0	158	0	0	0	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	236	0	0	158	0	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	236	0	0	158	0	0	0	0	0	0	

Critical Gap Module:

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

Capacity Module:

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

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
 Loss Time (sec): 12 Average Delay (sec/veh): 17.2
 Optimal Cycle: 40 Level Of Service: B

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	204	233	0	0	155	3	3	0	122	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	233	0	0	155	3	3	0	122	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	223	255	0	0	170	3	3	0	133	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	255	0	0	170	3	3	0	133	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	255	0	0	170	3	3	0	133	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.98	0.02	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1858	36	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.12	0.13	0.00	0.00	0.09	0.09	0.00	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.37	0.64	0.00	0.00	0.27	0.27	0.24	0.00	0.61	0.00	0.00	0.00
Volume/Cap:	0.34	0.21	0.00	0.00	0.34	0.34	0.01	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	23.3	7.8	0.0	0.0	29.7	29.7	28.6	0.0	8.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	7.8	0.0	0.0	29.7	29.7	28.6	0.0	8.3	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	C	A	A	A	A	A
HCM2kAvgQ:	5	3	0	0	4	4	0	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[11.4]

Street Name:	Highland Springs Ave.						Starlight Ave.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	1	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	145	541	0	0	342	3	2	0	75	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	541	0	0	342	3	2	0	75	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	157	584	0	0	369	3	2	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	157	584	0	0	369	3	2	0	81	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	373	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1268	xxxx	371	xxxx	xxxx	xxxxxx
Potent Cap.:	1197	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	188	xxxx	679	xxxx	xxxx	xxxxxx
Move Cap.:	1197	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	169	xxxx	679	xxxx	xxxx	xxxxxx
Volume/Cap:	0.13	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	0.01	xxxx	0.12	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	0.4	xxxx	xxxx	xxxxxx
Control Del:	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	26.6	xxxx	11.0	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	D	*	B	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.4		xxxxxx			
ApproachLOS:	*			*			B		*			

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
 Loss Time (sec): 16 Average Delay (sec/veh): 27.1
 Optimal Cycle: 56 Level Of Service: C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	1	0	1	1	0	2

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.		
Base Vol:	47	541	179	93	317	11	11	63	49	135	62	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	541	179	93	317	11	11	63	49	135	62	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	52	602	199	103	353	12	12	70	55	150	69	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	602	199	103	353	12	12	70	55	150	69	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	602	199	103	353	12	12	70	55	150	69	130

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.89	0.89	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.12	0.88	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	3471	120	1805	1897	1475	1805	3610	1615

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.		
Vol/Sat:	0.03	0.32	0.12	0.06	0.10	0.10	0.01	0.04	0.04	0.08	0.02	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.26	0.53	0.67	0.10	0.37	0.37	0.10	0.07	0.07	0.14	0.11	0.11
Volume/Cap:	0.11	0.59	0.18	0.59	0.27	0.27	0.07	0.53	0.53	0.59	0.17	0.72
Delay/Veh:	28.5	16.9	6.2	48.7	22.0	22.0	41.2	47.1	47.1	44.1	40.4	55.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	16.9	6.2	48.7	22.0	22.0	41.2	47.1	47.1	44.1	40.4	55.7
LOS by Move:	C	B	A	D	C	C	D	D	D	D	D	E
HCM2kAvgQ:	1	12	2	3	4	4	0	3	3	5	1	5

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	199	189	221	210	97	182	542	124	74	447	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4714		1770	3371		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4714		1770	3371		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	154	219	208	243	231	107	200	596	136	81	491	112
RTOR Reduction (vph)	0	149	0	0	76	0	0	0	97	0	0	80
Lane Group Flow (vph)	154	278	0	243	262	0	200	596	39	81	491	32
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Effective Green, g (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Actuated g/C Ratio	0.07	0.29		0.07	0.29		0.07	0.29	0.29	0.07	0.29	0.29
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	126	1347		126	963		126	1011	452	126	1011	452
v/s Ratio Prot	0.09	0.06		c0.14	c0.08		c0.11	c0.17		0.05	0.14	
v/s Ratio Perm									0.02			0.02
v/c Ratio	1.22	0.21		1.93	0.27		1.59	0.59	0.09	0.64	0.49	0.07
Uniform Delay, d1	26.0	15.2		26.0	15.5		26.0	17.2	14.6	25.3	16.6	14.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	151.8	0.3		445.7	0.7		298.5	2.5	0.4	22.6	1.7	0.3
Delay (s)	177.8	15.5		471.7	16.2		324.5	19.7	15.0	47.9	18.3	14.9
Level of Service	F	B		F	B		F	B	B	D	B	B
Approach Delay (s)		58.5			206.7			84.4			21.2	
Approach LOS		E			F			F			C	
Intersection Summary												
HCM Average Control Delay			89.0			HCM Level of Service			F			
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			56.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			56.1%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	335	0	217	296	813	0	0	613	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	356	0	231	315	865	0	0	652	321
RTOR Reduction (vph)	0	0	0	0	0	74	0	0	0	0	0	214
Lane Group Flow (vph)	0	0	0	0	356	157	315	865	0	0	652	107
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					c0.20		c0.18	c0.24			0.18	
v/s Ratio Perm						0.10						0.07
v/c Ratio					0.60	0.30	2.13	0.49			0.55	0.20
Uniform Delay, d1					13.4	11.8	22.0	7.9			13.1	11.4
Progression Factor					1.00	1.00	1.04	0.94			1.00	1.00
Incremental Delay, d2					4.5	1.4	524.8	0.7			1.9	0.9
Delay (s)					17.9	13.3	547.8	8.2			14.9	12.3
Level of Service					B	B	F	A			B	B
Approach Delay (s)		0.0			16.1			152.2			14.1	
Approach LOS		A			B			F			B	
Intersection Summary												
HCM Average Control Delay			74.0				HCM Level of Service			E		
HCM Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			48.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			63.7%				ICU Level of Service		B			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	334	0	379	0	0	0	0	770	316	129	826	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	348	0	395	0	0	0	0	802	329	134	860	0
RTOR Reduction (vph)	0	0	75	0	0	0	0	0	219	0	0	0
Lane Group Flow (vph)	0	348	320	0	0	0	0	802	110	134	860	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		0.20						c0.23		c0.08	0.24	
v/s Ratio Perm			c0.20						0.07			
v/c Ratio		0.59	0.61					0.68	0.21	0.91	0.49	
Uniform Delay, d1		13.3	13.4					13.8	11.5	21.8	7.9	
Progression Factor		1.00	1.00					1.00	1.00	1.00	0.80	
Incremental Delay, d2		4.3	5.1					3.2	0.9	46.2	0.8	
Delay (s)		17.6	18.5					17.0	12.4	68.0	7.2	
Level of Service		B	B					B	B	E	A	
Approach Delay (s)		18.1			0.0			15.6			15.4	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM Average Control Delay			16.2									
HCM Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			48.0									
Intersection Capacity Utilization			63.7%									
Analysis Period (min)			15									
c Critical Lane Group												

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 16 Average Delay (sec/veh): 31.0
Optimal Cycle: 44 Level Of Service: C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Base Vol:	22	199	11	177	209	126	85	72	30	26	60	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	199	11	177	209	126	85	72	30	26	60	151
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.00
PHF Volume:	24	215	12	191	225	0	92	78	32	28	65	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	215	12	191	225	0	92	78	32	28	65	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	24	215	12	191	225	0	92	78	32	28	65	0

Saturation Flow Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.91	0.91	0.94	0.94	1.00
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	1.41	0.59	0.60	1.40	1.00
Final Sat.:	1805	3394	188	1805	3610	1900	1805	2436	1015	1075	2481	1900

Capacity Analysis Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.01	0.06	0.06	0.11	0.06	0.00	0.05	0.03	0.03	0.03	0.03	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.29	0.22	0.22	0.36	0.29	0.00	0.17	0.17	0.17	0.09	0.09	0.00
Volume/Cap:	0.05	0.29	0.29	0.29	0.22	0.00	0.29	0.18	0.18	0.29	0.29	0.00
Delay/Veh:	25.7	33.0	33.0	23.1	27.1	0.0	36.5	35.4	35.4	43.1	43.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	33.0	33.0	23.1	27.1	0.0	36.5	35.4	35.4	43.1	43.1	0.0
LOS by Move:	C	C	C	C	C	A	D	D	D	D	D	A
HCM2kAvgQ:	1	3	3	4	3	0	3	2	2	2	2	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Existing Conditions - PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Potrero Blvd.

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[10.4]

Street Name: Highland Springs Ave. Mellon Lane
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|-----|
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 0 0 1 0 0 0 0 0
-----|-----|-----|-----|-----|

Volume Module:
Base Vol: 3 97 0 0 158 57 40 0 2 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 97 0 0 158 57 40 0 2 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79
PHF Volume: 4 123 0 0 200 72 51 0 3 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 4 123 0 0 200 72 51 0 3 0 0 0
-----|-----|-----|-----|-----|

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.8 xxxx 6.9 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3 xxxxx xxxx xxxxx
-----|-----|-----|-----|-----|

Capacity Module:
Cnflct Vol: 272 xxxx xxxxx xxxx xxxx xxxxx 269 xxxx 100 xxxx xxxx xxxxx
Potent Cap.: 1303 xxxx xxxxx xxxx xxxx xxxxx 703 xxxx 943 xxxx xxxx xxxxx
Move Cap.: 1303 xxxx xxxxx xxxx xxxx xxxxx 702 xxxx 943 xxxx xxxx xxxxx
Volume/Cap: 0.00 xxxx xxxx xxxx xxxx xxxxx 0.07 xxxx 0.00 xxxx xxxx xxxxx
-----|-----|-----|-----|-----|

Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxxx xxxx xxxx xxxxx 0.2 xxxx 0.0 xxxx xxxx xxxxx
Control Del: 7.8 xxxx xxxxx xxxxx xxxx xxxxx 10.5 xxxx 8.8 xxxxx xxxx xxxxx
LOS by Move: A * * * * * B * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 10.4 xxxxxx
ApproachLOS: * * B *

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[14.2]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	1	0	0	0	0	0	0	363	4	0	289	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	0	0	0	0	363	4	0	289	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	0	0	0	0	0	0	405	4	0	323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	1	0	0	0	0	0	0	405	4	0	323	0

Critical Gap Module:	C St.			C St.			Wilson St.			Wilson St.		
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	C St.			C St.			Wilson St.			Wilson St.		
Cnflct Vol:	730	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	392	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	392	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:	C St.			C St.			Wilson St.			Wilson St.		
2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	14.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	18	0	0	9	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	18	0	0	9	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	18	0	0	9	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	18	0	0	9	0	0	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	27	27	9	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	993	870	1079	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	993	870	1079	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	18	0	0	9	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	18	0	0	9	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	18	0	0	9	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	18	0	0	9	0	0	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	27	27	18
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	993	870	1066
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	993	870	1066
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.	F St.		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1! 0 0	0 0 0 0 0

Volume Module:	Highland Home Rd.	F St.		
Base Vol:	0 18 0	0 9 0	0 0 0	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 18 0	0 9 0	0 0 0	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 18 0	0 9 0	0 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	0 18 0	0 9 0	0 0 0	0 0 0

Critical Gap Module:	Highland Home Rd.	F St.		
Critical Gp:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	6.4 6.5 6.2	xxxxxx xxxxx xxxxx
FollowUpTim:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	3.5 4.0 3.3	xxxxxx xxxxx xxxxx

Capacity Module:	Highland Home Rd.	F St.		
Cnflct Vol:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	27 27 9	xxxx xxxx xxxxx
Potent Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	993 870 1079	xxxx xxxx xxxxx
Move Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	993 870 1079	xxxx xxxx xxxxx
Volume/Cap:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	0.00 0.00 0.00	xxxx xxxx xxxxx

Level Of Service Module:	Highland Home Rd.	F St.		
2Way95thQ:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Control Del:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
LOS by Move:	* * *	* * *	* * *	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 0 xxxxx	xxxx xxxx xxxxx
SharedQueue:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
Shrd ConDel:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
Shared LOS:	* * *	* * *	* * *	* * *
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.		
Base Vol:	0	18	0	0	9	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	18	0	0	9	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	18	0	0	9	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	18	0	0	9	0	0	0	0	0	0	0

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.		
Critical Gap:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.		
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	27	27	9	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	993	870	1079	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	993	870	1079	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Existing Conditions - PM Peak Hour

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

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[13.2]

Street Name:	Highland Home Rd.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	1	0	1	0	0	1	0	0	1	0	1	1	0

Volume Module:												
Base Vol:	18	7	40	4	2	3	6	307	6	30	262	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	7	40	4	2	3	6	307	6	30	262	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	20	8	45	5	2	3	7	349	7	34	298	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	8	45	5	2	3	7	349	7	34	298	6

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	584	738	178	561	738	152	303	xxxx	xxxxx	356	xxxx	xxxxx
Potent Cap.:	399	348	841	415	348	874	1269	xxxx	xxxxx	1214	xxxx	xxxxx
Move Cap.:	386	337	841	376	336	874	1269	xxxx	xxxxx	1214	xxxx	xxxxx
Volume/Cap:	0.05	0.02	0.05	0.01	0.01	0.00	0.01	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	0.2	0.1	0.2	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	14.9	16.0	9.5	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	8.1	xxxx	xxxxx			
LOS by Move:	B	C	A	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	449	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*			
ApproachDel:	11.7			13.2			xxxxxx			xxxxxx					
ApproachLOS:	B			B			*			*					

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

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

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[12.0]

Street Name:	Highland Home Rd.						Ramsey St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Base Vol:	0	0	0	16	0	31	90	332	1	9	361	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	31	90	332	1	9	361	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	16	0	32	92	338	1	9	368	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	16	0	32	92	338	1	9	368	29

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Critical Gap:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Cnflct Vol:	724	936	170	753	923	198	396	xxxx	xxxxx	339	xxxx	xxxxx
Potent Cap.:	317	267	851	350	272	816	1173	xxxx	xxxxx	1231	xxxx	xxxxx
Move Cap.:	285	244	851	327	249	816	1173	xxxx	xxxxx	1231	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.04	0.08	xxxx	xxxxx	0.01	xxxx	xxxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.6	8.3	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	327	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	16.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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Existing Conditions - PM Peak Hour

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

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 0 Average Delay (sec/veh): 11.8
Optimal Cycle: 0 Level Of Service: B

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	Sunset Ave.			Wilson St.		
Base Vol:	192	29	54	3	9	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	29	54	3	9	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	211	32	59	3	10	6
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	211	32	59	3	10	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	32	59	3	10	6

Saturation Flow Module:	Sunset Ave.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.13	1.00	0.18	0.53	0.29
Final Sat.:	476	72	662	98	293	163

Capacity Analysis Module:	Sunset Ave.			Wilson St.		
Vol/Sat:	0.44	0.44	0.09	0.03	0.03	0.03
Crit Moves:	****			****		
Delay/Veh:	13.6	13.6	8.3	8.9	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	8.3	8.9	8.9	8.9
LOS by Move:	B	B	A	A	A	A
ApproachDel:	12.5			8.9		
Delay Adj:	1.00			1.00		
ApprAdjDel:	12.5			8.9		
LOS by Appr:	B			A		
AllWayAvgQ:	0.7	0.7	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.241
Loss Time (sec): 12 Average Delay (sec/veh): 23.1
Optimal Cycle: 33 Level Of Service: C

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sunset Ave. NB			Sunset Ave. SB			Ramsey St. EB			Ramsey St. WB		
Base Vol:	116	246	53	65	206	36	60	199	66	49	193	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	246	53	65	206	36	60	199	66	49	193	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	119	252	54	66	211	37	61	203	67	50	197	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	252	54	66	211	37	61	203	67	50	197	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	119	252	54	66	211	37	61	203	67	50	197	61

Saturation Flow Module:	Sunset Ave. NB			Sunset Ave. SB			Ramsey St. EB			Ramsey St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.92	0.92	0.54	0.93	0.93	0.95	0.91	0.91	0.95	0.92	0.92
Lanes:	1.00	1.65	0.35	1.00	1.70	0.30	1.00	1.50	0.50	1.00	1.53	0.47
Final Sat.:	1115	2890	623	1030	3005	525	1805	2611	866	1805	2655	825

Capacity Analysis Module:	Sunset Ave. NB			Sunset Ave. SB			Ramsey St. EB			Ramsey St. WB		
Vol/Sat:	0.11	0.09	0.09	0.06	0.07	0.07	0.03	0.08	0.08	0.03	0.07	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.21	0.32	0.32	0.12	0.23	0.23
Volume/Cap:	0.24	0.20	0.20	0.15	0.16	0.16	0.16	0.24	0.24	0.24	0.33	0.33
Delay/Veh:	17.7	17.2	17.2	16.8	16.8	16.8	32.3	24.9	24.9	40.9	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	17.2	17.2	16.8	16.8	16.8	32.3	24.9	24.9	40.9	32.6	32.6
LOS by Move:	B	B	B	B	B	B	C	C	C	D	C	C
HCM2kAvgQ:	2	3	3	1	2	2	2	3	3	2	4	4

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[11.4]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
Base Vol:	38	276	0	0	209	123	0	0	0	6	15	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	276	0	0	209	123	0	0	0	6	15	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	42	302	0	0	228	134	0	0	0	7	16	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	42	302	0	0	228	134	0	0	0	7	16	155

Critical Gap Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
Cnflct Vol:	363	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	499	748	151
Potent Cap.:	1207	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	506	344	875
Move Cap.:	1207	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	493	332	875
Volume/Cap:	0.03	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.01	0.05	0.18

Level Of Service Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
2Way95thQ:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	742	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	11.4	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	B	*

Note: Queue reported is the number of cars per lane.

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

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 9.4 Worst Case Level Of Service: C[16.5]

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	1	0	0	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	85	5	113	97	0	222	4	51	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	85	5	113	97	0	222	4	51	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	90	5	120	103	0	235	4	54	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	90	5	120	103	0	235	4	54	0	0	0

Critical Gap Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Critical Gap:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Cnflct Vol:	xxxx	xxxx	xxxxxx	95	xxxx	xxxxxx	388	438	51	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	1511	xxxx	xxxxxx	594	515	1012	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	1511	xxxx	xxxxxx	555	472	1012	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	0.42	0.01	0.05	xxxx	xxxx	xxxx

Level Of Service Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
2Way95thQ:	xxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	604	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	2.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.6	xxxx	xxxxxx	xxxxxx	16.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.5			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.8]

Street Name: Sunrise Ave. Wilson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1 0 1 0 1
-----|-----|-----|-----|

Volume Module:
Base Vol: 5 6 19 1 4 5 10 188 9 13 175 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 6 19 1 4 5 10 188 9 13 175 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 5 6 20 1 4 5 11 200 10 14 187 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 5 6 20 1 4 5 11 200 10 14 187 0
-----|-----|-----|-----|

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

Capacity Module:
Cnflct Vol: 446 441 205 454 446 187 187 xxxx xxxxx 210 xxxx xxxxx
Potent Cap.: 526 514 840 520 510 861 1400 xxxx xxxxx 1373 xxxx xxxxx
Move Cap.: 513 504 840 495 501 861 1400 xxxx xxxxx 1373 xxxx xxxxx
Volume/Cap: 0.01 0.01 0.02 0.00 0.01 0.01 0.01 xxxx xxxx 0.01 xxxx xxxx
-----|-----|-----|-----|

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.6 xxxx xxxxx 7.6 xxxx xxxxx
LOS by Move: * * * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 678 xxxxx xxxx 633 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.1 xxxxx xxxxx 0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 10.6 xxxxx xxxxx 10.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * B * * B * * * *
ApproachDel: 10.6 10.8 xxxxxx xxxxxx
ApproachLOS: B B * *

Note: Queue reported is the number of cars per lane.

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

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.8]

Street Name:	16th St.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0

Volume Module:												
Base Vol:	11	0	20	0	0	0	0	179	13	15	171	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	20	0	0	0	0	179	13	15	171	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	13	0	24	0	0	0	0	212	15	18	202	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	0	24	0	0	0	0	212	15	18	202	0

Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	356	457	114	344	465	101	xxxx	xxxx	xxxxxx	227	xxxx	xxxxxx
Potent Cap.:	621	503	924	591	498	941	xxxx	xxxx	xxxxxx	1353	xxxx	xxxxxx
Move Cap.:	615	496	924	570	491	941	xxxx	xxxx	xxxxxx	1353	xxxx	xxxxxx
Volume/Cap:	0.02	0.00	0.03	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.7	xxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	784	xxxxxx	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	9.8	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	9.8			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	A			*			*			*					

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

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

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 0 Average Delay (sec/veh): 9.3
Optimal Cycle: 0 Level Of Service: A

Street Name: 8th St. Wilson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 0 1 0

Volume Module:
Base Vol: 12 131 56 6 81 36 37 93 29 46 93 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 131 56 6 81 36 37 93 29 46 93 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 13 143 61 7 89 39 40 102 32 50 102 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 143 61 7 89 39 40 102 32 50 102 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 13 143 61 7 89 39 40 102 32 50 102 7

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.66 0.28 0.05 0.66 0.29 1.00 1.00 1.00 1.00 0.94 0.06
Final Sat.: 43 473 202 34 459 204 569 618 702 567 583 38

Capacity Analysis Module:
Vol/Sat: 0.30 0.30 0.30 0.19 0.19 0.19 0.07 0.16 0.05 0.09 0.17 0.17
Crit Moves: ****
Delay/Veh: 9.7 9.7 9.7 8.9 8.9 8.9 9.2 9.2 7.7 9.3 9.3 9.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.7 9.7 9.7 8.9 8.9 8.9 9.2 9.2 7.7 9.3 9.3 9.3
LOS by Move: A A A A A A A A A A A A
ApproachDel: 9.7 8.9 9.0 9.3
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 9.7 8.9 9.0 9.3
LOS by Appr: A A A A
AllWayAvgQ: 0.4 0.4 0.4 0.2 0.2 0.2 0.1 0.2 0.0 0.1 0.2 0.2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

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

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 16 Average Delay (sec/veh): 35.6
Optimal Cycle: 62 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	108	208	127	26	167	53	80	209	141	188	212	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	208	127	26	167	53	80	209	141	188	212	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	140	270	165	34	217	69	104	272	183	244	276	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	270	165	34	217	69	104	272	183	244	276	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	270	165	34	217	69	104	272	183	244	276	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	0.62	0.38	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.74	0.26
Final Sat.:	1805	1112	679	1805	1390	441	1805	1900	1615	1805	3074	464

Capacity Analysis Module:

Vol/Sat:	0.08	0.24	0.24	0.02	0.16	0.16	0.06	0.14	0.11	0.14	0.09	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.36	0.36	0.07	0.29	0.29	0.18	0.21	0.21	0.20	0.23	0.23
Volume/Cap:	0.55	0.68	0.68	0.27	0.55	0.55	0.32	0.68	0.54	0.68	0.39	0.39
Delay/Veh:	42.3	30.1	30.1	45.2	31.4	31.4	36.2	40.9	36.8	42.1	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	30.1	30.1	45.2	31.4	31.4	36.2	40.9	36.8	42.1	32.8	32.8
LOS by Move:	D	C	C	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	5	12	12	1	8	8	3	9	6	8	5	5

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

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

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[16.1]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	0	0	1	0

Volume Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Base Vol:	176	346	0	0	164	293	0	0	0	31	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	346	0	0	164	293	0	0	0	31	0	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	183	359	0	0	170	304	0	0	0	32	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	183	359	0	0	170	304	0	0	0	32	0	124

Critical Gap Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Cnflct Vol:	474	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1046	1198	359
Potent Cap.:	1098	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	255	187	690
Move Cap.:	1098	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	219	153	690
Volume/Cap:	0.17	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.15	0.00	0.18

Level Of Service Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
2Way95thQ:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	479	xxxxx
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx
Shrd ConDel:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.1	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			16.1		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

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

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 17.8 Worst Case Level Of Service: E[37.4]

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	1	0	0	0

Volume Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Base Vol:	0	276	15	76	127	0	239	1	178	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	276	15	76	127	0	239	1	178	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	307	17	85	141	0	266	1	198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	307	17	85	141	0	266	1	198	0	0	0

Critical Gap Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Critical Gap:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Cnflct Vol:	xxxx	xxxx	xxxxxx	324	xxxx	xxxxxx	626	635	141	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	1247	xxxx	xxxxxx	451	399	912	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	1247	xxxx	xxxxxx	426	370	912	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.62	0.00	0.22	xxxx	xxxx	xxxx

Level Of Service Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
2Way95thQ:	xxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	551	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxxxx	8.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	xxxxxx	37.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			37.4			xxxxxx		
ApproachLOS:	*			*			E			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.212
Loss Time (sec): 0 Average Delay (sec/veh): 8.2
Optimal Cycle: 0 Level Of Service: A

Street Name: 4th St. Wilson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Lanes: 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 15 15 13 5 20 8 7 134 14 12 117 8
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 15 13 5 20 8 7 134 14 12 117 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 17 17 15 6 23 9 8 153 16 14 134 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 17 15 6 23 9 8 153 16 14 134 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 17 17 15 6 23 9 8 153 16 14 134 9

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.50 0.50 1.00 0.15 0.61 0.24 0.05 0.86 0.09 0.09 0.85 0.06
Final Sat.: 311 311 744 110 440 176 38 721 75 72 704 48

Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.02 0.05 0.05 0.05 0.21 0.21 0.21 0.19 0.19 0.19
Crit Moves: ****
Delay/Veh: 8.5 8.5 7.3 7.9 7.9 7.9 8.3 8.3 8.3 8.2 8.2 8.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 8.5 8.5 7.3 7.9 7.9 7.9 8.3 8.3 8.3 8.2 8.2 8.2
LOS by Move: A A A A A A A A A A A A
ApproachDel: 8.1 7.9 8.3 8.2
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 8.1 7.9 8.3 8.2
LOS by Appr: A A A A
AllWayAvgQ: 0.1 0.1 0.0 0.0 0.0 0.0 0.3 0.3 0.3 0.2 0.2 0.2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing Conditions - PM Peak Hour

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

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.193
Loss Time (sec): 0 Average Delay (sec/veh): 8.5
Optimal Cycle: 0 Level Of Service: A

Street Name: San Gorgonio Wilson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 25 57 40 9 38 26 19 86 26 34 78 11
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 57 40 9 38 26 19 86 26 34 78 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 28 64 45 10 43 29 21 97 29 38 88 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 64 45 10 43 29 21 97 29 38 88 12
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 64 45 10 43 29 21 97 29 38 88 12

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.59 0.41 0.12 0.52 0.36 0.14 0.66 0.20 0.28 0.63 0.09
Final Sat.: 603 409 287 90 381 261 111 503 152 207 476 67

Capacity Analysis Module:
Vol/Sat: 0.05 0.16 0.16 0.11 0.11 0.11 0.19 0.19 0.19 0.19 0.19 0.19
Crit Moves: **** **** **** ****
Delay/Veh: 8.7 8.5 8.5 8.2 8.2 8.2 8.5 8.5 8.5 8.6 8.6 8.6
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 8.7 8.5 8.5 8.2 8.2 8.2 8.5 8.5 8.5 8.6 8.6 8.6
LOS by Move: A A A A A A A A A A A A
ApproachDel: 8.5 8.2 8.5 8.6
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 8.5 8.2 8.5 8.6
LOS by Appr: A A A A
AllWayAvgQ: 0.0 0.2 0.2 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.2

Note: Queue reported is the number of cars per lane.

EXISTING (2010) WITH PROJECT CONDITIONS

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 94.8 Worst Case Level Of Service: F[541.8]

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0

Volume Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Base Vol:	0	0	0	174	0	30	0	250	117	300	326	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	174	0	30	0	250	117	300	326	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	209	0	36	0	300	140	360	391	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	209	0	36	0	300	140	360	391	0

Critical Gap Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Cnflct Vol:	xxxx	xxxx	xxxxx	1482	1552	391	xxxx	xxxx	xxxxx	441	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	139	115	662	xxxx	xxxx	xxxxx	1130	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	96	69	662	xxxx	xxxx	xxxxx	1130	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.18	0.00	0.05	xxxx	xxxx	xxxx	0.32	xxxx	xxxx

Level Of Service Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	96	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	18.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	633.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx	541.8		xxxxxx	xxxxxx		xxxxxx	xxxxxx		xxxxxx	xxxxxx	
ApproachLOS:	*	F		*	*		*	*		*	*	

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: D[30.8]

I-10 Westbound Ramps							Oak Valley Pkwy.												
North Bound			South Bound				East Bound			West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Stop Sign			Stop Sign				Uncontrolled			Uncontrolled								
Rights:	Include			Include				Include			Include								
Lanes:	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	1
Volume Module:																			
Base Vol:	85	1	125	0	0	0	59	365	0	0	546	546							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
Initial Bse:	85	1	125	0	0	0	59	365	0	0	546	546							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96							
PHF Volume:	89	1	130	0	0	0	62	381	0	0	570	570							
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0							
FinalVolume:	89	1	130	0	0	0	62	381	0	0	570	570							
Critical Gap Module:																			
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Capacity Module:																			
Cnflct Vol:	1359	1644	381	xxxx	xxxx	xxxxx	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Potent Cap.:	165	101	671	xxxx	xxxx	xxxxx	620	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Move Cap.:	152	90	671	xxxx	xxxx	xxxxx	620	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Volume/Cap:	0.58	0.01	0.19	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx							
Level Of Service Module:																			
2Way95thQ:	xxxx	xxxx	0.7	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	11.7	xxxxx	xxxx	xxxxx	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
LOS by Move:	*	*	B	*	*	*	B	*	*	*	*	*							
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT							
Shared Cap.:	151	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
SharedQueue:	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Shrd ConDel:	58.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Shared LOS:	F	*	*	*	*	*	B	*	*	*	*	*							
ApproachDel:	30.8			xxxxxx			xxxxxx			xxxxxx									
ApproachLOS:	D			*			*			*									

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: F[70.6]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	60	5	53	1	3	0	1	395	42	90	740	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	5	53	1	3	0	1	395	42	90	740	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	64	5	56	1	3	0	1	420	45	96	786	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	64	5	56	1	3	0	1	420	45	96	786	1

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1424	1423	442	1453	1445	xxxxx	787	xxxx	xxxxx	464	xxxx	xxxxx
Potent Cap.:	115	137	620	109	133	xxxxx	841	xxxx	xxxxx	1108	xxxx	xxxxx
Move Cap.:	105	125	620	90	121	xxxxx	841	xxxx	xxxxx	1108	xxxx	xxxxx
Volume/Cap:	0.61	0.04	0.09	0.01	0.03	xxxx	0.00	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	169	xxxxx	112	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.7	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	70.6	xxxxx	38.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	E	*	*	*	*	*	*	*	*
ApproachDel:		70.6		38.5			xxxxxx			xxxxxx		
ApproachLOS:		F		E			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678

Loss Time (sec): 12 Average Delay (sec/veh): 26.3

Optimal Cycle: 57 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	34	286	31	114	425	281	145	274	36	71	525	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	286	31	114	425	281	145	274	36	71	525	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	37	313	34	125	465	308	159	300	39	78	575	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	313	34	125	465	308	159	300	39	78	575	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	313	34	125	465	308	159	300	39	78	575	106

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.89	0.89	0.24	0.93	0.93	0.54	1.00	0.85
Lanes:	1.00	1.80	0.20	1.00	1.20	0.80	1.00	1.77	0.23	1.00	1.00	1.00
Final Sat.:	1805	3208	348	1805	2043	1351	456	3137	412	1022	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.10	0.10	0.07	0.23	0.23	0.35	0.10	0.10	0.08	0.30	0.07
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.23	0.23	0.16	0.32	0.32	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.29	0.43	0.43	0.42	0.71	0.71	0.71	0.20	0.20	0.16	0.62	0.13
Delay/Veh:	45.5	33.4	33.4	38.6	32.1	32.1	30.2	14.5	14.5	14.2	19.9	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	33.4	33.4	38.6	32.1	32.1	30.2	14.5	14.5	14.2	19.9	14.0
LOS by Move:	D	C	C	D	C	C	C	B	B	B	B	B
HCM2kAvgQ:	1	5	5	4	12	12	5	3	3	1	13	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 0 Average Delay (sec/veh): 12.0
Optimal Cycle: 0 Level Of Service: B

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	0	0	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	12	214	22	45	353	31	20	115	6	16	172	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	214	22	45	353	31	20	115	6	16	172	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	13	234	24	49	385	34	22	126	7	17	188	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	234	24	49	385	34	22	126	7	17	188	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	234	24	49	385	34	22	126	7	17	188	25

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	1.72	0.18	0.21	1.65	0.14	0.14	0.82	0.04	0.08	0.81	0.11
Final Sat.:	52	946	99	120	955	85	77	442	23	43	466	62

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.25	0.25	0.24	0.41	0.40	0.40	0.28	0.28	0.28	0.40	0.40	0.40
Crit Moves:	****			****			****			****		
Delay/Veh:	11.0	10.8	10.7	12.8	12.5	12.3	11.3	11.3	11.3	12.5	12.5	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	10.8	10.7	12.8	12.5	12.3	11.3	11.3	11.3	12.5	12.5	12.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.8			12.5			11.3			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			12.5			11.3			12.5		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.6	0.6	0.6	0.3	0.3	0.3	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 12 Average Delay (sec/veh): 27.6
Optimal Cycle: 51 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	409	264	0	0	262	127	0	0	0	268	0	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	409	264	0	0	262	127	0	0	0	268	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	461	298	0	0	295	143	0	0	0	302	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	298	0	0	295	143	0	0	0	302	0	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	461	298	0	0	295	143	0	0	0	302	0	69

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.35	0.65	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2312	1121	0	0	0	1809	0	1615

Capacity Analysis Module:

Vol/Sat:	0.26	0.08	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.17	0.00	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.41	0.61	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.63	0.13	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.63	0.00	0.16
Delay/Veh:	25.2	8.2	0.0	0.0	38.1	38.1	0.0	0.0	0.0	34.8	0.0	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	8.2	0.0	0.0	38.1	38.1	0.0	0.0	0.0	34.8	0.0	28.2
LOS by Move:	C	A	A	A	D	D	A	A	A	C	A	C
HCM2kAvgQ:	11	2	0	0	7	7	0	0	0	9	0	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 12 Average Delay (sec/veh): 23.5
Optimal Cycle: 68 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:

Base Vol:	0	556	562	79	424	0	126	0	382	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	556	562	79	424	0	126	0	382	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	588	595	84	449	0	133	0	404	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	588	595	84	449	0	133	0	404	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	588	595	84	449	0	133	0	404	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.37	0.05	0.12	0.00	0.07	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.48	0.48	0.07	0.55	0.00	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.76	0.66	0.23	0.00	0.23	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	16.1	25.7	57.7	11.5	0.0	24.6	0.0	36.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	25.7	57.7	11.5	0.0	24.6	0.0	36.6	0.0	0.0	0.0
LOS by Move:	A	B	C	E	B	A	C	A	D	A	A	A
HCM2kAvgQ:	0	6	15	3	4	0	3	0	13	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	12	Average Delay (sec/veh):	24.2
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Beaumont Ave.						1st St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0

Volume Module:												
Base Vol:	30	918	291	123	657	22	28	29	5	209	85	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	918	291	123	657	22	28	29	5	209	85	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	34	1044	331	140	747	25	32	33	6	238	97	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1044	331	140	747	25	32	33	6	238	97	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	1044	331	140	747	25	32	33	6	238	97	140

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	0.95	0.41	0.98	0.98	0.74	0.91	0.91
Lanes:	1.00	1.52	0.48	1.00	1.94	0.06	1.00	0.85	0.15	1.00	0.41	0.59
Final Sat.:	1805	2642	838	1805	3476	116	771	1585	273	1398	707	1024

Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.08	0.22	0.22	0.04	0.02	0.02	0.17	0.14	0.14
Crit Moves:	****			****						****		
Green/Cycle:	0.16	0.54	0.54	0.11	0.49	0.49	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.12	0.73	0.73	0.73	0.44	0.44	0.18	0.09	0.09	0.73	0.59	0.59
Delay/Veh:	36.2	18.9	18.9	56.7	16.9	16.9	31.2	30.1	30.1	43.6	36.4	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	18.9	18.9	56.7	16.9	16.9	31.2	30.1	30.1	43.6	36.4	36.4
LOS by Move:	D	B	B	E	B	B	C	C	C	D	D	D
HCM2kAvgQ:	1	18	18	4	8	8	1	1	1	8	7	7

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[7.2]

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	1	0	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	0	1224	0	0	0	841	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1224	0	0	0	841	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1224	0	0	0	841	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	1224	0	0	0	841	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1453	2065	421	1645	2065	612
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	123	55	587	92	55	441
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	123	55	587	92	55	441
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[13.2]

Street Name:	Lamb Canyon Rd.					California Ave.						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	1	1	0	1	0	0	0
Volume Module:												
Base Vol:	234	1193	0	0	791	1	1	0	65	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1193	0	0	791	1	1	0	65	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	249	1269	0	0	841	1	1	0	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	249	1269	0	0	841	1	1	0	69	0	0	0

Critical Gap Module:	Lamb Canyon Rd.					California Ave.						
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Lamb Canyon Rd.					California Ave.						
Cnflct Vol:	843	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1974	xxxx	421	xxxx	xxxx	xxxxxx
Potent Cap.:	802	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	56	xxxx	587	xxxx	xxxx	xxxxxx
Move Cap.:	802	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	42	xxxx	587	xxxx	xxxx	xxxxxx
Volume/Cap:	0.31	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.12	xxxx	xxxx	xxxx

Level Of Service Module:	Lamb Canyon Rd.					California Ave.						
2Way95thQ:	1.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.1	xxxx	0.4	xxxx	xxxx	xxxxxx
Control Del:	11.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	92.5	xxxx	12.0	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.2			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.282
Loss Time (sec): 0 Average Delay (sec/veh): 75.9
Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	41	117	30	108	105	98	51	351	46	31	579	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	117	30	108	105	98	51	351	46	31	579	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	42	121	31	112	109	102	53	364	48	32	600	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	121	31	112	109	102	53	364	48	32	600	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	121	31	112	109	102	53	364	48	32	600	107

Saturation Flow Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	1.00	1.00	1.00	1.00	0.13	0.87	1.00	0.05	0.95	1.00
Final Sat.:	106	302	449	381	402	436	60	415	522	25	468	533

Capacity Analysis Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.40	0.40	0.07	0.29	0.27	0.23	0.88	0.88	0.09	1.28	1.28	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	16.5	16.5	11.0	15.5	14.4	12.9	42.6	42.6	10.1	163.8	164	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	16.5	11.0	15.5	14.4	12.9	42.6	42.6	10.1	163.8	164	10.9
LOS by Move:	C	C	B	C	B	B	E	E	B	F	F	B
ApproachDel:	15.7			14.3			39.3			141.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.7			14.3			39.3			141.7		
LOS by Appr:	C			B			E			F		
AllWayAvgQ:	0.6	0.6	0.1	0.4	0.3	0.3	4.3	4.3	0.1	21.1	21.1	0.2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883

Loss Time (sec): 0 Average Delay (sec/veh): 24.0

Optimal Cycle: 0 Level Of Service: C

Street Name: Palm Ave. 8th St.

Approach: North Bound South Bound East Bound West Bound

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

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

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Volume Module:

Base Vol: 19 120 48 9 113 11 30 134 43 118 219 15

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 19 120 48 9 113 11 30 134 43 118 219 15

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68

PHF Volume: 28 175 70 13 165 16 44 196 63 173 320 22

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 28 175 70 13 165 16 44 196 63 173 320 22

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 28 175 70 13 165 16 44 196 63 173 320 22

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.10 0.64 0.26 0.07 0.85 0.08 0.14 0.65 0.21 0.34 0.62 0.04

Final Sat.: 51 322 129 32 399 39 76 341 109 195 363 25

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Capacity Analysis Module:

Vol/Sat: 0.54 0.54 0.54 0.41 0.41 0.41 0.57 0.57 0.57 0.88 0.88 0.88

Crit Moves: **** **** **** ****

Delay/Veh: 16.1 16.1 16.1 14.0 14.0 14.0 16.4 16.4 16.4 36.4 36.4 36.4

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 16.1 16.1 16.1 14.0 14.0 14.0 16.4 16.4 16.4 36.4 36.4 36.4

LOS by Move: C C C B B B C C C E E E

ApproachDel: 16.1 14.0 16.4 36.4

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 16.1 14.0 16.4 36.4

LOS by Appr: C B C E

AllWayAvgQ: 0.9 0.9 0.9 0.5 0.5 0.5 1.0 1.0 1.0 4.4 4.4 4.4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.167

Loss Time (sec): 0 Average Delay (sec/veh): 63.8

Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0			

Volume Module:

Base Vol:	100	0	94	0	0	0	0	397	96	122	626	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	94	0	0	0	0	397	96	122	626	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	114	0	108	0	0	0	0	454	110	140	716	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	0	108	0	0	0	0	454	110	140	716	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	0	108	0	0	0	0	454	110	140	716	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	0.81	0.19	1.00	1.00	0.00
Final Sat.:	282	0	266	0	0	0	0	522	126	565	614	0

Capacity Analysis Module:

Vol/Sat:	0.41	xxxx	0.41	xxxx	xxxx	xxxx	xxxx	0.87	0.87	0.25	1.17	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	13.6	0.0	13.6	0.0	0.0	0.0	0.0	33.8	33.8	11.1	113	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	0.0	13.6	0.0	0.0	0.0	0.0	33.8	33.8	11.1	113	0.0
LOS by Move:	B	*	B	*	*	*	*	D	D	B	F	*
ApproachDel:	13.6			xxxxxx			33.8			96.6		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	13.6			xxxxxx			33.8			96.6		
LOS by Appr:	B			*			D			F		
AllWayAvgQ:	0.6	0.6	0.6	0.0	0.0	0.0	4.5	4.5	4.5	0.3	17.8	0.0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.095
Loss Time (sec): 0 Average Delay (sec/veh): 59.2
Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	29	171	33	83	226	29	25	187	20	53	293	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	171	33	83	226	29	25	187	20	53	293	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	37	221	43	107	292	37	32	241	26	68	378	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	221	43	107	292	37	32	241	26	68	378	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	221	43	107	292	37	32	241	26	68	378	68

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.74	0.14	0.24	0.67	0.09	0.11	0.80	0.09	0.13	0.74	0.13
Final Sat.:	53	311	60	113	306	39	45	340	36	62	345	62

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.71	0.71	0.71	0.95	0.95	0.95	0.71	0.71	0.71	1.10	1.10	1.10
Crit Moves:	****			****			****			****		
Delay/Veh:	27.6	27.6	27.6	57.8	57.8	57.8	27.5	27.5	27.5	97.2	97.2	97.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	27.6	27.6	57.8	57.8	57.8	27.5	27.5	27.5	97.2	97.2	97.2
LOS by Move:	D	D	D	F	F	F	D	D	D	F	F	F
ApproachDel:	27.6			57.8			27.5			97.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	27.6			57.8			27.5			97.2		
LOS by Appr:	D			F			D			F		
AllWayAvgQ:	1.9	1.9	1.9	6.0	6.0	6.0	1.9	1.9	1.9	11.3	11.3	11.3

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 12.4 Worst Case Level Of Service: E[45.0]

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	279	0	0	507	0	0	0	0	125	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	279	0	0	507	0	0	0	0	125	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	344	0	0	625	0	0	0	0	154	0	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	344	0	0	625	0	0	0	0	154	0	215

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	969	969	344
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	255	703
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	255	703
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.54	0.00	0.31

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	434	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	45.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				45.0	
ApproachLOS:	*			*			*				E	

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): 15.3 Worst Case Level Of Service: C[16.8]

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	293	103	215	419	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	293	103	215	419	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	363	127	266	519	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	363	127	266	519	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	0	0	181	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxx	900	1091	785	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxx	900	1091	475	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxx	0.40	0.12	0.56	0.58	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	3.4	3.8	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:xxxxx	xxxxx	xxxxx	xxxxx	21.8	14.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	C	B	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	943	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	3.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	12.9	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	*	*	*	*	*	*
ApproachDel:	12.9			16.8			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[18.6]

Street Name:		Pennsylvania Ave.				3rd St.			
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	1	0	1	0	0	0	1	0	0
Volume Module:									
Base Vol:	7	384	0	0	397	26	17	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	384	0	0	397	26	17	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	9	480	0	0	496	33	21	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0
Final Volume:	9	480	0	0	496	33	21	0	3
Critical Gap Module:									
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3
Capacity Module:									
Cnflct Vol:	529	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	994	994	496
Potent Cap.:	1049	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	274	247	578
Move Cap.:	1049	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	272	245	578
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.00
Level Of Service Module:									
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	288	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	18.6	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			18.6		xxxxxx
ApproachLOS:	*			*			C		*

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.274

Loss Time (sec): 0 Average Delay (sec/veh): 69.2

Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Stop Sign						Stop Sign						Stop Sign							
Rights:	Include						Include						Include							
Min. Green:	7		7		7	7		7		7	7		7		7					
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	0	0	0	289	0	181	124	361	0	0	545	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	289	0	181	124	361	0	0	545	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	0	0	336	0	210	144	420	0	0	634	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	336	0	210	144	420	0	0	634	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	336	0	210	144	420	0	0	634	266

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	444	0	517	446	481	0	0	497	542

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.76	xxxx	0.41	0.32	0.87	xxxx	xxxx	1.27	0.49
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	31.2	0.0	14.1	14.3	42.1	0.0	0.0	161	15.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.2	0.0	14.1	14.3	42.1	0.0	0.0	161	15.2
LOS by Move:	*	*	*	D	*	B	B	E	*	*	F	C
ApproachDel:	xxxxxx			24.6			35.0			117.8		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			24.6			35.0			117.8		
LOS by Appr:	*			C			D			F		
AllWayAvgQ:	0.0	0.0	0.0	2.5	0.0	0.6	0.5	4.3	0.0	0.0	20.8	0.9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640

Loss Time (sec): 0 Average Delay (sec/veh): 19.1

Optimal Cycle: 0 Level Of Service: C

Street Name: Starlight Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound

South Bound

East Bound

West Bound

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

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Control: Stop Sign

Stop Sign

Stop Sign

Stop Sign

Rights: Include

Include

Include

Include

Min. Green: 7 7 7

7 7 7

7 7 7

7 7 7

Lanes: 1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

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Volume Module:

Base Vol: 160 4 9 17 6 8 7 387 127 15 531 31

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 160 4 9 17 6 8 7 387 127 15 531 31

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87

PHF Volume: 185 5 10 20 7 9 8 447 147 17 614 36

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 185 5 10 20 7 9 8 447 147 17 614 36

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 185 5 10 20 7 9 8 447 147 17 614 36

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.51 0.49 1.00 1.89 0.11

Final Sat.: 397 412 448 351 369 397 451 757 256 460 959 56

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Capacity Analysis Module:

Vol/Sat: 0.47 0.01 0.02 0.06 0.02 0.02 0.02 0.59 0.57 0.04 0.64 0.64

Crit Moves: ****

Delay/Veh: 18.0 10.9 10.3 12.4 11.6 10.9 10.5 18.9 17.8 10.5 20.8 20.5

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 18.0 10.9 10.3 12.4 11.6 10.9 10.5 18.9 17.8 10.5 20.8 20.5

LOS by Move: C B B B B B B C C B C C

ApproachDel: 17.4 11.9 18.5 20.5

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 17.4 11.9 18.5 20.5

LOS by Appr: C B C C

AllWayAvgQ: 0.7 0.0 0.0 0.0 0.0 0.0 0.0 1.3 1.2 0.0 1.6 1.5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): 156.2 Worst Case Level Of Service: F[469.4]

Street Name:	Highland Springs Ave.						Brookside Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0	0	0	1

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Volume Module:

Base Vol:	237	57	31	124	84	1	1	31	216	61	61	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	57	31	124	84	1	1	31	216	61	61	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	296	71	39	155	105	1	1	39	270	76	76	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	296	71	39	155	105	1	1	39	270	76	76	303

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Critical Gap Module:

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

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Capacity Module:

Cnflct Vol:	106	xxxx	xxxxxx	110	xxxx	xxxxxx	1287	1117	105	1252	1098	91
Potent Cap.:	1498	xxxx	xxxxxx	1493	xxxx	xxxxxx	142	209	954	151	215	973
Move Cap.:	1498	xxxx	xxxxxx	1493	xxxx	xxxxxx	47	149	954	68	153	973
Volume/Cap:	0.20	xxxx	xxxx	0.10	xxxx	xxxx	0.03	0.26	0.28	1.12	0.50	0.31

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Level Of Service Module:

2Way95thQ:	0.7	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	8.0	xxxx	xxxxxx	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	544	xxxxxx	xxxx	236	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.5	xxxxxx	xxxxxx	32.7	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	20.0	xxxxxx	xxxxxx	469	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	C	*	*	F	*			
ApproachDel:	xxxxxx			xxxxxx			20.0			469.4					
ApproachLOS:	*			*			C			F					

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:		Highland Springs Ave.				16th St.				
Approach:	North Bound	South Bound			East Bound			West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Uncontrolled	Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include	Include			Include			Include		
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	

Volume Module:

Base Vol:	0	341	0	0	391	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	341	0	0	391	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	341	0	0	391	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	341	0	0	391	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	732	732	391	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	391	351	662	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	391	351	662	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/ F Street

Average Delay (sec/veh): 63.0 Worst Case Level Of Service: F[175.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	283	233	16	335	0	0	0	0	456	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	283	233	16	335	0	0	0	0	456	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	283	233	16	335	0	0	0	0	456	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	283	233	16	335	0	0	0	0	456	0	30

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	516	xxxx	xxxxx	xxxx	xxxx	xxxxx	767	767	400
Potent Cap.:	xxxx	xxxx	xxxxx	1060	xxxx	xxxxx	xxxx	xxxx	xxxxx	373	335	655
Move Cap.:	xxxx	xxxx	xxxxx	1060	xxxx	xxxxx	xxxx	xxxx	xxxxx	369	330	655
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	1.24	0.00	0.05

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	379	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	175	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			175.1		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.176

Loss Time (sec): 12 Average Delay (sec/veh): 88.8

Optimal Cycle: 180 Level Of Service: F

Street Name: Highland Springs Ave. Oak Valley Pkwy.-14th St.-F St.

Approach: North Bound South Bound East Bound West Bound

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

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Control: Protected Protected Permitted Permitted

Rights: Include Include Ovl Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 0 1! 0 0

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Volume Module:

Base Vol: 215 433 78 31 720 39 22 140 251 152 273 61

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 215 433 78 31 720 39 22 140 251 152 273 61

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83

PHF Volume: 258 520 94 37 865 47 26 168 302 183 328 73

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 258 520 94 37 865 47 26 168 302 183 328 73

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 258 520 94 37 865 47 26 168 302 183 328 73

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.98 0.98 0.95 0.99 0.99 0.80 1.00 0.85 0.75 0.75 0.75

Lanes: 1.00 0.85 0.15 1.00 0.95 0.05 1.00 1.00 1.00 0.31 0.56 0.13

Final Sat.: 1805 1573 283 1805 1788 97 1520 1900 1615 448 805 180

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Capacity Analysis Module:

Vol/Sat: 0.14 0.33 0.33 0.02 0.48 0.48 0.02 0.09 0.19 0.41 0.41 0.41

Crit Moves: **** **** ****

Green/Cycle: 0.12 0.44 0.44 0.09 0.41 0.41 0.35 0.35 0.47 0.35 0.35 0.35

Volume/Cap: 1.18 0.75 0.75 0.22 1.18 1.18 0.05 0.26 0.40 1.18 1.18 1.18

Delay/Veh: 160.4 27.4 27.4 42.7 122 121.9 21.8 23.6 17.7 131.3 131 131.3

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 160.4 27.4 27.4 42.7 122 121.9 21.8 23.6 17.7 131.3 131 131.3

LOS by Move: F C C D F F C C B F F F

HCM2kAvgQ: 13 15 15 1 48 48 1 4 6 32 32 32

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.					Starlight Ave.						
Approach:	North Bound			South Bound		East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled		Stop Sign			Stop Sign			
Rights:	Include			Include		Include			Include			
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	26	551	124	47	1031	141	79	78	169	243	152	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	551	124	47	1031	141	79	78	169	243	152	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	31	652	147	56	1220	167	93	92	200	288	180	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	652	147	56	1220	167	93	92	200	288	180	108

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1387	xxxx	xxxxxx	799	xxxx	xxxxxx	2346	2275	1304	2348	2285	725
Potent Cap.:	500	xxxx	xxxxxx	833	xxxx	xxxxxx	26	41	198	25	40	428
Move Cap.:	500	xxxx	xxxxxx	833	xxxx	xxxxxx	0	36	198	0	35	428
Volume/Cap:	0.06	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	2.60	1.01	xxxx	5.14	0.25

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	12.7	xxxx	xxxxxx	9.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	81	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	30.1	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	1282	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	16	Average Delay (sec/veh):	41.2
Optimal Cycle:	109	Level Of Service:	D

Street Name:	Highland Springs Ave.						8th St.-Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0	2	0	1

Volume Module:												
Base Vol:	57	491	225	180	1066	154	50	141	101	354	179	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	491	225	180	1066	154	50	141	101	354	179	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	65	564	258	207	1224	177	57	162	116	406	206	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	564	258	207	1224	177	57	162	116	406	206	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	564	258	207	1224	177	57	162	116	406	206	152

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.89	0.89	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.17	0.83	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	3094	447	1805	1971	1412	1805	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.16	0.11	0.40	0.40	0.03	0.08	0.08	0.23	0.06	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.36	0.61	0.14	0.43	0.43	0.14	0.09	0.09	0.25	0.19	0.19
Volume/Cap:	0.52	0.82	0.26	0.82	0.91	0.91	0.22	0.91	0.91	0.91	0.30	0.49
Delay/Veh:	48.6	36.4	9.2	60.1	35.2	35.2	38.3	75.2	75.2	59.6	34.8	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	36.4	9.2	60.1	35.2	35.2	38.3	75.2	75.2	59.6	34.8	37.1
LOS by Move:	D	D	A	E	D	D	D	E	E	E	C	D
HCM2kAvgQ:	2	16	4	6	20	20	2	8	8	16	3	5

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Existing With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	124	145	127	98	64	105	809	159	171	1279	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.92		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4674		1770	3329		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4674		1770	3329		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	101	139	163	143	110	72	118	909	179	192	1437	88
RTOR Reduction (vph)	0	143	0	0	63	0	0	0	104	0	0	32
Lane Group Flow (vph)	101	159	0	143	119	0	118	909	75	192	1437	56
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	6.7	8.8		8.5	10.6		6.5	34.5	34.5	13.0	41.0	41.0
Effective Green, g (s)	6.7	8.8		8.5	10.6		6.5	34.5	34.5	13.0	41.0	41.0
Actuated g/C Ratio	0.08	0.11		0.10	0.13		0.08	0.42	0.42	0.16	0.50	0.50
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	145	503		184	431		141	1493	668	281	1774	793
v/s Ratio Prot	0.06	0.03		c0.08	c0.04		c0.07	0.26		c0.11	c0.41	
v/s Ratio Perm									0.05			0.04
v/c Ratio	0.70	0.32		0.78	0.28		0.84	0.61	0.11	0.68	0.81	0.07
Uniform Delay, d1	36.6	33.7		35.7	32.1		37.1	18.4	14.4	32.5	17.1	10.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.6	0.4		18.4	0.4		32.9	1.9	0.3	6.7	4.1	0.2
Delay (s)	50.1	34.1		54.1	32.5		70.0	20.3	14.7	39.2	21.3	10.7
Level of Service	D	C		D	C		E	C	B	D	C	B
Approach Delay (s)		38.1			42.0			24.3			22.7	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM Average Control Delay			26.7			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			81.8			Sum of lost time (s)			7.0			
Intersection Capacity Utilization			68.9%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Existing With Project

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↶	↶	↶↶			↶↶	↶
Volume (vph)	0	0	0	138	0	188	211	928	0	0	857	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	144	0	196	220	967	0	0	893	688
RTOR Reduction (vph)	0	0	0	0	0	55	0	0	0	0	0	459
Lane Group Flow (vph)	0	0	0	0	144	141	220	967	0	0	893	229
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.08		c0.12	0.27			c0.25	
v/s Ratio Perm						c0.09						0.14
v/c Ratio					0.24	0.27	1.49	0.55			0.76	0.43
Uniform Delay, d1					11.6	11.7	22.0	8.3			14.3	12.5
Progression Factor					1.00	1.00	0.90	0.85			1.00	1.00
Incremental Delay, d2					1.0	1.2	241.5	0.8			4.6	2.6
Delay (s)					12.6	12.9	261.2	7.8			18.8	15.1
Level of Service					B	B	F	A			B	B
Approach Delay (s)		0.0			12.8			54.8			17.2	
Approach LOS		A			B			D			B	
Intersection Summary												
HCM Average Control Delay			31.1		HCM Level of Service					C		
HCM Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			48.0		Sum of lost time (s)				12.0			
Intersection Capacity Utilization			99.2%		ICU Level of Service				F			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Existing With Project

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	501	0	231	0	0	0	0	638	189	264	731	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	539	0	248	0	0	0	0	686	203	284	786	0
RTOR Reduction (vph)	0	0	91	0	0	0	0	0	135	0	0	0
Lane Group Flow (vph)	0	539	157	0	0	0	0	686	68	284	786	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.30						c0.19		c0.16	0.22	
v/s Ratio Perm			0.10						0.04			
v/c Ratio		0.91	0.30					0.58	0.13	1.92	0.44	
Uniform Delay, d1		15.3	11.8					13.2	11.1	22.0	7.7	
Progression Factor		1.00	1.00					1.00	1.00	1.18	1.00	
Incremental Delay, d2		21.0	1.4					2.1	0.5	431.5	0.6	
Delay (s)		36.3	13.3					15.3	11.6	457.4	8.3	
Level of Service		D	B					B	B	F	A	
Approach Delay (s)		29.0			0.0			14.5			127.5	
Approach LOS		C			A			B			F	
Intersection Summary												
HCM Average Control Delay			62.7									
HCM Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			48.0									
Intersection Capacity Utilization			99.2%									
Analysis Period (min)			15									
c Critical Lane Group												

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.220
Loss Time (sec):	16	Average Delay (sec/veh):	27.6
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Ignore			Include			Ignore					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	24	251	9	109	280	52	101	37	18	4	41	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	251	9	109	280	52	101	37	18	4	41	185
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.00	0.86	0.86	0.86	0.86	0.86	0.00
PHF Volume:	28	291	10	126	324	0	117	43	21	5	48	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	291	10	126	324	0	117	43	21	5	48	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	28	291	10	126	324	0	117	43	21	5	48	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.90	0.90	0.95	0.95	1.00
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.35	0.65	0.18	1.82	1.00
Final Sat.:	1805	3468	124	1805	3610	1900	1805	2310	1124	320	3276	1900

Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.08	0.07	0.09	0.00	0.06	0.02	0.02	0.01	0.01	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.26	0.26	0.22	0.41	0.00	0.29	0.29	0.29	0.07	0.07	0.00
Volume/Cap:	0.22	0.32	0.32	0.32	0.22	0.00	0.22	0.06	0.06	0.21	0.21	0.00
Delay/Veh:	44.8	30.1	30.1	33.5	19.4	0.0	26.9	25.5	25.5	44.3	44.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	30.1	30.1	33.5	19.4	0.0	26.9	25.5	25.5	44.3	44.3	0.0
LOS by Move:	D	C	C	C	B	A	C	C	C	D	D	A
HCM2kAvgQ:	1	4	4	3	3	0	3	1	1	1	1	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Potrero Blvd.

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[10.8]

Street Name:	Highland Springs Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	2	1	0	0	0	0	0

Volume Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Mellon Lane EB			Mellon Lane WB		
Base Vol:	4	189	0	0	167	54	58	0	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	189	0	0	167	54	58	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	4	212	0	0	187	60	65	0	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	4	212	0	0	187	60	65	0	6	0	0	0

Critical Gap Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Mellon Lane EB			Mellon Lane WB		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Mellon Lane EB			Mellon Lane WB		
Cnflct Vol:	247	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	302	xxxx	94	xxxx	xxxx	xxxxxx
Potent Cap.:	1330	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	671	xxxx	952	xxxx	xxxx	xxxxxx
Move Cap.:	1330	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	669	xxxx	952	xxxx	xxxx	xxxxxx
Volume/Cap:	0.00	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.10	xxxx	0.01	xxxx	xxxx	xxxxxx

Level Of Service Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Mellon Lane EB			Mellon Lane WB		
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	0.0	xxxx	xxxxxx	
Control Del:	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	11.0	xxxx	8.8	xxxxxx	xxxxxx	
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxx	xxxxxx	
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			10.8		xxxxxx			
ApproachLOS:	*			*			B		*			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 68.2 Worst Case Level Of Service: F[264.3]

C St.						Wilson St.							
North Bound			South Bound			East Bound			West Bound				
Approach:	L - T - R		L - T - R		L - T - R		L - T - R		L - T - R				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	1	0	0	0	0	0	1	0	0	0	0	1	0
Volume Module:													
Base Vol:	6	0	0	121	0	213	109	380	1	0	423	62	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	6	0	0	121	0	213	109	380	1	0	423	62	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
PHF Volume:	7	0	0	142	0	249	127	444	1	0	495	73	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	7	0	0	142	0	249	127	444	1	0	495	73	
Critical Gap Module:													
Critical Gp:	7.1	xxxx	xxxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
FollowUpTim:	3.5	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Capacity Module:													
Cnflct Vol:	1356	xxxx	xxxxxx	1231	1232	531	567	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Potent Cap.:	128	xxxx	xxxxxx	156	179	552	1015	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Move Cap.:	63	xxxx	xxxxxx	140	155	552	1015	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Volume/Cap:	0.11	xxxx	xxxx	1.01	0.00	0.45	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	
Level Of Service Module:													
2Way95thQ:	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Control Del:	69.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
LOS by Move:	F	*	*	*	*	*	A	*	*	*	*	*	
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	267	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	22.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	264	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*	
ApproachDel:	69.4			264.3			xxxxxx			xxxxxx			
ApproachLOS:	F			F			*			*			

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 24.9 Worst Case Level Of Service: E[41.0]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	140	74	0	0	50	155	304	0	273	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	74	0	0	50	155	304	0	273	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	74	0	0	50	155	304	0	273	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	140	74	0	0	50	155	304	0	273	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	205	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	482	482	128	xxxx	xxxx	xxxxxx
Potent Cap.:	1378	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	547	487	928	xxxx	xxxx	xxxxxx
Move Cap.:	1378	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	501	434	928	xxxx	xxxx	xxxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.61	0.00	0.29	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	640	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	11.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	41.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	41.0	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	E	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[12.7]

Street Name:	Beaumont Rd.-G St					Highland Home Rd.							
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0	0
Volume Module:													
Base Vol:	0	137	61	61	262	0	0	0	0	77	0	77	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	137	61	61	262	0	0	0	0	77	0	77	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	137	61	61	262	0	0	0	0	77	0	77	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	137	61	61	262	0	0	0	0	77	0	77	

Critical Gap Module:												
Critical Gp:xxxxx	xxxx	xxxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	198	xxxx	xxxxx	xxxx	xxxx	xxxxx	552	552	168
Potent Cap.:	xxxx	xxxx	xxxxx	1387	xxxx	xxxxx	xxxx	xxxx	xxxxx	499	445	882
Move Cap.:	xxxx	xxxx	xxxxx	1387	xxxx	xxxxx	xxxx	xxxx	xxxxx	481	424	882
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.09

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	623	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				12.7	
ApproachLOS:	*			*			*				B	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[12.7]

Street Name:	Highland Home Rd.				F St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	124	198	0	0	339	0	0	0	243	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	198	0	0	339	0	0	0	243	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	198	0	0	339	0	0	0	243	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	124	198	0	0	339	0	0	0	243	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	339	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	339	xxxxxx	xxxxxx	xxxxxx
Potent Cap.:	1231	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	708	xxxxxx	xxxxxx	xxxxxx
Move Cap.:	1231	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	708	xxxxxx	xxxxxx	xxxxxx
Volume/Cap:	0.10	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.34	xxxxxx	xxxxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.5	xxxxxx	xxxxxx	xxxxxx
Control Del:	8.3	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	12.7	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	0.3	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	8.3	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	B	*	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: C[22.3]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	109	293	0	0	566	16	30	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	293	0	0	566	16	30	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	293	0	0	566	16	30	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	109	293	0	0	566	16	30	0	213	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	582	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1085	1085	574	xxxx	xxxx	xxxxxx
Potent Cap.:	1002	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	242	218	522	xxxx	xxxx	xxxxxx
Move Cap.:	1002	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	220	193	522	xxxx	xxxx	xxxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.41	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	447	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	22.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	22.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	C	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Highland Home Rd.						Wilson St.							
North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0
Volume Module:													
Base Vol:	76	156	30	369	311	98	57	271	139	41	268	188	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	76	156	30	369	311	98	57	271	139	41	268	188	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
PHF Volume:	89	182	35	430	362	114	66	316	162	48	312	219	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	89	182	35	430	362	114	66	316	162	48	312	219	
Critical Gap Module:													
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	
Capacity Module:													
Cnflct Vol:	963	1157	239	899	1128	266	531	xxxx	xxxxx	478	xxxx	xxxxx	
Potent Cap.:	213	198	768	237	206	739	1046	xxxx	xxxxx	1095	xxxx	xxxxx	
Move Cap.:	0	177	768	0	184	739	1046	xxxx	xxxxx	1095	xxxx	xxxxx	
Volume/Cap:	xxxx	1.03	0.05	xxxx	1.97	0.15	0.06	xxxx	xxxx	0.04	xxxx	xxxx	
Level Of Service Module:													
2Way95thQ:	xxxx	8.5	0.1	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	
Control Del:	xxxxx	128	9.9	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	8.4	xxxx	xxxxx	
LOS by Move:	*	F	A	*	*	*	A	*	*	A	*	*	
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	+Inf			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	F			F			*			*			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 51.3 Worst Case Level Of Service: F[138.3]

Highland Home Rd.						Ramsey St.							
North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0
Volume Module:													
Base Vol:	0	0	0	448	2	39	22	299	0	0	276	237	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	448	2	39	22	299	0	0	276	237	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
PHF Volume:	0	0	0	490	2	43	24	327	0	0	302	259	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Final Volume:	0	0	0	490	2	43	24	327	0	0	302	259	

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	527	936	163	643	806	280	561	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	439	267	859	411	318	723	1021	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	403	261	859	403	310	723	1021	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	1.21	0.01	0.06	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	403	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	20.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	149.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			138.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.208
Loss Time (sec): 0 Average Delay (sec/veh): 78.6
Optimal Cycle: 0 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	0	1	0	0	1	0	0	1

Volume Module:	Sunset Ave.			Wilson St.		
Base Vol:	123	16	22	0	33	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	16	22	0	33	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	144	19	26	0	39	45
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	144	19	26	0	39	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	19	26	0	39	45

Saturation Flow Module:	Sunset Ave.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.88	0.12	1.00	0.00	0.46	0.54
Final Sat.:	405	53	536	0	230	265

Capacity Analysis Module:	Sunset Ave.			Wilson St.		
Vol/Sat:	0.36	0.36	0.05	xxxx	0.17	0.17
Crit Moves:	****			****		
Delay/Veh:	14.3	14.3	9.5	0.0	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	9.5	0.0	11.1	11.1
LOS by Move:	B	B	A	*	B	B
ApproachDel:	13.7			11.1		
Delay Adj:	1.00			1.00		
ApprAdjDel:	13.7			11.1		
LOS by Appr:	B			B		
AllWayAvgQ:	0.5	0.5	0.0	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 12 Average Delay (sec/veh): 24.0
Optimal Cycle: 44 Level Of Service: C

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	202	126	65	82	203	50	47	246	307	42	206	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	126	65	82	203	50	47	246	307	42	206	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	242	151	78	98	244	60	56	295	369	50	247	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	151	78	98	244	60	56	295	369	50	247	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	242	151	78	98	244	60	56	295	369	50	247	53

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.90	0.90	0.60	0.92	0.92	0.95	0.87	0.87	0.95	0.93	0.93
Lanes:	1.00	1.32	0.68	1.00	1.60	0.40	1.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	1024	2260	1166	1138	2810	692	1805	1655	1655	1805	2897	619

Capacity Analysis Module:

Vol/Sat:	0.24	0.07	0.07	0.09	0.09	0.09	0.03	0.18	0.22	0.03	0.09	0.09
Crit Moves:	****						****			****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.21	0.39	0.39	0.07	0.25	0.25
Volume/Cap:	0.57	0.16	0.16	0.21	0.21	0.21	0.15	0.45	0.57	0.40	0.34	0.34
Delay/Veh:	24.0	18.2	18.2	18.8	18.7	18.7	32.5	22.7	24.4	46.6	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	18.2	18.2	18.8	18.7	18.7	32.5	22.7	24.4	46.6	30.6	30.6
LOS by Move:	C	B	B	B	B	B	C	C	C	D	C	C
HCM2kAvgQ:	6	2	2	2	3	3	1	7	10	2	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[11.2]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	1	0	0	0	0	0	1
Volume Module:												
Base Vol:	40	252	0	0	418	168	0	0	0	7	7	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	252	0	0	418	168	0	0	0	7	7	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	45	281	0	0	465	187	0	0	0	8	8	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	45	281	0	0	465	187	0	0	0	8	8	160

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	653	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	602	1022	140
Potent Cap.:	944	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	436	238	888
Move Cap.:	944	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	420	227	888
Volume/Cap:	0.05	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.02	0.03	0.18

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	754	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.9	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	11.2	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				11.2	
ApproachLOS:	*			*			*				B	

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 10.0 Worst Case Level Of Service: D[34.0]

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	158	6	209	218	0	144	2	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	158	6	209	218	0	144	2	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	177	7	234	244	0	161	2	34	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	177	7	234	244	0	161	2	34	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	184	xxxx	xxxxx	802	897	122	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1403	xxxx	xxxxx	326	282	912	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1403	xxxx	xxxxx	278	227	912	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	0.58	0.01	0.04	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	314	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	34.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				34.0		xxxxxx		
ApproachLOS:	*			*				D		*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[24.9]

Street Name:	Sunrise Ave.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	19	3	12	0	7	12	7	417	36	31	304	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	3	12	0	7	12	7	417	36	31	304	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	26	4	16	0	9	16	9	563	49	42	410	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	4	16	0	9	16	9	563	49	42	410	1

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1113	1101	587	xxxxx	1124	410	412	xxxxx	xxxxxx	611	xxxxx	xxxxxx
Potent Cap.:	187	214	513	xxxxx	207	646	1158	xxxxx	xxxxxx	977	xxxxx	xxxxxx
Move Cap.:	169	203	513	xxxxx	197	646	1158	xxxxx	xxxxxx	977	xxxxx	xxxxxx
Volume/Cap:	0.15	0.02	0.03	xxxxx	0.05	0.03	0.01	xxxxx	xxxxx	0.04	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.0	xxxxx	xxxxxx	0.1	xxxxx	xxxxxx			
Control Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	8.1	xxxxx	xxxxxx	8.8	xxxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxxx	226	xxxxxx	xxxxx	xxxxx	351	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx			
SharedQueue:	xxxxxx	0.7	xxxxxx	xxxxxx	xxxxx	0.2	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx			
Shrd ConDel:	xxxxxx	24.9	xxxxxx	xxxxxx	xxxxx	16.1	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx			
Shared LOS:	*	C	*	*	*	C	*	*	*	*	*	*			
ApproachDel:	24.9			16.1			xxxxxxx			xxxxxxx					
ApproachLOS:	C			C			*			*					

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.8]

16th St.							Wilson St.						
North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0	
Volume Module:													
Base Vol:	23	0	24	0	0	0	1	358	37	16	267	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	23	0	24	0	0	0	1	358	37	16	267	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	
PHF Volume:	32	0	33	0	0	0	1	492	51	22	367	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	32	0	33	0	0	0	1	492	51	22	367	0	
Critical Gap Module:													
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	
Capacity Module:													
Cnflct Vol:	747	931	271	659	956	183	367	xxxx	xxxxx	543	xxxx	xxxxx	
Potent Cap.:	353	269	733	353	260	834	1203	xxxx	xxxxx	1036	xxxx	xxxxx	
Move Cap.:	347	263	733	331	254	834	1203	xxxx	xxxxx	1036	xxxx	xxxxx	
Volume/Cap:	0.09	0.00	0.05	0.00	0.00	0.00	0.00	xxxx	xxxx	0.02	xxxx	xxxx	
Level Of Service Module:													
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.5	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*	
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	
Shared Cap.:	xxxx	474	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	13.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	13.8			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B			*			*			*			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 Average Delay (sec/veh): 21.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	8th St.						Wilson St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1			
	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1			

Volume Module:

Base Vol:	118	48	19	7	131	47	21	321	68	41	226	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	48	19	7	131	47	21	321	68	41	226	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	156	63	25	9	173	62	28	425	90	54	299	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	63	25	9	173	62	28	425	90	54	299	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	63	25	9	173	62	28	425	90	54	299	4

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.26	0.10	0.04	0.71	0.25	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	298	121	48	18	338	121	481	518	572	454	480	6

Capacity Analysis Module:

Vol/Sat:	0.52	0.52	0.52	0.51	0.51	0.51	0.06	0.82	0.16	0.12	0.62	0.62
Crit Moves:	****			****			****			****		
Delay/Veh:	16.6	16.6	16.6	15.9	15.9	15.9	10.5	32.0	9.9	11.3	19.7	19.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	16.6	15.9	15.9	15.9	10.5	32.0	9.9	11.3	19.7	19.7
LOS by Move:	C	C	C	C	C	C	B	D	A	B	C	C
ApproachDel:	16.6			15.9			27.2			18.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.6			15.9			27.2			18.4		
LOS by Appr:	C			C			D			C		
AllWayAvgQ:	0.8	0.8	0.8	0.8	0.8	0.8	0.1	3.2	0.2	0.1	1.3	1.3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 16 Average Delay (sec/veh): 28.6
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	94	197	219	26	290	31	17	142	88	102	96	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	197	219	26	290	31	17	142	88	102	96	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	100	209	232	28	308	33	18	151	93	108	102	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	209	232	28	308	33	18	151	93	108	102	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	209	232	28	308	33	18	151	93	108	102	28

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	0.47	0.53	1.00	0.90	0.10	1.00	1.00	1.00	1.00	1.57	0.43
Final Sat.:	1805	829	921	1805	1691	181	1805	1900	1615	1805	2750	745

Capacity Analysis Module:

Vol/Sat:	0.06	0.25	0.25	0.02	0.18	0.18	0.01	0.08	0.06	0.06	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.50	0.50	0.07	0.41	0.41	0.14	0.16	0.16	0.12	0.14	0.14
Volume/Cap:	0.35	0.51	0.51	0.22	0.44	0.44	0.07	0.51	0.37	0.51	0.27	0.27
Delay/Veh:	38.3	17.5	17.5	44.8	21.8	21.8	37.7	40.1	38.7	43.4	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	17.5	17.5	44.8	21.8	21.8	37.7	40.1	38.7	43.4	39.0	39.0
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	9	9	1	8	8	1	5	3	4	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: D[29.3]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	143	447	0	0	256	274	0	0	0	16	2	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	447	0	0	256	274	0	0	0	16	2	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
PHF Volume:	196	614	0	0	352	376	0	0	0	22	3	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	196	614	0	0	352	376	0	0	0	22	3	77
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	728	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1547	1735	614
Potent Cap.:	885	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	127	89	495
Move Cap.:	885	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	103	66	495
Volume/Cap:	0.22	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.21	0.04	0.16
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	10.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	248	xxxxxx
SharedQueue:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.9	xxxxxx
Shrd ConDel:	10.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	29.3	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	29.3		
ApproachLOS:	*	*	*	*	*	*	*	*	*	D		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 111.8 Worst Case Level Of Service: F[257.5]

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	309	15	114	165	0	268	0	188	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	309	15	114	165	0	268	0	188	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	390	19	144	208	0	338	0	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	390	19	144	208	0	338	0	237	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxxx	409	xxxx	xxxxxx	895	904	208	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	1161	xxxx	xxxxxx	314	279	837	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	1161	xxxx	xxxxxx	281	241	837	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	1.20	0.00	0.28	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	388	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxxxx	30.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	257	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			257.5			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 0 Average Delay (sec/veh): 12.8
Optimal Cycle: 0 Level Of Service: B

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	0	1	0	0	1	0	0	1

Volume Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	16	7	10	14	17	5	4	321	13	10	239	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	7	10	14	17	5	4	321	13	10	239	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
PHF Volume:	22	10	14	20	24	7	6	451	18	14	336	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	10	14	20	24	7	6	451	18	14	336	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	10	14	20	24	7	6	451	18	14	336	14

Saturation Flow Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.30	1.00	0.39	0.47	0.14	0.01	0.95	0.04	0.04	0.92	0.04
Final Sat.:	334	146	559	210	255	75	9	736	30	29	693	29

Capacity Analysis Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.07	0.07	0.03	0.09	0.09	0.09	0.61	0.61	0.61	0.48	0.48	0.48
Crit Moves:	****			****			****			****		
Delay/Veh:	9.9	9.9	8.5	9.4	9.4	9.4	14.3	14.3	14.3	11.9	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	8.5	9.4	9.4	9.4	14.3	14.3	14.3	11.9	11.9	11.9
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:	9.4			9.4			14.3			11.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.4			9.4			14.3			11.9		
LOS by Appr:	A			A			B			B		
AllWayAvgQ:	0.1	0.1	0.0	0.1	0.1	0.1	1.4	1.4	1.4	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	0	Average Delay (sec/veh):	12.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	San Gorgonio						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	38	28	33	9	55	39	43	271	43	12	163	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	28	33	9	55	39	43	271	43	12	163	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	48	35	41	11	69	49	54	340	54	15	205	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	35	41	11	69	49	54	340	54	15	205	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	35	41	11	69	49	54	340	54	15	205	3

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.46	0.54	0.09	0.53	0.38	0.12	0.76	0.12	0.07	0.92	0.01
Final Sat.:	486	253	298	50	308	219	87	547	87	45	606	7

Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.14	0.22	0.22	0.22	0.62	0.62	0.62	0.34	0.34	0.34
Crit Moves:	****			****			****			****		
Delay/Veh:	10.2	9.4	9.4	10.0	10.0	10.0	15.1	15.1	15.1	10.6	10.6	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	9.4	9.4	10.0	10.0	10.0	15.1	15.1	15.1	10.6	10.6	10.6
LOS by Move:	B	A	A	B	B	B	C	C	C	B	B	B
ApproachDel:	9.7			10.0			15.1			10.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.7			10.0			15.1			10.6		
LOS by Appr:	A			B			C			B		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	1.4	1.4	1.4	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 200.0 Worst Case Level Of Service: F[603.7]

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	415	1	47	0	315	120	170	337	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	415	1	47	0	315	120	170	337	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	451	1	51	0	342	130	185	366	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	451	1	51	0	342	130	185	366	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1143	1209	366	xxxx	xxxx	xxxxx	473	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	223	184	683	xxxx	xxxx	xxxxx	1100	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	191	150	683	xxxx	xxxx	xxxxx	1100	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.36	0.01	0.07	xxxx	xxxx	xxxx	0.17	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.7	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	191	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	37.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	670.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			603.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 12.1 Worst Case Level Of Service: F[53.5]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	1	0	0	0	1
Volume Module:												
Base Vol:	179	0	189	0	0	0	26	694	0	0	326	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	0	189	0	0	0	26	694	0	0	326	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	182	0	192	0	0	0	26	704	0	0	331	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	182	0	192	0	0	0	26	704	0	0	331	236
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	1205	1324	704	xxxx	xxxx	xxxxx	567	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	205	158	440	xxxx	xxxx	xxxxx	1015	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	201	153	440	xxxx	xxxx	xxxxx	1015	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.90	0.00	0.44	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.2	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	19.3	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	201	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	89.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	53.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: D[34.8]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Base Vol:	32	10	45	4	4	6	6	638	28	36	479	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	10	45	4	4	6	6	638	28	36	479	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	11	47	4	4	6	6	672	30	38	505	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	34	11	47	4	4	6	6	672	30	38	505	40

Critical Gap Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Cnflct Vol:	1306	1320	687	1329	1315	525	545	xxxx	xxxxx	702	xxxx	xxxxx
Potent Cap.:	138	158	450	133	159	557	1034	xxxx	xxxxx	905	xxxx	xxxxx
Move Cap.:	129	151	450	109	152	557	1034	xxxx	xxxxx	905	xxxx	xxxxx
Volume/Cap:	0.26	0.07	0.11	0.04	0.03	0.01	0.01	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	210	xxxxx	xxxx	189	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	2.0	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	34.8	xxxxx	xxxxx	25.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	D	*	*	*	*	*	*	*
ApproachDel:	34.8			25.6			xxxxxx			xxxxxx		
ApproachLOS:	D			D			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469

Loss Time (sec): 12 Average Delay (sec/veh): 23.1

Optimal Cycle: 39 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	74	316	81	97	204	108	128	525	51	102	415	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	316	81	97	204	108	128	525	51	102	415	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	79	338	87	104	218	116	137	561	55	109	444	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	338	87	104	218	116	137	561	55	109	444	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	338	87	104	218	116	137	561	55	109	444	102

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.90	0.90	0.36	0.94	0.94	0.37	1.00	0.85
Lanes:	1.00	1.59	0.41	1.00	1.31	0.69	1.00	1.82	0.18	1.00	1.00	1.00
Final Sat.:	1805	2784	714	1805	2238	1185	680	3248	315	709	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.12	0.12	0.06	0.10	0.10	0.20	0.17	0.17	0.15	0.23	0.06
Crit Moves:	****			****						****		
Green/Cycle:	0.16	0.26	0.26	0.12	0.22	0.22	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.27	0.47	0.47	0.47	0.44	0.44	0.40	0.35	0.35	0.31	0.47	0.13
Delay/Veh:	37.5	31.6	31.6	42.4	33.9	33.9	16.5	15.3	15.3	15.4	16.8	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	31.6	31.6	42.4	33.9	33.9	16.5	15.3	15.3	15.4	16.8	13.5
LOS by Move:	D	C	C	D	C	C	B	B	B	B	B	B
HCM2kAvgQ:	2	6	6	4	5	5	3	6	6	2	9	2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564

Loss Time (sec): 0 Average Delay (sec/veh): 14.9

Optimal Cycle: 0 Level Of Service: B

Street Name: Beaumont Ave.

8th St.

Approach: North Bound South Bound East Bound West Bound

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

-----|-----|-----|-----|

Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Lanes: 0 1 0 1 0 0 1 0 1 0 0 0 1 0 0

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Volume Module:

Base Vol: 13 415 22 27 278 36 51 206 17 20 156 47

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 13 415 22 27 278 36 51 206 17 20 156 47

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94

PHF Volume: 14 441 23 29 295 38 54 219 18 21 166 50

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 14 441 23 29 295 38 54 219 18 21 166 50

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 14 441 23 29 295 38 54 219 18 21 166 50

-----|-----|-----|-----|

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.06 1.84 0.10 0.16 1.63 0.21 0.19 0.75 0.06 0.09 0.70 0.21

Final Sat.: 29 944 50 77 804 106 96 388 32 45 353 106

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Capacity Analysis Module:

Vol/Sat: 0.47 0.47 0.46 0.37 0.37 0.36 0.56 0.56 0.56 0.47 0.47 0.47

Crit Moves: **** **** **** ****

Delay/Veh: 15.1 15.0 14.8 13.6 13.3 13.1 17.0 17.0 17.0 14.8 14.8 14.8

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 15.1 15.0 14.8 13.6 13.3 13.1 17.0 17.0 17.0 14.8 14.8 14.8

LOS by Move: C B B B B B C C C B B B

ApproachDel: 15.0 13.3 17.0 14.8

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 15.0 13.3 17.0 14.8

LOS by Appr: B B C B

AllWayAvgQ: 0.8 0.8 0.8 0.5 0.5 0.5 1.1 1.1 1.1 0.7 0.7 0.7

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 12 Average Delay (sec/veh): 28.7
Optimal Cycle: 56 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	324	400	0	0	320	132	0	0	0	408	1	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	324	400	0	0	320	132	0	0	0	408	1	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	344	425	0	0	340	140	0	0	0	433	1	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	425	0	0	340	140	0	0	0	433	1	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	344	425	0	0	340	140	0	0	0	433	1	101

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.88	0.88	0.85
Lanes:	1.00	2.00	0.00	0.00	1.42	0.58	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	2443	1008	0	0	0	1666	4	1615

Capacity Analysis Module:

Vol/Sat:	0.19	0.12	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.26	0.26	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.49	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.39	0.39	0.39
Volume/Cap:	0.67	0.24	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.67	0.67	0.16
Delay/Veh:	35.1	14.7	0.0	0.0	38.9	38.9	0.0	0.0	0.0	28.0	28.0	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	14.7	0.0	0.0	38.9	38.9	0.0	0.0	0.0	28.0	28.0	20.1
LOS by Move:	D	B	A	A	D	D	A	A	A	C	C	C
HCM2kAvgQ:	9	4	0	0	8	8	0	0	0	12	12	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 12 Average Delay (sec/veh): 29.3
Optimal Cycle: 84 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:

Base Vol:	0	452	451	98	630	0	272	0	600	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	452	451	98	630	0	272	0	600	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	468	467	101	652	0	282	0	621	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	468	467	101	652	0	282	0	621	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	468	467	101	652	0	282	0	621	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.29	0.06	0.18	0.00	0.16	0.00	0.38	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.35	0.35	0.07	0.42	0.00	0.46	0.00	0.46	0.00	0.00	0.00
Volume/Cap:	0.00	0.37	0.83	0.80	0.43	0.00	0.34	0.00	0.83	0.00	0.00	0.00
Delay/Veh:	0.0	24.6	40.1	75.6	20.9	0.0	17.4	0.0	31.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.6	40.1	75.6	20.9	0.0	17.4	0.0	31.4	0.0	0.0	0.0
LOS by Move:	A	C	D	E	C	A	B	A	C	A	A	A
HCM2kAvgQ:	0	5	13	3	7	0	5	0	19	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 12 Average Delay (sec/veh): 29.8
Optimal Cycle: 68 Level Of Service: C

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	9	744	203	164	1068	16	20	65	36	336	118	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	744	203	164	1068	16	20	65	36	336	118	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	10	798	218	176	1146	17	21	70	39	361	127	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	798	218	176	1146	17	21	70	39	361	127	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	798	218	176	1146	17	21	70	39	361	127	133

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	0.95	0.48	0.95	0.95	0.68	0.92	0.92
Lanes:	1.00	1.57	0.43	1.00	1.97	0.03	1.00	0.64	0.36	1.00	0.49	0.51
Final Sat.:	1805	2745	749	1805	3550	53	920	1158	641	1298	855	899

Capacity Analysis Module:

Vol/Sat:	0.01	0.29	0.29	0.10	0.32	0.32	0.02	0.06	0.06	0.28	0.15	0.15
Crit Moves:	****			****						****		
Green/Cycle:	0.09	0.38	0.38	0.13	0.42	0.42	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.06	0.76	0.76	0.76	0.77	0.77	0.06	0.16	0.16	0.76	0.40	0.40
Delay/Veh:	41.6	29.3	29.3	55.4	27.1	27.1	20.6	21.4	21.4	34.6	23.9	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	29.3	29.3	55.4	27.1	27.1	20.6	21.4	21.4	34.6	23.9	23.9
LOS by Move:	D	C	C	E	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	16	16	5	16	16	0	2	2	11	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[7.2]

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	1	0	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	0	921	0	0	1415	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	921	0	0	1415	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	921	0	0	1415	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	921	0	0	1415	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1876	2336	708	1629	2336	461
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	65	37	382	95	37	553
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	65	37	382	95	37	553
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[24.7]

Lamb Canyon Rd.						California Ave.						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	155	883	0	0	1388	1	1	0	126	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	883	0	0	1388	1	1	0	126	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	176	1001	0	0	1574	1	1	0	143	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	176	1001	0	0	1574	1	1	0	143	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1575	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2426	xxxx	787	xxxx	xxxx	xxxxxx
Potent Cap.:	424	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	27	xxxx	339	xxxx	xxxx	xxxxxx
Move Cap.:	424	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	19	xxxx	339	xxxx	xxxx	xxxxxx
Volume/Cap:	0.41	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.42	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.2	xxxx	2.0	xxxx	xxxx	xxxxxx
Control Del:	19.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	211.6	xxxx	23.2	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			24.7			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.313
Loss Time (sec): 0 Average Delay (sec/veh): 98.9
Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Base Vol:	36	40	14	44	36	50	53	674	44	12	531	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	40	14	44	36	50	53	674	44	12	531	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	37	42	15	46	37	52	55	701	46	12	553	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	42	15	46	37	52	55	701	46	12	553	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	42	15	46	37	52	55	701	46	12	553	72

Saturation Flow Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	1.00	1.00	1.00	0.07	0.93	1.00	0.02	0.98	1.00
Final Sat.:	205	228	488	401	425	463	42	534	642	13	567	647

Capacity Analysis Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Vol/Sat:	0.18	0.18	0.03	0.11	0.09	0.11	1.31	1.31	0.07	0.97	0.97	0.11
Crit Moves:	****			****			****			****		
Delay/Veh:	12.7	12.7	10.2	12.6	11.8	11.3	171.7	172	8.6	55.5	55.5	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	10.2	12.6	11.8	11.3	171.7	172	8.6	55.5	55.5	8.9
LOS by Move:	B	B	B	B	B	B	F	F	A	F	F	A
ApproachDel:	12.3			11.9			162.4			50.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.3			11.9			162.4			50.2		
LOS by Appr:	B			B			F			F		
AllWayAvgQ:	0.2	0.2	0.0	0.1	0.1	0.1	26.1	26.1	0.1	7.5	7.5	0.1

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 0 Average Delay (sec/veh): 10.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Palm Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Base Vol:	13	68	51	23	67	8	3	267	23	40	224	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	68	51	23	67	8	3	267	23	40	224	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	14	72	54	24	71	8	3	283	24	42	238	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	72	54	24	71	8	3	283	24	42	238	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	72	54	24	71	8	3	283	24	42	238	18

Saturation Flow Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.51	0.39	0.23	0.69	0.08	0.01	0.91	0.08	0.14	0.80	0.06
Final Sat.:	61	318	238	137	398	48	7	645	56	100	558	42

Capacity Analysis Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Vol/Sat:	0.23	0.23	0.23	0.18	0.18	0.18	0.44	0.44	0.44	0.43	0.43	0.43
Crit Moves:	****			****			****			****		
Delay/Veh:	9.7	9.7	9.7	9.6	9.6	9.6	11.4	11.4	11.4	11.3	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	9.6	9.6	9.6	11.4	11.4	11.4	11.3	11.3	11.3
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:	9.7			9.6			11.4			11.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.7			9.6			11.4			11.3		
LOS by Appr:	A			A			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.7	0.7	0.7	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.190
Loss Time (sec): 0 Average Delay (sec/veh): 74.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0			

Volume Module:

Base Vol:	106	0	66	0	0	0	0	655	69	51	489	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	0	66	0	0	0	0	655	69	51	489	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	117	0	73	0	0	0	0	721	76	56	539	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	73	0	0	0	0	721	76	56	539	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	117	0	73	0	0	0	0	721	76	56	539	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.00	0.38	0.00	0.00	0.00	0.00	0.90	0.10	1.00	1.00	0.00
Final Sat.:	334	0	208	0	0	0	0	606	64	567	616	0

Capacity Analysis Module:

Vol/Sat:	0.35	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	1.19	1.19	0.10	0.87	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	12.9	0.0	12.9	0.0	0.0	0.0	0.0	120	119.7	9.7	35.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	0.0	12.9	0.0	0.0	0.0	0.0	120	119.7	9.7	35.7	0.0
LOS by Move:	B	*	B	*	*	*	*	F	F	A	E	*
ApproachDel:	12.9			xxxxxx			119.7			33.3		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	12.9			xxxxxx			119.7			33.3		
LOS by Appr:	B			*			F			D		
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	20.7	20.7	20.7	0.1	4.6	0.0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 0 Average Delay (sec/veh): 20.4
Optimal Cycle: 0 Level Of Service: C

Street Name:	Pennsylvania Ave.						8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	27	260	57	34	148	7	18	308	20	50	221	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	260	57	34	148	7	18	308	20	50	221	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	29	281	62	37	160	8	19	333	22	54	239	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	281	62	37	160	8	19	333	22	54	239	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	281	62	37	160	8	19	333	22	54	239	54

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.76	0.16	0.18	0.78	0.04	0.05	0.89	0.06	0.15	0.69	0.16
Final Sat.:	41	393	86	79	346	16	27	466	30	81	356	81

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.72	0.72	0.72	0.46	0.46	0.46	0.71	0.71	0.71	0.67	0.67	0.67
Crit Moves:	****			****			****			****		
Delay/Veh:	22.1	22.1	22.1	14.7	14.7	14.7	22.1	22.1	22.1	20.0	20.0	20.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	22.1	22.1	14.7	14.7	14.7	22.1	22.1	22.1	20.0	20.0	20.0
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
ApproachDel:	22.1			14.7			22.1			20.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.1			14.7			22.1			20.0		
LOS by Appr:	C			B			C			C		
AllWayAvgQ:	1.8	1.8	1.8	0.6	0.6	0.6	1.8	1.8	1.8	1.5	1.5	1.5

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 94.8 Worst Case Level Of Service: F[264.5]

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	411	0	0	466	0	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	411	0	0	466	0	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	476	0	0	540	0	0	0	0	261	0	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	476	0	0	540	0	0	0	0	261	0	307

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	1016	476
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	266	240	593
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	266	240	593
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.98	0.00	0.52

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	379	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	265	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			264.5		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): 16.1 Worst Case Level Of Service: C[17.4]

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	415	89	173	523	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	415	89	173	523	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	457	98	191	576	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	457	98	191	576	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	0	0	229	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxx	900	1091	731	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxx	900	1091	399	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxx	0.51	0.09	0.48	0.64	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.5	4.8	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:xxxxx	xxxxx	xxxxx	xxxxx	22.0	15.8	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	C	C	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	929	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	14.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	*	*	*	*	*	*
ApproachDel:	14.5			17.4			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[20.5]

Street Name:		Pennsylvania Ave.				3rd St.			
Approach:	North Bound	South Bound			East Bound			West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Uncontrolled	Uncontrolled			Stop Sign			Stop Sign	
Rights:	Include	Include			Include			Include	
Lanes:	1 0 1 0 0	0 0 1 0 1	0 0 1 0 0	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0		
Volume Module:									
Base Vol:	2 482 0	0 501 39	21 0 2	0 0 0	0 0 0	0 0 0	0 0 0		
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00		
Initial Bse:	2 482 0	0 501 39	21 0 2	0 0 0	0 0 0	0 0 0	0 0 0		
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00		
PHF Adj:	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92		
PHF Volume:	2 524 0	0 545 42	23 0 2	0 0 0	0 0 0	0 0 0	0 0 0		
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0		
FinalVolume:	2 524 0	0 545 42	23 0 2	0 0 0	0 0 0	0 0 0	0 0 0		
Critical Gap Module:									
Critical Gp:	4.1 xxxx xxxxx	xxxx xxxx xxxxx	6.4 6.5 6.2	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx xxxx xxxxx	3.5 4.0 3.3	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx		
Capacity Module:									
Cnflct Vol:	588 xxxx xxxxx	xxxx xxxx xxxxx	1074 1074 545	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx		
Potent Cap.:	997 xxxx xxxxx	xxxx xxxx xxxxx	246 222 542	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx		
Move Cap.:	997 xxxx xxxxx	xxxx xxxx xxxxx	245 221 542	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx		
Volume/Cap:	0.00 xxxx xxxxx	xxxx xxxx xxxxx	0.09 0.00 0.00	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx		
Level Of Service Module:									
2Way95thQ:	0.0 xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx		
Control Del:	8.6 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx		
LOS by Move:	A * *	* *	* *	* *	* *	* *	* *		
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 257 xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 0.3 xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 20.5 xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx		
Shared LOS:	* *	* *	* C	* *	* *	* *	* *		
ApproachDel:	xxxxxx	xxxxxx	20.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx		
ApproachLOS:	*	*	C	*	*	*	*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.221
Loss Time (sec): 0 Average Delay (sec/veh): 71.6
Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	0	0	0	0	1	0	1	0	0	1

Volume Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Base Vol:	0	0	0	170	0	59	102	645	0	0	466	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	170	0	59	102	645	0	0	466	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	185	0	64	111	703	0	0	508	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	64	111	703	0	0	508	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	185	0	64	111	703	0	0	508	137

Saturation Flow Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	450	0	528	522	576	0	0	568	632

Capacity Analysis Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Vol/Sat:	xxxx	xxxx	xxxx	0.41	xxxx	0.12	0.21	1.22	xxxx	xxxx	0.89	0.22
Crit Moves:				****				****				
Delay/Veh:	0.0	0.0	0.0	15.8	0.0	10.3	11.2	136	0.0	0.0	40.8	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.8	0.0	10.3	11.2	136	0.0	0.0	40.8	9.9
LOS by Move:	*	*	*	C	*	B	B	F	*	*	E	A
ApproachDel:	xxxxxx				14.4				118.6			
Delay Adj:	xxxxxx				1.00				1.00			
ApprAdjDel:	xxxxxx				14.4				118.6			
LOS by Appr:	*				B				F			
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.0	0.1	0.3	20.3	0.0	0.0	5.0	0.3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630

Loss Time (sec): 0 Average Delay (sec/veh): 16.7

Optimal Cycle: 0 Level Of Service: C

Street Name: Starlight Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound

South Bound

East Bound

West Bound

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

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Control: Stop Sign

Stop Sign

Stop Sign

Stop Sign

Rights: Include

Include

Include

Include

Min. Green: 7 7 7

7 7 7

7 7 7

7 7 7

Lanes: 1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

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Volume Module:

Base Vol: 64 2 8 35 4 6 7 612 67 4 483 26

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 64 2 8 35 4 6 7 612 67 4 483 26

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 67 2 8 37 4 6 7 644 70 4 508 27

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 67 2 8 37 4 6 7 644 70 4 508 27

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 67 2 8 37 4 6 7 644 70 4 508 27

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.80 0.20 1.00 1.90 0.10

Final Sat.: 395 415 452 386 407 442 510 1021 113 487 1014 55

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Capacity Analysis Module:

Vol/Sat: 0.17 0.01 0.02 0.10 0.01 0.01 0.01 0.63 0.62 0.01 0.50 0.50

Crit Moves: ****

Delay/Veh: 12.7 10.7 10.0 12.0 10.8 10.1 9.6 18.7 18.2 9.9 15.4 15.2

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 12.7 10.7 10.0 12.0 10.8 10.1 9.6 18.7 18.2 9.9 15.4 15.2

LOS by Move: B B B B B B A C C A C C

ApproachDel: 12.3 11.7 18.5 15.3

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 12.3 11.7 18.5 15.3

LOS by Appr: B B C C

AllWayAvgQ: 0.2 0.0 0.0 0.1 0.0 0.0 0.0 1.6 1.5 0.0 0.9 0.9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): 319.6 Worst Case Level Of Service: F[1299.6]

Street Name:	Highland Springs Ave.						Brookside Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0

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Volume Module:

Base Vol:	200	122	70	280	93	0	2	70	183	49	49	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	122	70	280	93	0	2	70	183	49	49	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	220	134	77	308	102	0	2	77	201	54	54	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	220	134	77	308	102	0	2	77	201	54	54	216

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Critical Gap Module:

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

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Capacity Module:

Cnflct Vol:	102	xxxx	xxxxxx	211	xxxx	xxxxxx	1466	1370	102	1470	1331	173
Potent Cap.:	1502	xxxx	xxxxxx	1371	xxxx	xxxxxx	107	148	958	106	156	876
Move Cap.:	1502	xxxx	xxxxxx	1371	xxxx	xxxxxx	33	92	958	19	97	876
Volume/Cap:	0.15	xxxx	xxxx	0.22	xxxx	xxxx	0.07	0.84	0.21	2.86	0.56	0.25

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Level Of Service Module:

2Way95thQ:	0.5	xxxx	xxxxxx	0.9	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	7.8	xxxx	xxxxxx	8.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	252	xxxxxx	xxxx	88	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.9	xxxx	xxxxxx	xxxxxx	12.2	xxxxxx	xxxxxx	33.1	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.4	xxxx	xxxxxx	xxxxxx	133	xxxxxx	xxxxxx	1300	xxxxxx			
Shared LOS:	*	*	*	A	*	*	*	F	*	*	F	*			
ApproachDel:	xxxxxx			xxxxxx			133.4			1299.6					
ApproachLOS:	*			*			F			F					

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Springs Ave.				16th St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1	0	0	0	1	0	0
Volume Module:									
Base Vol:	0	427	0	0	349	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	427	0	0	349	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	467	0	0	382	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0
FinalVolume:	0	467	0	0	382	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	849	849	382	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	334	300	670	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	334	300	670	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/ F Street

Average Delay (sec/veh): 56.4 Worst Case Level Of Service: F[227.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	355	526	35	277	0	0	0	0	367	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	355	526	35	277	0	0	0	0	367	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	355	526	35	277	0	0	0	0	367	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	355	526	35	277	0	0	0	0	367	0	24

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	881	xxxx	xxxxx	xxxx	xxxx	xxxxx	965	965	618
Potent Cap.:	xxxx	xxxx	xxxxx	776	xxxx	xxxxx	xxxx	xxxx	xxxxx	285	257	493
Move Cap.:	xxxx	xxxx	xxxxx	776	xxxx	xxxxx	xxxx	xxxx	xxxxx	275	245	493
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	1.33	0.00	0.05

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	283	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	228	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			227.6		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.185
Loss Time (sec): 12 Average Delay (sec/veh): 93.6
Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	277	794	175	70	546	27	38	315	227	122	220	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	794	175	70	546	27	38	315	227	122	220	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	303	869	191	77	597	30	42	345	248	133	241	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	869	191	77	597	30	42	345	248	133	241	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	303	869	191	77	597	30	42	345	248	133	241	54

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	0.99	0.99	0.75	1.00	0.85	0.53	0.53	0.53
Lanes:	1.00	0.82	0.18	1.00	0.95	0.05	1.00	1.00	1.00	0.31	0.56	0.13
Final Sat.:	1805	1515	334	1805	1798	89	1421	1900	1615	312	563	125

Capacity Analysis Module:

Vol/Sat:	0.17	0.57	0.57	0.04	0.33	0.33	0.03	0.18	0.15	0.43	0.43	0.43
Crit Moves:	****			****						****		
Green/Cycle:	0.18	0.46	0.46	0.07	0.35	0.35	0.35	0.35	0.53	0.35	0.35	0.35
Volume/Cap:	0.94	1.24	1.24	0.61	0.94	0.94	0.08	0.52	0.29	1.24	1.24	1.24
Delay/Veh:	74.2	143	142.8	53.3	51.8	51.8	22.1	26.9	13.5	161.2	161	161.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.2	143	142.8	53.3	51.8	51.8	22.1	26.9	13.5	161.2	161	161.2
LOS by Move:	E	F	F	D	D	D	C	C	B	F	F	F
HCM2kAvgQ:	9	55	55	3	23	23	1	9	4	26	26	26

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.					Starlight Ave.							
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	145	1137	280	105	758	101	142	175	75	196	122	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1137	280	105	758	101	142	175	75	196	122	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	157	1228	302	113	819	109	153	189	81	212	132	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	157	1228	302	113	819	109	153	189	81	212	132	79

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	928	xxxx	xxxxxx	1530	xxxx	xxxxxx	2897	2943	873	2927	2847	1379
Potent Cap.:	745	xxxx	xxxxxx	441	xxxx	xxxxxx	10	15	352	10	17	179
Move Cap.:	745	xxxx	xxxxxx	441	xxxx	xxxxxx	0	9	352	0	10	179
Volume/Cap:	0.21	xxxx	xxxx	0.26	xxxx	xxxx	xxxxx	21.90	0.23	xxxxx	13.20	0.44

Level Of Service Module:

2Way95thQ:	0.8	xxxx	xxxxxx	1.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	11.1	xxxx	xxxxxx	16.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	12	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	35.1	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10110	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	+Inf	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	F	*	*	*

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.307
Loss Time (sec):	16	Average Delay (sec/veh):	108.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Highland Springs Ave.						8th St.-Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0	2	0	1

Volume Module:												
Base Vol:	47	1312	424	117	855	60	81	168	49	306	135	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1312	424	117	855	60	81	168	49	306	135	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	52	1459	472	130	951	67	90	187	55	340	150	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1459	472	130	951	67	90	187	55	340	150	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	1459	472	130	951	67	90	187	55	340	150	169

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.55	0.45	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	3340	234	1805	2700	787	1805	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.03	0.77	0.29	0.07	0.28	0.28	0.05	0.07	0.07	0.19	0.04	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.56	0.70	0.07	0.51	0.51	0.08	0.07	0.07	0.14	0.12	0.12
Volume/Cap:	0.23	1.37	0.42	1.03	0.56	0.56	0.60	0.99	0.99	1.37	0.33	0.84
Delay/Veh:	40.0	193	6.6	134.8	17.4	17.4	50.7	101	100.8	231.7	40.4	68.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	193	6.6	134.8	17.4	17.4	50.7	101	100.8	231.7	40.4	68.5
LOS by Move:	D	F	A	F	B	B	D	F	F	F	D	E
HCM2kAvgQ:	1	90	6	5	10	10	4	7	7	24	2	8

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Existing With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	175	199	189	221	210	167	182	1453	124	123	1083	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4714		1770	3304		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4714		1770	3304		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	192	219	208	243	231	184	200	1597	136	135	1190	138
RTOR Reduction (vph)	0	133	0	0	131	0	0	0	94	0	0	99
Lane Group Flow (vph)	192	294	0	243	284	0	200	1597	42	135	1190	39
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Effective Green, g (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Actuated g/C Ratio	0.07	0.29		0.07	0.29		0.07	0.29	0.29	0.07	0.29	0.29
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	126	1347		126	944		126	1011	452	126	1011	452
v/s Ratio Prot	0.11	0.06		c0.14	c0.09		c0.11	c0.45		0.08	0.34	
v/s Ratio Perm									0.03			0.02
v/c Ratio	1.52	0.22		1.93	0.30		1.59	1.58	0.09	1.07	1.18	0.09
Uniform Delay, d1	26.0	15.2		26.0	15.6		26.0	20.0	14.7	26.0	20.0	14.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	271.8	0.4		445.7	0.8		298.5	265.6	0.4	100.6	90.1	0.4
Delay (s)	297.8	15.6		471.7	16.4		324.5	285.6	15.1	126.6	110.1	15.0
Level of Service	F	B		F	B		F	F	B	F	F	B
Approach Delay (s)		103.1			184.6			270.6			102.7	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM Average Control Delay		183.7			HCM Level of Service			F				
HCM Volume to Capacity ratio		1.10										
Actuated Cycle Length (s)		56.0			Sum of lost time (s)			16.0				
Intersection Capacity Utilization		81.2%			ICU Level of Service			D				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Existing With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	335	0	322	296	1619	0	0	931	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	356	0	343	315	1722	0	0	990	660
RTOR Reduction (vph)	0	0	0	0	0	7	0	0	0	0	0	440
Lane Group Flow (vph)	0	0	0	0	356	336	315	1722	0	0	990	220
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.20		c0.18	c0.49			0.28	
v/s Ratio Perm						c0.21						0.14
v/c Ratio					0.60	0.64	2.13	0.97			0.84	0.42
Uniform Delay, d1					13.4	13.5	22.0	11.7			14.8	12.4
Progression Factor					1.00	1.00	0.86	1.02			1.00	1.00
Incremental Delay, d2					4.5	5.8	509.8	2.7			7.2	2.4
Delay (s)					17.9	19.3	528.9	14.6			22.0	14.8
Level of Service					B	B	F	B			C	B
Approach Delay (s)		0.0			18.6			94.2			19.1	
Approach LOS		A			B			F			B	
Intersection Summary												
HCM Average Control Delay			53.9		HCM Level of Service					D		
HCM Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			48.0		Sum of lost time (s)					8.0		
Intersection Capacity Utilization			134.4%		ICU Level of Service					H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Existing With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	790	0	379	0	0	0	0	1121	316	202	1071	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	823	0	395	0	0	0	0	1168	329	210	1116	0
RTOR Reduction (vph)	0	0	37	0	0	0	0	0	219	0	0	0
Lane Group Flow (vph)	0	823	358	0	0	0	0	1168	110	210	1116	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.47						c0.33		c0.12	0.32	
v/s Ratio Perm			0.23						0.07			
v/c Ratio		1.39	0.68					0.99	0.21	1.42	0.63	
Uniform Delay, d1		16.0	13.8					15.9	11.5	22.0	8.8	
Progression Factor		1.00	1.00					1.00	1.00	1.04	1.04	
Incremental Delay, d2		187.9	6.9					23.9	0.9	210.8	1.0	
Delay (s)		203.9	20.7					39.8	12.4	233.7	10.2	
Level of Service		F	C					D	B	F	B	
Approach Delay (s)		144.5			0.0			33.8			45.6	
Approach LOS		F			A			C			D	
Intersection Summary												
HCM Average Control Delay			71.0									
HCM Volume to Capacity ratio			1.22									
Actuated Cycle Length (s)			48.0									
Intersection Capacity Utilization			134.4%									
Analysis Period (min)			15									
c Critical Lane Group												

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 16 Average Delay (sec/veh): 28.8
Optimal Cycle: 44 Level Of Service: C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Base Vol:	22	374	11	201	331	126	85	72	30	26	60	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	374	11	201	331	126	85	72	30	26	60	186
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.00
PHF Volume:	24	403	12	217	357	0	92	78	32	28	65	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	403	12	217	357	0	92	78	32	28	65	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	24	403	12	217	357	0	92	78	32	28	65	0

Saturation Flow Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.91	0.91	0.94	0.94	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.41	0.59	0.60	1.40	1.00
Final Sat.:	1805	3493	103	1805	3610	1900	1805	2436	1015	1075	2481	1900

Capacity Analysis Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.01	0.12	0.12	0.12	0.10	0.00	0.05	0.03	0.03	0.03	0.03	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.26	0.31	0.31	0.32	0.37	0.00	0.14	0.14	0.14	0.07	0.07	0.00
Volume/Cap:	0.05	0.37	0.37	0.37	0.27	0.00	0.37	0.23	0.23	0.37	0.37	0.00
Delay/Veh:	27.6	27.1	27.1	26.5	22.1	0.0	40.2	38.8	38.8	45.3	45.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	27.1	27.1	26.5	22.1	0.0	40.2	38.8	38.8	45.3	45.3	0.0
LOS by Move:	C	C	C	C	C	A	D	D	D	D	D	A
HCM2kAvgQ:	1	5	5	5	4	0	3	2	2	2	2	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Potrero Blvd.

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[12.7]

Street Name:	Highland Springs Ave.						Mellon Lane								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	2	0	0	1	1	0	0	0	1	0	0	0	0

Volume Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Mellon Lane EB			Mellon Lane WB		
Base Vol:	3	202	0	0	231	81	75	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	202	0	0	231	81	75	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	4	256	0	0	292	103	95	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	256	0	0	292	103	95	0	3	0	0	0

Critical Gap Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Mellon Lane EB			Mellon Lane WB		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Mellon Lane EB			Mellon Lane WB		
Cnflct Vol:	395	xxxx	xxxxx	xxxx	xxxx	xxxxx	428	xxxx	146	xxxx	xxxx	xxxxx
Potent Cap.:	1175	xxxx	xxxxx	xxxx	xxxx	xxxxx	560	xxxx	881	xxxx	xxxx	xxxxx
Move Cap.:	1175	xxxx	xxxxx	xxxx	xxxx	xxxxx	559	xxxx	881	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.00	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Mellon Lane EB			Mellon Lane WB		
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.8	xxxx	9.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.7			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 99.7 Worst Case Level Of Service: F[564.4]

Street Name:	C St.			Wilson St.																
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled										
Rights:	Include			Include			Include			Include										
Lanes:	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0

Volume Module:												
Base Vol:	1	0	0	98	0	171	245	492	4	0	397	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	98	0	171	245	492	4	0	397	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	0	0	109	0	191	273	549	4	0	443	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	0	109	0	191	273	549	4	0	443	156

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

Capacity Module:												
Cnflct Vol:	1715	xxxx	xxxxx	1619	1622	521	599	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	72	xxxx	xxxxx	84	104	559	988	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	35	xxxx	xxxxx	63	70	559	988	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	1.75	0.00	0.34	0.28	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	110.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	F	*	*	*	*	*	B	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	144	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	24.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	564	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*			
ApproachDel:	110.2			564.4			xxxxxx			xxxxxx					
ApproachLOS:	F			F			*			*					

Note: Queue reported is the number of cars per lane.

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

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 88.3 Worst Case Level Of Service: F[236.1]

Street Name:	Highland Home Rd.						Northern Loop								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0

Volume Module:												
Base Vol:	315	67	0	0	79	351	245	0	220	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	67	0	0	79	351	245	0	220	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	67	0	0	79	351	245	0	220	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	315	67	0	0	79	351	245	0	220	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	430	xxxx	xxxxx	xxxx	xxxx	xxxxx	952	952	255	xxxx	xxxx	xxxxx
Potent Cap.:	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx	290	262	789	xxxx	xxxx	xxxxx
Move Cap.:	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx	215	174	789	xxxx	xxxx	xxxxx
Volume/Cap:	0.28	xxxx	xxxx	xxxx	xxxx	xxxx	1.14	0.00	0.28	xxxx	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	328	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.3	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	236	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*			
ApproachDel:	xxxxxx	xxxxxx					236.1	xxxxxx							
ApproachLOS:	*	*					F	*							

Note: Queue reported is the number of cars per lane.

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

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[16.5]

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Base Vol:	0	298	94	94	205	0	0	0	0	84	0	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	298	94	94	205	0	0	0	0	84	0	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	298	94	94	205	0	0	0	0	84	0	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	298	94	94	205	0	0	0	0	84	0	84

Critical Gap Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Cnflct Vol:	xxxx	xxxx	xxxxx	392	xxxx	xxxxx	xxxx	xxxx	xxxxx	738	738	345
Potent Cap.:	xxxx	xxxx	xxxxx	1178	xxxx	xxxxx	xxxx	xxxx	xxxxx	388	348	702
Move Cap.:	xxxx	xxxx	xxxxx	1178	xxxx	xxxxx	xxxx	xxxx	xxxxx	363	319	702
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.12

Level Of Service Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	479	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.5		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[11.4]

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	0	0	1	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
Base Vol:	280	393	0	0	289	0	0	0	196	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	393	0	0	289	0	0	0	196	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	393	0	0	289	0	0	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	280	393	0	0	289	0	0	0	196	0	0	0

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
Critical Gap:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
Cnflct Vol:	289	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	289	xxxx	xxxx	xxxxxx
Potent Cap.:	1284	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	755	xxxx	xxxx	xxxxxx
Move Cap.:	1284	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	755	xxxx	xxxx	xxxxxx
Volume/Cap:	0.22	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.26	xxxx	xxxx	xxxxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
2Way95thQ:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	1.0	xxxx	xxxx	xxxxxx
Control Del:	8.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	11.4	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shrd ConDel:	8.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	11.4	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	B	*	*	*

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: D[26.2]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.		
Base Vol:	245	649	0	0	449	35	24	0	171	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	649	0	0	449	35	24	0	171	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	649	0	0	449	35	24	0	171	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	245	649	0	0	449	35	24	0	171	0	0	0

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.		
Cnflct Vol:	484	xxxx	xxxxx	xxxx	xxxx	xxxxx	1606	1606	467	xxxx	xxxx	xxxxx
Potent Cap.:	1089	xxxx	xxxxx	xxxx	xxxx	xxxxx	117	106	600	xxxx	xxxx	xxxxx
Move Cap.:	1089	xxxx	xxxxx	xxxx	xxxx	xxxxx	94	79	600	xxxx	xxxx	xxxxx
Volume/Cap:	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.28	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.		
2Way95thQ:	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	360	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			26.2			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	1	0	1	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Base Vol:	158	358	40	298	247	76	111	331	104	30	297	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	358	40	298	247	76	111	331	104	30	297	426
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	180	407	45	339	281	86	126	376	118	34	338	484
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	180	407	45	339	281	86	126	376	118	34	338	484

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Critical Gap:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Cnflct Vol:	1065	1577	247	1291	1394	411	822	xxxx	xxxxx	494	xxxx	xxxxx
Potent Cap.:	180	111	759	123	143	596	817	xxxx	xxxxx	1080	xxxx	xxxxx
Move Cap.:	0	91	759	0	117	596	817	xxxx	xxxxx	1080	xxxx	xxxxx
Volume/Cap:	xxxx	4.49	0.06	xxxx	2.40	0.14	0.15	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
2Way95thQ:	xxxx	43.1	0.2	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	1666	10.0	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	F	B	*	*	*	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	+Inf			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 95.4 Worst Case Level Of Service: F[443.5]

Street Name:	Highland Home Rd.						Ramsey St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1	0	0	0	1	0	0	1	1	0	1	1	0

Volume Module:												
Base Vol:	0	0	0	358	0	31	90	381	1	9	431	519
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	358	0	31	90	381	1	9	431	519
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	365	0	32	92	388	1	9	439	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	365	0	32	92	388	1	9	439	529

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	810	1558	195	1099	1294	484	967	xxxx	xxxxx	389	xxxx	xxxxx
Potent Cap.:	275	114	820	210	164	534	720	xxxx	xxxxx	1181	xxxx	xxxxx
Move Cap.:	232	98	820	188	142	534	720	xxxx	xxxxx	1181	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	1.93	0.00	0.06	0.13	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.2	10.7	xxxx	xxxxx	8.1	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	B	B	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	0	xxxxx	188	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	27.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	480.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			443.5			xxxxxx			xxxxxx					
ApproachLOS:	*			F			*			*					

Note: Queue reported is the number of cars per lane.

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

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.156
Loss Time (sec): 0 Average Delay (sec/veh): 68.1
Optimal Cycle: 0 Level Of Service: F

Street Name: Sunset Ave. Wilson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Lanes: 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 227 29 54 3 9 75 69 342 177 39 427 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 227 29 54 3 9 75 69 342 177 39 427 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 250 32 59 3 10 83 76 377 195 43 470 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 250 32 59 3 10 83 76 377 195 43 470 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 250 32 59 3 10 83 76 377 195 43 470 2

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.89 0.11 1.00 0.03 0.10 0.87 0.12 0.58 0.30 0.08 0.91 0.01
Final Sat.: 384 49 502 15 45 376 66 326 169 45 492 2

Capacity Analysis Module:
Vol/Sat: 0.65 0.65 0.12 0.22 0.22 0.22 1.16 1.16 1.16 0.96 0.96 0.96
Crit Moves: ****
Delay/Veh: 24.5 24.5 10.7 13.0 13.0 13.0 112.1 112 112.1 53.4 53.4 53.4
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 24.5 24.5 10.7 13.0 13.0 13.0 112.1 112 112.1 53.4 53.4 53.4
LOS by Move: C C B B B B F F F F F F
ApproachDel: 22.1 13.0 112.1 53.4
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 22.1 13.0 112.1 53.4
LOS by Appr: C B F F
AllWayAvgQ: 1.6 1.6 0.1 0.3 0.3 0.3 16.0 16.0 16.0 6.6 6.6 6.6

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Existing With Project Conditions - PM Peak Hour

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

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: 51 Level Of Service: C

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	396	246	53	89	206	36	60	272	262	49	298	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	396	246	53	89	206	36	60	272	262	49	298	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	405	252	54	91	211	37	61	278	268	50	305	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	252	54	91	211	37	61	278	268	50	305	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	252	54	91	211	37	61	278	268	50	305	97

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.92	0.92	0.56	0.93	0.93	0.95	0.88	0.88	0.95	0.92	0.92
Lanes:	1.00	1.65	0.35	1.00	1.70	0.30	1.00	1.02	0.98	1.00	1.52	0.48
Final Sat.:	1125	2890	623	1058	3005	525	1805	1703	1640	1805	2639	841

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.36	0.09	0.09	0.09	0.07	0.07	0.03	0.16	0.16	0.03	0.12	0.12
Crit Moves:	****						****			****		
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.12	0.25	0.25	0.07	0.20	0.20
Volume/Cap:	0.65	0.16	0.16	0.15	0.13	0.13	0.28	0.65	0.65	0.40	0.57	0.57
Delay/Veh:	17.7	10.8	10.8	10.8	10.6	10.6	40.6	35.1	35.1	46.5	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	10.8	10.8	10.8	10.6	10.6	40.6	35.1	35.1	46.5	37.3	37.3
LOS by Move:	B	B	B	B	B	B	D	D	D	D	D	D
HCM2kAvgQ:	10	2	2	1	2	2	2	9	9	2	7	7

Note: Queue reported is the number of cars per lane.

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

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[15.5]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	1	1	0	0

Volume Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
Base Vol:	38	451	0	0	405	123	0	0	0	6	15	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	451	0	0	405	123	0	0	0	6	15	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	42	493	0	0	443	134	0	0	0	7	16	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	42	493	0	0	443	134	0	0	0	7	16	270

Critical Gap Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
Cnflct Vol:	577	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	797	1153	246
Potent Cap.:	1006	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	328	199	760
Move Cap.:	1006	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	318	191	760
Volume/Cap:	0.04	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.02	0.09	0.36

Level Of Service Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
2Way95thQ:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	634	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.5		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 18.1 Worst Case Level Of Service: F[56.4]

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	1	0	0	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	260	5	186	219	0	222	4	51	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	260	5	186	219	0	222	4	51	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	276	5	197	232	0	235	4	54	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	276	5	197	232	0	235	4	54	0	0	0

Critical Gap Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Cnflct Vol:	xxxx	xxxx	xxxxxx	281	xxxx	xxxxxx	765	908	116	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	1293	xxxx	xxxxxx	344	277	921	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	1293	xxxx	xxxxxx	299	230	921	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	0.79	0.02	0.06	xxxx	xxxx	xxxx

Level Of Service Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
2Way95thQ:	xxxx	xxxx	xxxxxx	0.5	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	339	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.5	xxxx	xxxxxx	xxxxxx	8.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.3	xxxx	xxxxxx	xxxxxx	56.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			56.4			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[21.8]

Street Name:	Sunrise Ave.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:												
Base Vol:	40	6	19	1	4	5	10	384	33	13	455	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	6	19	1	4	5	10	384	33	13	455	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	43	6	20	1	4	5	11	409	35	14	485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	6	20	1	4	5	11	409	35	14	485	0

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

Capacity Module:												
Cnflct Vol:	966	961	427	974	979	485	485	xxxx	xxxxx	445	xxxx	xxxxx
Potent Cap.:	236	258	632	233	252	586	1088	xxxx	xxxxx	1126	xxxx	xxxxx
Move Cap.:	227	253	632	217	247	586	1088	xxxx	xxxxx	1126	xxxx	xxxxx
Volume/Cap:	0.19	0.03	0.03	0.00	0.02	0.01	0.01	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	8.2	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	283	xxxxx	xxxx	341	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	21.8	xxxxx	xxxxx	15.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*			
ApproachDel:	21.8			15.9			xxxxxx			xxxxxx					
ApproachLOS:	C			C			*			*					

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

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

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.4]

Street Name:	16th St.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0

Volume Module:												
Base Vol:	46	0	20	0	0	0	0	326	37	15	381	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	0	20	0	0	0	0	326	37	15	381	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	54	0	24	0	0	0	0	386	44	18	451	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	54	0	24	0	0	0	0	386	44	18	451	0

Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	669	894	215	679	916	225	xxxx	xxxx	xxxxxx	430	xxxx	xxxxxx
Potent Cap.:	396	283	796	341	274	784	xxxx	xxxx	xxxxxx	1141	xxxx	xxxxxx
Move Cap.:	391	278	796	327	270	784	xxxx	xxxx	xxxxxx	1141	xxxx	xxxxxx
Volume/Cap:	0.14	0.00	0.03	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	462	xxxxxx	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	0.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	14.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	14.4			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	B			*			*			*					

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

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

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 0 Average Delay (sec/veh): 12.1
Optimal Cycle: 0 Level Of Service: B

Street Name: 8th St. Wilson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 12 131 56 6 81 36 37 215 29 46 268 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 131 56 6 81 36 37 215 29 46 268 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 13 143 61 7 89 39 40 235 32 50 293 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 143 61 7 89 39 40 235 32 50 293 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 13 143 61 7 89 39 40 235 32 50 293 7

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.66 0.28 0.05 0.66 0.29 1.00 1.00 1.00 1.00 0.98 0.02
Final Sat.: 35 387 165 27 368 164 534 578 648 542 577 13

Capacity Analysis Module:
Vol/Sat: 0.37 0.37 0.37 0.24 0.24 0.24 0.08 0.41 0.05 0.09 0.51 0.51
Crit Moves: ****
Delay/Veh: 11.6 11.6 11.6 10.5 10.5 10.5 9.7 12.4 8.2 9.7 14.1 14.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.6 11.6 11.6 10.5 10.5 10.5 9.7 12.4 8.2 9.7 14.1 14.1
LOS by Move: B B B B B B A B A A B B
ApproachDel: 11.6 10.5 11.6 13.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 11.6 10.5 11.6 13.5
LOS by Appr: B B B B
AllWayAvgQ: 0.5 0.5 0.5 0.3 0.3 0.3 0.1 0.6 0.0 0.1 0.9 0.9

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

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

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 16 Average Delay (sec/veh): 38.3
Optimal Cycle: 68 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	132	208	151	26	167	53	80	209	176	223	212	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	208	151	26	167	53	80	209	176	223	212	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	172	270	196	34	217	69	104	272	229	290	276	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	270	196	34	217	69	104	272	229	290	276	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	270	196	34	217	69	104	272	229	290	276	42

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	0.58	0.42	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.74	0.26
Final Sat.:	1805	1031	749	1805	1390	441	1805	1900	1615	1805	3074	464

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.26	0.26	0.02	0.16	0.16	0.06	0.14	0.14	0.16	0.09	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.36	0.36	0.07	0.27	0.27	0.18	0.19	0.19	0.22	0.23	0.23
Volume/Cap:	0.59	0.73	0.73	0.27	0.59	0.59	0.32	0.73	0.73	0.73	0.39	0.39
Delay/Veh:	42.0	32.5	32.5	45.2	33.9	33.9	36.1	45.3	46.1	43.4	32.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	32.5	32.5	45.2	33.9	33.9	36.1	45.3	46.1	43.4	32.7	32.7
LOS by Move:	D	C	C	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	6	14	14	1	8	8	3	9	8	10	5	5

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[19.3]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	211	395	0	0	164	363	0	0	0	31	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	395	0	0	164	363	0	0	0	31	0	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	219	410	0	0	170	377	0	0	0	32	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	219	410	0	0	170	377	0	0	0	32	0	124

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	547	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1206	1394	410
Potent Cap.:	1033	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	205	143	646
Move Cap.:	1033	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	167	108	646
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	0.00	0.19

Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	406	xxxxx
SharedQueue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx
Shrd ConDel:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.3	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				19.3	
ApproachLOS:	*			*			*				C	

Note: Queue reported is the number of cars per lane.

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

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 38.8 Worst Case Level Of Service: F[79.4]

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	1	0	0	0

Volume Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	311	15	76	127	0	288	1	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	311	15	76	127	0	288	1	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	346	17	85	141	0	321	1	225	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	346	17	85	141	0	321	1	225	0	0	0

Critical Gap Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Critical Gap:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Cnflct Vol:	xxxx	xxxx	xxxxxx	363	xxxx	xxxxxx	665	674	141	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	1207	xxxx	xxxxxx	428	379	912	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	1207	xxxx	xxxxxx	404	351	912	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.79	0.00	0.25	xxxx	xxxx	xxxx

Level Of Service Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
2Way95thQ:	xxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	524	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxxxx	15.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx	xxxxxx	79.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			79.4			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 0 Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

Street Name: 4th St. Wilson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Lanes: 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 15 15 13 5 20 8 7 256 14 12 292 8
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 15 13 5 20 8 7 256 14 12 292 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 17 17 15 6 23 9 8 292 16 14 333 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 17 15 6 23 9 8 292 16 14 333 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 17 17 15 6 23 9 8 292 16 14 333 9

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.50 0.50 1.00 0.15 0.61 0.24 0.03 0.92 0.05 0.04 0.94 0.02
Final Sat.: 264 264 612 90 362 145 20 725 40 30 741 20

Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.02 0.06 0.06 0.06 0.40 0.40 0.40 0.45 0.45 0.45
Crit Moves: ****
Delay/Veh: 9.3 9.3 8.1 8.7 8.7 8.7 10.4 10.4 10.4 11.0 11.0 11.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.3 9.3 8.1 8.7 8.7 8.7 10.4 10.4 10.4 11.0 11.0 11.0
LOS by Move: A A A A A A B B B B B B
ApproachDel: 8.9 8.7 10.4 11.0
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 8.9 8.7 10.4 11.0
LOS by Appr: A A B B
AllWayAvgQ: 0.1 0.1 0.0 0.1 0.1 0.1 0.6 0.6 0.6 0.8 0.8 0.8

Note: Queue reported is the number of cars per lane.

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

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 Average Delay (sec/veh): 10.8
Optimal Cycle: 0 Level Of Service: B

Street Name: San Gorgonio Wilson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 25 57 40 9 38 61 43 184 26 34 218 11
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 57 40 9 38 61 43 184 26 34 218 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 28 64 45 10 43 69 49 208 29 38 247 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 64 45 10 43 69 49 208 29 38 247 12
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 64 45 10 43 69 49 208 29 38 247 12
-----|-----|-----|-----|

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.59 0.41 0.08 0.35 0.57 0.17 0.73 0.10 0.13 0.83 0.04
Final Sat.: 509 337 236 51 216 347 118 506 71 90 576 29
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.06 0.19 0.19 0.20 0.20 0.20 0.41 0.41 0.41 0.43 0.43 0.43
Crit Moves: **** **** **** ****
Delay/Veh: 9.6 9.7 9.7 9.5 9.5 9.5 11.2 11.2 11.2 11.4 11.4 11.4
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.6 9.7 9.7 9.5 9.5 9.5 11.2 11.2 11.2 11.4 11.4 11.4
LOS by Move: A A A A A A B B B B B B
ApproachDel: 9.7 9.5 11.2 11.4
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 9.7 9.5 11.2 11.4
LOS by Appr: A A B B
AllWayAvgQ: 0.1 0.2 0.2 0.2 0.2 0.2 0.6 0.6 0.6 0.7 0.7 0.7

Note: Queue reported is the number of cars per lane.

YEAR 2022 CONDITIONS

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 452.2 Worst Case Level Of Service: F[2508.8]

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	1	0	0	1	0

Volume Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Base Vol:	0	0	0	242	0	234	0	659	353	334	830	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	242	0	234	0	659	353	334	830	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	242	0	234	0	659	353	334	830	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	242	0	234	0	659	353	334	830	0

Critical Gap Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Cnflct Vol:	xxxx	xxxx	xxxxx	2334	2510	830	xxxx	xxxx	xxxxx	1012	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	41	29	373	xxxx	xxxx	xxxxx	693	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	22	12	373	xxxx	xxxx	xxxxx	693	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	11.13	0.00	0.63	xxxx	xxxx	xxxx	0.48	xxxx	xxxx

Level Of Service Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxxx	2.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	29.6	xxxxx	xxxx	xxxxx	14.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	D	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	22	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	30.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.6	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	4906	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.9	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	B	*	*
ApproachDel:	xxxxxx			2508.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 973.2 Worst Case Level Of Service: F[7548.5]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0
Volume Module:												
Base Vol:	193	1	192	0	0	0	291	622	0	0	896	811
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	1	192	0	0	0	291	622	0	0	896	811
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	1	192	0	0	0	291	622	0	0	896	811
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	193	1	192	0	0	0	291	622	0	0	896	811
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	2506	2911	622	xxxx	xxxx	xxxxx	1707	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	32	16	490	xxxx	xxxx	xxxxx	377	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	6	1	490	xxxx	xxxx	xxxxx	377	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	30.93	0.79	0.39	xxxx	xxxx	xxxx	0.77	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.8	xxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.0	xxxxx	xxxx	xxxxx	40.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	E	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	26.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	15002	xxxx	xxxxx	xxxxx	xxxx	xxxxx	40.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	E	*	*	*	*	*
ApproachDel:	7548.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): 108.3 Worst Case Level Of Service: F[782.6]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	0 1 0	1	0	0 1 0

Volume Module:

Base Vol:	130	31	53	15	43	89	50	384	92	90	649	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	31	53	15	43	89	50	384	92	90	649	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	31	53	15	43	89	50	384	92	90	649	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	130	31	53	15	43	89	50	384	92	90	649	15

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1433	1374	430	1409	1413	657	664	xxxx	xxxxx	476	xxxx	xxxxx
Potent Cap.:	113	147	629	117	139	469	935	xxxx	xxxxx	1097	xxxx	xxxxx
Move Cap.:	60	128	629	79	121	469	935	xxxx	xxxxx	1097	xxxx	xxxxx
Volume/Cap:	2.17	0.24	0.08	0.19	0.36	0.19	0.05	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	86	xxxxx	xxxx	200	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	20.0	xxxxx	xxxxx	4.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	783	xxxxx	xxxxx	60.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:	782.6			60.9			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	12	Average Delay (sec/veh):	23.9
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	34	286	31	128	456	281	145	276	46	71	465	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	286	31	128	456	281	145	276	46	71	465	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	286	31	128	456	281	145	276	46	71	465	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	286	31	128	456	281	145	276	46	71	465	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	286	31	128	456	281	145	276	46	71	465	90

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.90	0.90	0.36	0.93	0.93	0.52	0.93	0.93
Lanes:	1.00	1.80	0.20	1.00	1.24	0.76	1.00	1.71	0.29	1.00	1.68	0.32
Final Sat.:	1805	3208	348	1805	2106	1298	680	3029	505	992	2952	571

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.09	0.07	0.22	0.22	0.21	0.09	0.09	0.07	0.16	0.16
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.27	0.27	0.21	0.41	0.41	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.27	0.33	0.33	0.33	0.53	0.53	0.53	0.23	0.23	0.18	0.39	0.39
Delay/Veh:	45.2	29.8	29.8	34.0	22.7	22.7	24.7	19.8	19.8	19.5	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	29.8	29.8	34.0	22.7	22.7	24.7	19.8	19.8	19.5	21.4	21.4
LOS by Move:	D	C	C	C	C	C	C	B	B	B	C	C
HCM2kAvgQ:	1	4	4	4	9	9	4	3	3	1	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 0 Average Delay (sec/veh): 10.8
Optimal Cycle: 0 Level Of Service: B

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	0	0	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	13	232	22	49	470	31	20	47	9	16	68	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	232	22	49	470	31	20	47	9	16	68	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	232	22	49	470	31	20	47	9	16	68	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	232	22	49	470	31	20	47	9	16	68	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	232	22	49	470	31	20	47	9	16	68	23

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	1.74	0.16	0.18	1.71	0.11	0.26	0.62	0.12	0.15	0.64	0.21
Final Sat.:	60	1084	104	117	1139	76	150	353	68	88	375	127

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.22	0.21	0.21	0.42	0.41	0.41	0.13	0.13	0.13	0.18	0.18	0.18
Crit Moves:	****			****			****			****		
Delay/Veh:	9.9	9.7	9.6	11.8	11.6	11.4	9.6	9.6	9.6	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.7	9.6	11.8	11.6	11.4	9.6	9.6	9.6	9.8	9.8	9.8
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:	9.7			11.6			9.6			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.7			11.6			9.6			9.8		
LOS by Appr:	A			B			A			A		
AllWayAvgQ:	0.3	0.2	0.2	0.7	0.6	0.6	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.460
Loss Time (sec): 12 Average Delay (sec/veh): 204.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	1379	441	0	0	560	220	0	0	0	534	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1379	441	0	0	560	220	0	0	0	534	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1379	441	0	0	560	220	0	0	0	534	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1379	441	0	0	560	220	0	0	0	534	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1379	441	0	0	560	220	0	0	0	534	0	180

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.44	0.56	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2483	975	0	0	0	1809	0	1615

Capacity Analysis Module:

Vol/Sat:	0.76	0.12	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.30	0.00	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.52	0.68	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	1.46	0.18	0.00	0.00	1.46	1.46	0.00	0.00	0.00	1.46	0.00	0.55
Delay/Veh:	236.7	5.9	0.0	0.0	259	259.4	0.0	0.0	0.0	261.5	0.0	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	236.7	5.9	0.0	0.0	259	259.4	0.0	0.0	0.0	261.5	0.0	37.8
LOS by Move:	F	A	A	A	F	F	A	A	A	F	A	D
HCM2kAvgQ:	93	2	0	0	30	30	0	0	0	39	0	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.221
Loss Time (sec): 12 Average Delay (sec/veh): 101.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:

Base Vol:	0	1628	774	169	907	0	197	0	810	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1628	774	169	907	0	197	0	810	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1628	774	169	907	0	197	0	810	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1628	774	169	907	0	197	0	810	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1628	774	169	907	0	197	0	810	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.45	0.48	0.09	0.25	0.00	0.11	0.00	0.50	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.39	0.39	0.08	0.47	0.00	0.41	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	1.15	1.22	1.22	0.54	0.00	0.27	0.00	1.22	0.00	0.00	0.00
Delay/Veh:	0.0	106	143.6	193.8	19.2	0.0	19.7	0.0	142.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	106	143.6	193.8	19.2	0.0	19.7	0.0	142.1	0.0	0.0	0.0
LOS by Move:	A	F	F	F	B	A	B	A	F	A	A	A
HCM2kAvgQ:	0	38	39	9	9	0	4	0	45	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.114
Loss Time (sec): 12 Average Delay (sec/veh): 63.0
Optimal Cycle: 180 Level Of Service: E

Street Name:	Beaumont Ave.												1st St.								
Approach:	North Bound						South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Protected						Protected			Permitted			Permitted								
Rights:	Include						Include			Include			Include								
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:												
Base Vol:	44	2167	291	183	1389	63	34	43	7	256	121	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2167	291	183	1389	63	34	43	7	256	121	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	2167	291	183	1389	63	34	43	7	256	121	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2167	291	183	1389	63	34	43	7	256	121	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	2167	291	183	1389	63	34	43	7	256	121	157

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.24	0.98	0.98	0.73	0.92	0.92
Lanes:	1.00	1.76	0.24	1.00	1.91	0.09	1.00	0.86	0.14	1.00	0.44	0.56
Final Sat.:	1805	3125	420	1805	3433	156	456	1600	260	1381	757	982

Capacity Analysis Module:												
Vol/Sat:	0.02	0.69	0.69	0.10	0.40	0.40	0.07	0.03	0.03	0.19	0.16	0.16
Crit Moves:	****			****			****					
Green/Cycle:	0.11	0.62	0.62	0.09	0.61	0.61	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.23	1.11	1.11	1.11	0.67	0.67	0.45	0.16	0.16	1.11	0.96	0.96
Delay/Veh:	41.7	77.1	77.1	149.4	13.7	13.7	41.7	35.9	35.9	134.9	83.6	83.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	77.1	77.1	149.4	13.7	13.7	41.7	35.9	35.9	134.9	83.6	83.6
LOS by Move:	D	E	E	F	B	B	D	D	D	F	F	F
HCM2kAvgQ:	1	59	59	9	15	15	2	1	1	15	13	13

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Beaumont Ave.				Mellon Lane											
North Bound				South Bound				East Bound				West Bound			
L - T - R				L - T - R				L - T - R				L - T - R			
Control: Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights: Include				Include				Include				Include			
Lanes: 0 1 0 1 0				0 1 0 1 0				0 0 1! 0 0				0 0 1! 0 0			
Volume Module:															
Base Vol: 17 2261 26				16 1502 136				117 12 2				56 22 85			
Growth Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Initial Bse: 17 2261 26				16 1502 136				117 12 2				56 22 85			
User Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Volume: 17 2261 26				16 1502 136				117 12 2				56 22 85			
Reduct Vol: 0 0 0				0 0 0				0 0 0				0 0 0			
FinalVolume: 17 2261 26				16 1502 136				117 12 2				56 22 85			
Critical Gap Module:															
Critical Gp: 4.1 xxxx xxxxx				4.1 xxxx xxxxx				7.5 6.5 6.9				7.5 6.5 6.9			
FollowUpTim: 2.2 xxxx xxxxx				2.2 xxxx xxxxx				3.5 4.0 3.3				3.5 4.0 3.3			
Capacity Module:															
Cnflct Vol: 1638 xxxx xxxxx				2287 xxxx xxxxx				2778 3923 819				3097 3978 1144			
Potent Cap.: 401 xxxx xxxxx				225 xxxx xxxxx				9 3 323				5 3 197			
Move Cap.: 401 xxxx xxxxx				225 xxxx xxxxx				0 3 323				0 3 197			
Volume/Cap: 0.04 xxxx xxxxx				0.07 xxxx xxxxx				xxxx 4.08 0.01				xxxx 8.15 0.43			
Level Of Service Module:															
2Way95thQ: 0.1 xxxx xxxxx				0.2 xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx			
Control Del: 14.4 xxxx xxxxx				22.3 xxxx xxxxx				xxxxxx xxxx xxxxx				xxxxxx xxxx xxxxx			
LOS by Move: B * *				C * *				* * *				* * *			
Movement: LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.: xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx 0 xxxxx				xxxx 0 xxxxx			
SharedQueue: 0.1 xxxx xxxxx				0.2 xxxx xxxxx				xxxxxx xxxx xxxxx				xxxxxx xxxx xxxxx			
Shrd ConDel: 14.4 xxxx xxxxx				22.3 xxxx xxxxx				xxxxxx xxxx xxxxx				xxxxxx xxxx xxxxx			
Shared LOS: B * *				C * *				* * *				* * *			
ApproachDel: xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS: *				*				F				F			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:		Lamb Canyon Rd.				California Ave.			
Approach:	North Bound	South Bound		East Bound		West Bound			
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R				
Control:	Uncontrolled	Uncontrolled		Stop Sign		Stop Sign			
Rights:	Include	Include		Include		Include			
Lanes:	1 0 1 1 0	0 1 0 1 0	0 1 0 0 1	0 0 1 0 0					
Volume Module:									
Base Vol:	283 2214 1	19 1525 1	1 5 129	7 31 63					
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00					
Initial Bse:	283 2214 1	19 1525 1	1 5 129	7 31 63					
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00					
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00					
PHF Volume:	283 2214 1	19 1525 1	1 5 129	7 31 63					
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0					
FinalVolume:	283 2214 1	19 1525 1	1 5 129	7 31 63					
Critical Gap Module:									
Critical Gp:	4.1 xxxx xxxxx	4.1 xxxx xxxxx	7.5 6.5 6.9	7.5 6.5 6.9					
FollowUpTim:	2.2 xxxx xxxxx	2.2 xxxx xxxxx	3.5 4.0 3.3	3.5 4.0 3.3					
Capacity Module:									
Cnflct Vol:	1526 xxxx xxxxx	2215 xxxx xxxxx	3252 4345 763	3584 4345 1108					
Potent Cap.:	443 xxxx xxxxx	240 xxxx xxxxx	4 2 351	2 2 208					
Move Cap.:	443 xxxx xxxxx	240 xxxx xxxxx	0 1 351	0 1 208					
Volume/Cap:	0.64 xxxx xxxxx	0.08 xxxx xxxxx	xxxx 8.78 0.37	xxxx54.45 0.30					
Level Of Service Module:									
2Way95thQ:	4.4 xxxx xxxxx	0.3 xxxx xxxxx	xxxx xxxx 1.6	xxxx xxxx xxxxx					
Control Del:	26.5 xxxx xxxxx	21.3 xxxx xxxxx	xxxxxx xxxx 21.1	xxxxxx xxxx xxxxx					
LOS by Move:	D * *	C *	* *	C * *					
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT					
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	0 xxxx xxxxx	xxxx 0 xxxxx					
SharedQueue:	xxxxxx xxxx xxxxx	0.3 xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx					
Shrd ConDel:	xxxxxx xxxx xxxxx	21.3 xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx					
Shared LOS:	* * *	C *	* *	* * *					
ApproachDel:	xxxxxx	xxxxxx	+Inf	xxxxxx					
ApproachLOS:	*	*	F	F					

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.083
Loss Time (sec): 0 Average Delay (sec/veh): 43.2
Optimal Cycle: 0 Level Of Service: E

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	75	117	47	108	105	98	51	312	83	91	434	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	117	47	108	105	98	51	312	83	91	434	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	117	47	108	105	98	51	312	83	91	434	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	117	47	108	105	98	51	312	83	91	434	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	117	47	108	105	98	51	312	83	91	434	103

Saturation Flow Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.61	1.00	1.00	1.00	1.00	0.14	0.86	1.00	0.17	0.83	1.00
Final Sat.:	161	251	457	378	399	433	65	400	511	84	401	529

Capacity Analysis Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.47	0.47	0.10	0.29	0.26	0.23	0.78	0.78	0.16	1.08	1.08	0.19
Crit Moves:	****			****			****			****		
Delay/Veh:	18.0	18.0	11.1	15.4	14.4	13.0	31.8	31.8	10.9	91.7	91.7	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	18.0	11.1	15.4	14.4	13.0	31.8	31.8	10.9	91.7	91.7	10.9
LOS by Move:	C	C	B	C	B	B	D	D	B	F	F	B
ApproachDel:	16.7			14.3			27.9			78.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.7			14.3			27.9			78.5		
LOS by Appr:	C			B			D			F		
AllWayAvgQ:	0.8	0.8	0.1	0.4	0.3	0.3	2.8	2.8	0.2	11.0	11.0	0.2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 0 Average Delay (sec/veh): 10.1
Optimal Cycle: 0 Level Of Service: B

Street Name:	Palm Ave.						8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Base Vol:	19	131	50	34	205	12	30	56	43	88	86	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	131	50	34	205	12	30	56	43	88	86	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	131	50	34	205	12	30	56	43	88	86	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	131	50	34	205	12	30	56	43	88	86	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	131	50	34	205	12	30	56	43	88	86	22

Saturation Flow Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.66	0.25	0.13	0.82	0.05	0.23	0.44	0.33	0.45	0.44	0.11
Final Sat.:	65	450	172	93	559	33	150	279	214	290	284	73

Capacity Analysis Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Vol/Sat:	0.29	0.29	0.29	0.37	0.37	0.37	0.20	0.20	0.20	0.30	0.30	0.30
Crit Moves:	****			****			****			****		
Delay/Veh:	9.8	9.8	9.8	10.6	10.6	10.6	9.3	9.3	9.3	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	9.8	10.6	10.6	10.6	9.3	9.3	9.3	10.2	10.2	10.2
LOS by Move:	A	A	A	B	B	B	A	A	A	B	B	B
ApproachDel:	9.8			10.6			9.3			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.8			10.6			9.3			10.2		
LOS by Appr:	A			B			A			B		
AllWayAvgQ:	0.4	0.4	0.4	0.5	0.5	0.5	0.2	0.2	0.2	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 0 Average Delay (sec/veh): 17.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0

Volume Module:												
Base Vol:	100	0	94	0	0	0	0	352	96	136	471	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	94	0	0	0	0	352	96	136	471	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	94	0	0	0	0	352	96	136	471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	94	0	0	0	0	352	96	136	471	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	0	94	0	0	0	0	352	96	136	471	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	0.79	0.21	1.00	1.00	0.00
Final Sat.:	291	0	274	0	0	0	0	539	147	592	644	0

Capacity Analysis Module:												
Vol/Sat:	0.34	xxxx	0.34	xxxx	xxxx	xxxx	xxxx	0.65	0.65	0.23	0.73	xxxx
Crit Moves:	****								****		****	
Delay/Veh:	11.6	0.0	11.6	0.0	0.0	0.0	0.0	16.9	16.9	10.5	21.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	0.0	11.6	0.0	0.0	0.0	0.0	16.9	16.9	10.5	21.3	0.0
LOS by Move:	B	*	B	*	*	*	*	C	C	B	C	*
ApproachDel:	11.6			xxxxxx				16.9			18.9	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	11.6			xxxxxx				16.9			18.9	
LOS by Appr:	B			*				C			C	
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	1.7	1.7	1.7	0.3	2.3	0.0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 0 Average Delay (sec/veh): 12.3
Optimal Cycle: 0 Level Of Service: B

Street Name:	Pennsylvania Ave.						8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:												
Base Vol:	29	171	17	83	273	32	25	118	21	23	104	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	171	17	83	273	32	25	118	21	23	104	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	171	17	83	273	32	25	118	21	23	104	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	171	17	83	273	32	25	118	21	23	104	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	171	17	83	273	32	25	118	21	23	104	53

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.79	0.08	0.21	0.71	0.08	0.15	0.72	0.13	0.13	0.58	0.29
Final Sat.:	84	493	49	144	473	55	87	413	73	75	340	173

Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.58	0.58	0.58	0.29	0.29	0.29	0.31	0.31	0.31
Crit Moves:	****			****			****			****		
Delay/Veh:	11.0	11.0	11.0	14.4	14.4	14.4	10.7	10.7	10.7	10.7	10.7	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	14.4	14.4	14.4	10.7	10.7	10.7	10.7	10.7	10.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	11.0			14.4			10.7			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			14.4			10.7			10.7		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.4	0.4	0.4	1.2	1.2	1.2	0.3	0.3	0.3	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: C[18.1]

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	223	0	0	0	496	0	0	0	125	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	223	0	0	0	496	0	0	0	125	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	223	0	0	0	496	0	0	0	125	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	223	0	0	0	496	0	0	0	125	0	174

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	719	719	223
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	398	357	822
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	398	357	822
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.31	0.00	0.21

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	569	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				18.1	
ApproachLOS:	*			*			*				C	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): 12.1 Worst Case Level Of Service: B[12.8]

Street Name:	Pennsylvania Ave					I-10 Eastbound Ramp						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	232	108	215	407	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	232	108	215	407	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	232	108	215	407	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	232	108	215	407	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	0	0	116	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxx	900	1091	865	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxx	900	1091	624	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxx	0.26	0.10	0.34	0.45	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	1.5	2.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:xxxxx	xxxxx	xxxxx	xxxxx	13.8	12.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	B	B	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	953	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	10.9	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	*	*	*	*	*	*
ApproachDel:	10.9			12.8			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.4]

Street Name:		Pennsylvania Ave.				3rd St.			
Approach:	North Bound	South Bound			East Bound			West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Uncontrolled	Uncontrolled			Stop Sign			Stop Sign	
Rights:	Include	Include			Include			Include	
Lanes:	1 0 0 1 0	0 1 0 0 1	0 0 1 0 0	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0		
Volume Module:									
Base Vol:	7 332 0	0 393 26	17 0 2	0 0 0	0 0 0	0 0 0	0 0 0		
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00		
Initial Bse:	7 332 0	0 393 26	17 0 2	0 0 0	0 0 0	0 0 0	0 0 0		
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00		
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00		
PHF Volume:	7 332 0	0 393 26	17 0 2	0 0 0	0 0 0	0 0 0	0 0 0		
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0		
FinalVolume:	7 332 0	0 393 26	17 0 2	0 0 0	0 0 0	0 0 0	0 0 0		

Critical Gap Module:								
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4 6.5 6.2	xxxxxx xxxxx xxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5 4.0 3.3	xxxxxx xxxxx xxxxx

Capacity Module:							
Cnflct Vol:	419	xxxx	xxxxxx	xxxxxx	xxxxxx	739 739 393	xxxx xxxxx xxxxx
Potent Cap.:	1151	xxxx	xxxxxx	xxxxxx	xxxxxx	388 347 660	xxxx xxxxx xxxxx
Move Cap.:	1151	xxxx	xxxxxx	xxxxxx	xxxxxx	386 345 660	xxxx xxxxx xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxxxx	xxxxxx	0.04 0.00 0.00	xxxx xxxxx xxxxx

Level Of Service Module:							
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx xxxxx xxxxx	xxxx xxxxx xxxxx
Control Del:	8.1	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx xxxxx xxxxx	xxxx xxxxx xxxxx
LOS by Move:	A	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx 403 xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx
SharedQueue:	xxxxxx xxxxx xxxxx	0.0 xxxxx xxxxx	xxxxxx 0.1 xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx
Shrd ConDel:	xxxxxx xxxxx xxxxx	7.2 xxxxx xxxxx	xxxxxx 14.4 xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx
Shared LOS:	*	*	A	*	B	*	*
ApproachDel:	xxxxxx	xxxxxx	14.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	B	*	*	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614

Loss Time (sec): 0 Average Delay (sec/veh): 17.3

Optimal Cycle: 0 Level Of Service: C

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0

Volume Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	0	8	0	289	22	269	124	302	0	2	323	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	8	0	289	22	269	124	302	0	2	323	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	8	0	289	22	269	124	302	0	2	323	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	0	289	22	269	124	302	0	2	323	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	8	0	289	22	269	124	302	0	2	323	229

Saturation Flow Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.08	0.92	1.00	1.00	0.00	0.01	1.16	0.83
Final Sat.:	0	403	0	471	42	511	463	501	0	4	603	459

Capacity Analysis Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	xxxx	0.02	xxxx	0.61	0.53	0.53	0.27	0.60	xxxx	0.54	0.54	0.50
Crit Moves:	xxxx	****	xxxx	****	****	****	****	****	xxxx	****	****	****
Delay/Veh:	0.0	11.3	0.0	20.9	15.6	15.6	12.9	19.4	0.0	17.3	16.9	15.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.3	0.0	20.9	15.6	15.6	12.9	19.4	0.0	17.3	16.9	15.0
LOS by Move:	*	B	*	C	C	C	B	C	*	C	C	B
ApproachDel:	11.3			18.2			17.5			16.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			18.2			17.5			16.1		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.0	0.0	0.0	1.4	1.0	1.0	0.3	1.3	1.3	1.1	0.9	0.9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355

Loss Time (sec): 0 Average Delay (sec/veh): 11.4

Optimal Cycle: 0 Level Of Service: B

Street Name: Starlight Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound

South Bound

East Bound

West Bound

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

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Control: Stop Sign

Stop Sign

Stop Sign

Stop Sign

Rights: Include

Include

Include

Include

Min. Green: 7 7 7

7 7 7

7 7 7

7 7 7

Lanes: 1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

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Volume Module:

Base Vol: 160 7 9 38 38 46 18 262 146 15 204 14

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 160 7 9 38 38 46 18 262 146 15 204 14

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 160 7 9 38 38 46 18 262 146 15 204 14

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 160 7 9 38 38 46 18 262 146 15 204 14

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 160 7 9 38 38 46 18 262 146 15 204 14

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.28 0.72 1.00 1.87 0.13

Final Sat.: 472 499 552 452 483 532 518 737 437 486 986 68

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.34 0.01 0.02 0.08 0.08 0.09 0.03 0.36 0.33 0.03 0.21 0.21

Crit Moves: **** **** ****

Delay/Veh: 13.3 9.5 8.8 10.7 10.1 9.4 9.6 11.9 11.0 9.9 10.7 10.7

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 13.3 9.5 8.8 10.7 10.1 9.4 9.6 11.9 11.0 9.9 10.7 10.7

LOS by Move: B A A B B A A B B A B B

ApproachDel: 12.9 10.0 11.5 10.7

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 12.9 10.0 11.5 10.7

LOS by Appr: B B B B

AllWayAvgQ: 0.4 0.0 0.0 0.1 0.1 0.1 0.0 0.5 0.4 0.0 0.2 0.2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): 21.1 Worst Case Level Of Service: F[63.8]

Street Name:	Highland Springs Ave.					Brookside Ave.				
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign			
Rights:	Include		Include		Include		Include			
Lanes:	1	0	0	1	0	0	0	1	0	

Volume Module:

Base Vol:	176	69	24	36	165	39	16	64	185	73	124	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	69	24	36	165	39	16	64	185	73	124	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	69	24	36	165	39	16	64	185	73	124	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	176	69	24	36	165	39	16	64	185	73	124	31

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	204	xxxx	xxxxxx	93	xxxx	xxxxxx	767	702	185	814	709	81
Potent Cap.:	1380	xxxx	xxxxxx	1514	xxxx	xxxxxx	322	365	863	299	362	985
Move Cap.:	1380	xxxx	xxxxxx	1514	xxxx	xxxxxx	191	311	863	176	308	985
Volume/Cap:	0.13	xxxx	xxxx	0.02	xxxx	xxxx	0.08	0.21	0.21	0.42	0.40	0.03

Level Of Service Module:

2Way95thQ:	0.4	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.0	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	526	xxxxxx	xxxx	268	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.8	xxxxxx	xxxxxx	7.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	18.6	xxxxxx	xxxxxx	63.8	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			18.6				63.8	
ApproachLOS:	*			*			C				F	

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.8]

Street Name:		Highland Springs Ave.				16th St.					
Approach:		North Bound		South Bound		East Bound		West Bound			
Movement:		L	T	R	L	T	R	L	T	R	
Control:		Uncontrolled		Uncontrolled		Stop Sign		Stop Sign			
Rights:		Include		Include		Include		Include			
Lanes:		0	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	1	203	0	0	280	16	9	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	203	0	0	280	16	9	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	203	0	0	280	16	9	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	203	0	0	280	16	9	0	0	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	296	xxxx	xxxxx	xxxx	xxxx	xxxxx	493	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1277	xxxx	xxxxx	xxxx	xxxx	xxxxx	539	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1277	xxxx	xxxxx	xxxx	xxxx	xxxxx	539	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	11.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	B	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	0	191	0	0	296	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	191	0	0	296	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	191	0	0	296	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	191	0	0	296	0	0	0	0	0	0	0

Critical Gap Module:

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

Capacity Module:

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

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	*			*			*			*			

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 12 Average Delay (sec/veh): 22.0
Optimal Cycle: 41 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	176	185	0	0	283	9	6	0	313	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	185	0	0	283	9	6	0	313	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	185	0	0	283	9	6	0	313	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	185	0	0	283	9	6	0	313	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	185	0	0	283	9	6	0	313	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1834	58	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.00	0.00	0.15	0.15	0.00	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.19	0.50	0.00	0.00	0.30	0.30	0.38	0.00	0.58	0.00	0.00	0.00
Volume/Cap:	0.51	0.20	0.00	0.00	0.51	0.51	0.01	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	37.3	14.1	0.0	0.0	29.3	29.3	19.1	0.0	11.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	14.1	0.0	0.0	29.3	29.3	19.1	0.0	11.4	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	B	A	B	A	A	A
HCM2kAvgQ:	5	3	0	0	8	8	0	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[18.8]

Street Name:	Highland Springs Ave.						Starlight Ave.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	1	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Starlight Ave. EB			Starlight Ave. WB		
Base Vol:	92	334	0	0	580	86	19	0	224	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	334	0	0	580	86	19	0	224	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	334	0	0	580	86	19	0	224	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	92	334	0	0	580	86	19	0	224	0	0	0

Critical Gap Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Starlight Ave. EB			Starlight Ave. WB		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Starlight Ave. EB			Starlight Ave. WB		
Cnflct Vol:	666	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1141	xxxx	623	xxxx	xxxx	xxxxxx
Potent Cap.:	933	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	224	xxxx	490	xxxx	xxxx	xxxxxx
Move Cap.:	933	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	207	xxxx	490	xxxx	xxxx	xxxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.46	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Starlight Ave. EB			Starlight Ave. WB		
2Way95thQ:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	2.4	xxxx	xxxx	xxxxxx
Control Del:	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	24.1	xxxx	18.4	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	C	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.8			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 16 Average Delay (sec/veh): 32.2
Optimal Cycle: 50 Level Of Service: C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0

Volume Module:

Base Vol:	69	216	129	158	445	93	24	101	147	270	126	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	216	129	158	445	93	24	101	147	270	126	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	216	129	158	445	93	24	101	147	270	126	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	216	129	158	445	93	24	101	147	270	126	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	216	129	158	445	93	24	101	147	270	126	118

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.87	0.87	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.65	0.35	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	2908	608	1805	1644	1644	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.11	0.08	0.09	0.15	0.15	0.01	0.06	0.09	0.15	0.03	0.07
Crit Moves:	****			****			****		****	****		
Green/Cycle:	0.07	0.21	0.50	0.16	0.30	0.30	0.23	0.17	0.17	0.29	0.24	0.24
Volume/Cap:	0.51	0.54	0.16	0.54	0.51	0.51	0.06	0.35	0.51	0.51	0.15	0.31
Delay/Veh:	47.8	36.6	13.5	40.4	29.5	29.5	30.2	36.6	38.3	30.3	30.1	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	36.6	13.5	40.4	29.5	29.5	30.2	36.6	38.3	30.3	30.1	31.7
LOS by Move:	D	D	B	D	C	C	C	D	D	C	C	C
HCM2kAvgQ:	2	6	2	4	7	7	1	3	5	7	2	3

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2022 Without Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	157	276	230	114	46	193	542	263	121	748	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.90		1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4599		1770	3387		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4599		1770	3387		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	74	157	276	230	114	46	193	542	263	121	748	48
RTOR Reduction (vph)	0	245	0	0	37	0	0	0	160	0	0	31
Lane Group Flow (vph)	74	188	0	230	123	0	193	542	103	121	748	17
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	6.8	9.0		14.5	16.7		12.6	31.8	31.8	8.7	27.9	27.9
Effective Green, g (s)	6.8	9.0		14.5	16.7		12.6	31.8	31.8	8.7	27.9	27.9
Actuated g/C Ratio	0.08	0.11		0.18	0.21		0.16	0.39	0.39	0.11	0.34	0.34
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	149	511		317	698		275	1389	621	190	1219	545
v/s Ratio Prot	0.04	c0.04		c0.13	0.04		c0.11	0.15		0.07	c0.21	
v/s Ratio Perm									0.07			0.01
v/c Ratio	0.50	0.37		0.73	0.18		0.70	0.39	0.17	0.64	0.61	0.03
Uniform Delay, d1	35.5	33.4		31.4	26.5		32.4	17.6	16.0	34.6	22.1	17.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.6	0.4		8.0	0.1		7.9	0.8	0.6	6.8	2.3	0.1
Delay (s)	38.1	33.8		39.4	26.6		40.3	18.5	16.6	41.5	24.4	17.7
Level of Service	D	C		D	C		D	B	B	D	C	B
Approach Delay (s)		34.4			34.1			22.2			26.3	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM Average Control Delay			27.4			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			81.0			Sum of lost time (s)			17.0			
Intersection Capacity Utilization			68.4%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2022 Without Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	225	0	235	385	791	0	0	648	585
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	225	0	235	385	791	0	0	648	585
RTOR Reduction (vph)	0	0	0	0	0	91	0	0	0	0	0	390
Lane Group Flow (vph)	0	0	0	0	225	144	385	791	0	0	648	195
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					c0.13		c0.22	0.22			c0.18	
v/s Ratio Perm						0.09						0.12
v/c Ratio					0.38	0.27	2.60	0.45			0.55	0.37
Uniform Delay, d1					12.2	11.7	22.0	7.7			13.1	12.2
Progression Factor					1.00	1.00	0.97	0.89			1.00	1.00
Incremental Delay, d2					1.9	1.3	734.8	0.6			1.8	2.0
Delay (s)					14.1	13.0	756.1	7.4			14.9	14.1
Level of Service					B	B	F	A			B	B
Approach Delay (s)		0.0			13.5			252.6			14.5	
Approach LOS		A			B			F			B	
Intersection Summary												
HCM Average Control Delay			111.9				HCM Level of Service				F	
HCM Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			48.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			97.2%				ICU Level of Service			F		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2022 Without Project

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	452	0	355	0	0	0	0	725	289	278	594	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	452	0	355	0	0	0	0	725	289	278	594	0
RTOR Reduction (vph)	0	0	154	0	0	0	0	0	193	0	0	0
Lane Group Flow (vph)	0	452	201	0	0	0	0	725	96	278	594	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.26						c0.20		c0.16	0.17	
v/s Ratio Perm			0.13						0.06			
v/c Ratio		0.77	0.38					0.61	0.18	1.88	0.34	
Uniform Delay, d1		14.3	12.2					13.4	11.4	22.0	7.2	
Progression Factor		1.00	1.00					1.00	1.00	1.12	0.80	
Incremental Delay, d2		9.2	2.1					2.4	0.8	416.8	0.4	
Delay (s)		23.5	14.3					15.8	12.1	441.5	6.2	
Level of Service		C	B					B	B	F	A	
Approach Delay (s)		19.5			0.0			14.8			145.0	
Approach LOS		B			A			B			F	
Intersection Summary												
HCM Average Control Delay			58.3									
HCM Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			48.0									
Intersection Capacity Utilization			97.2%									
Analysis Period (min)			15									
c Critical Lane Group												

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	16	Average Delay (sec/veh):	30.2
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Ignore			Include			Ignore					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0

Volume Module:												
Base Vol:	68	440	30	117	253	99	124	59	28	29	122	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	440	30	117	253	99	124	59	28	29	122	217
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	68	440	30	117	253	0	124	59	28	29	122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	440	30	117	253	0	124	59	28	29	122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	68	440	30	117	253	0	124	59	28	29	122	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.90	0.90	0.94	0.94	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	1.36	0.64	0.38	1.62	1.00
Final Sat.:	1805	3346	228	1805	3610	1900	1805	2331	1106	686	2888	1900

Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.06	0.07	0.00	0.07	0.03	0.03	0.04	0.04	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.27	0.36	0.36	0.18	0.27	0.00	0.19	0.19	0.19	0.12	0.12	0.00
Volume/Cap:	0.14	0.37	0.37	0.37	0.26	0.00	0.37	0.13	0.13	0.37	0.37	0.00
Delay/Veh:	28.0	23.8	23.8	36.9	28.9	0.0	36.1	33.9	33.9	41.4	41.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	23.8	23.8	36.9	28.9	0.0	36.1	33.9	33.9	41.4	41.4	0.0
LOS by Move:	C	C	C	D	C	A	D	C	C	D	D	A
HCM2kAvgQ:	2	6	6	3	3	0	4	1	1	3	3	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Potrero Blvd.

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[13.4]

Street Name:	Highland Springs Ave.						Mellon Lane									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Lanes:	1	0	2	0	0	0	0	0	2	0	1	1	0	0	0	0

Volume Module:

Base Vol:	35	362	0	0	220	48	133	0	31	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	362	0	0	220	48	133	0	31	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	362	0	0	220	48	133	0	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	35	362	0	0	220	48	133	0	31	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	268	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	471	xxxx	110	xxxx	xxxx	xxxxxx
Potent Cap.:	1307	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	527	xxxx	929	xxxx	xxxx	xxxxxx
Move Cap.:	1307	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	516	xxxx	929	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	xxxx	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1.0	xxxx	0.1	xxxx	xxxx	xxxxxx
Control Del:	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	14.4	xxxx	9.0	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.4		xxxxxx			
ApproachLOS:	*			*			B		*			

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[16.3]

C St.						Wilson St.						
North Bound			South Bound			East Bound			West Bound			
Approach:	L - T - R		L - T - R		L - T - R		L - T - R		L - T - R			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	0	1	0	0
Volume Module:												
Base Vol:	6	0	0	0	0	0	0	350	1	0	521	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	0	0	0	0	350	1	0	521	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	0	0	0	0	350	1	0	521	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	0	0	0	0	0	350	1	0	521	0

Critical Gap Module:												
Critical Gp:	6.4	xxxx	xxxxxx	7.1	6.5	6.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	872	xxxx	xxxxxx	872	872	521	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	324	xxxx	xxxxxx	273	291	559	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	324	xxxx	xxxxxx	273	291	559	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	16.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.				Northern Loop				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1	0	0	0	1	0	0
Volume Module:									
Base Vol:	0	228	0	0	139	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	228	0	0	139	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	228	0	0	139	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	
Final Volume:	0	228	0	0	139	0	0	0	

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	367	367	139	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	637	565	915	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	637	565	915	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: B[10.9]

Street Name:	Beaumont Rd.-G St					Highland Home Rd.						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	64	26	36	102	0	0	0	0	101	0	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	64	26	36	102	0	0	0	0	101	0	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	64	26	36	102	0	0	0	0	101	0	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	64	26	36	102	0	0	0	0	101	0	164

Critical Gap Module:												
Critical Gp:xxxxx	xxxx	xxxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	90	xxxx	xxxxx	xxxx	xxxx	xxxxx	251	251	77
Potent Cap.:	xxxx	xxxx	xxxxx	1518	xxxx	xxxxx	xxxx	xxxx	xxxxx	742	656	990
Move Cap.:	xxxx	xxxx	xxxxx	1518	xxxx	xxxxx	xxxx	xxxx	xxxxx	728	640	990
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.17

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	870	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				10.9	
ApproachLOS:	*			*			*				B	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	86	0	0	212	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	86	0	0	212	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	86	0	0	212	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	86	0	0	212	0	0	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	298	298	212	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	698	617	833	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	698	617	833	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	86	0	0	209	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	86	0	0	209	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	86	0	0	209	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	86	0	0	209	0	0	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	295	295	209	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	700	620	836	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	700	620	836	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): 14.3 Worst Case Level Of Service: F[68.7]

Highland Home Rd.						Wilson St.							
North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0
Volume Module:													
Base Vol:	14	23	30	89	95	25	45	247	32	67	467	18	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	14	23	30	89	95	25	45	247	32	67	467	18	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	14	23	30	89	95	25	45	247	32	67	467	18	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	14	23	30	89	95	25	45	247	32	67	467	18	
Critical Gap Module:													
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	
Capacity Module:													
Cnflct Vol:	768	972	140	835	979	243	485	xxxx	xxxxx	279	xxxx	xxxxx	
Potent Cap.:	295	254	889	264	252	764	1088	xxxx	xxxxx	1295	xxxx	xxxxx	
Move Cap.:	180	231	889	219	229	764	1088	xxxx	xxxxx	1295	xxxx	xxxxx	
Volume/Cap:	0.08	0.10	0.03	0.41	0.41	0.03	0.04	xxxx	xxxx	0.05	xxxx	xxxx	
Level Of Service Module:													
2Way95thQ:	0.2	0.3	0.1	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	
Control Del:	26.6	22.3	9.2	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	7.9	xxxx	xxxxx	
LOS by Move:	D	C	A	*	*	*	A	*	*	A	*	*	
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	245	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	68.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*	
ApproachDel:	17.3			68.7			xxxxxx			xxxxxx			
ApproachLOS:	C			F			*			*			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[12.4]

Street Name:	Highland Home Rd.						Ramsey St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0
Volume Module:													
Base Vol:	0	0	0	108	2	95	22	347	0	0	283	41	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	108	2	95	22	347	0	0	283	41	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	108	2	95	22	347	0	0	283	41	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Final Volume:	0	0	0	108	2	95	22	347	0	0	283	41	

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	534	715	174	521	695	162	324	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	434	359	846	490	369	861	1247	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	379	352	846	483	362	861	1247	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.22	0.01	0.11	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	480	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	14.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 0 Average Delay (sec/veh): 29.9
Optimal Cycle: 0 Level Of Service: D

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	0	1	0	0	1	0	0	1

Volume Module:	Sunset Ave.			Wilson St.		
Base Vol:	107	102	30	48	300	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	102	30	48	300	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	102	30	48	300	52
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	107	102	30	48	300	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	102	30	48	300	52

Saturation Flow Module:	Sunset Ave.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.51	0.49	1.00	0.12	0.75	0.13
Final Sat.:	216	206	475	60	376	65

Capacity Analysis Module:	Sunset Ave.			Wilson St.		
Vol/Sat:	0.50	0.50	0.06	0.80	0.80	0.80
Crit Moves:	****			****		
Delay/Veh:	17.4	17.4	10.2	29.2	29.2	29.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	17.4	10.2	29.2	29.2	29.2
LOS by Move:	C	C	B	D	D	D
ApproachDel:	16.5			29.2		
Delay Adj:	1.00			1.00		
ApprAdjDel:	16.5			29.2		
LOS by Appr:	C			D		
AllWayAvgQ:	0.8	0.8	0.1	2.7	2.7	2.7

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 12 Average Delay (sec/veh): 20.0
Optimal Cycle: 36 Level Of Service: B

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	157	244	94	72	558	69	47	216	119	61	159	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	244	94	72	558	69	47	216	119	61	159	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	244	94	72	558	69	47	216	119	61	159	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	244	94	72	558	69	47	216	119	61	159	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	244	94	72	558	69	47	216	119	61	159	28

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.91	0.91	0.54	0.93	0.93	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.44	0.56	1.00	1.78	0.22	1.00	1.29	0.71	1.00	1.70	0.30
Final Sat.:	692	2497	962	1020	3161	391	1805	2204	1214	1805	3002	529

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.23	0.10	0.10	0.07	0.18	0.18	0.03	0.10	0.10	0.03	0.05	0.05
Crit Moves:	****						****			****		
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.16	0.24	0.24	0.08	0.16	0.16
Volume/Cap:	0.41	0.18	0.18	0.13	0.32	0.32	0.16	0.41	0.41	0.41	0.33	0.33
Delay/Veh:	13.4	10.9	10.9	10.7	12.0	12.0	36.3	32.3	32.3	45.3	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	10.9	10.9	10.7	12.0	12.0	36.3	32.3	32.3	45.3	37.4	37.4
LOS by Move:	B	B	B	B	B	B	D	C	C	D	D	D
HCM2kAvgQ:	3	3	3	1	5	5	1	5	5	2	3	3

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: C[20.1]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	1	0	0	0	0	0	1
Volume Module:												
Base Vol:	220	339	0	0	357	403	0	0	0	42	7	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	339	0	0	357	403	0	0	0	42	7	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	339	0	0	357	403	0	0	0	42	7	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	220	339	0	0	357	403	0	0	0	42	7	158
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	760	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	958	1539	170
Potent Cap.:	861	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	259	117	851
Move Cap.:	861	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	208	87	851
Volume/Cap:	0.26	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.20	0.08	0.19
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	10.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	442	xxxxxx
Shared Queue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	2.4	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	20.1	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			20.1		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 20.8 Worst Case Level Of Service: F[63.4]

Street Name:	Sunset Ave.					I-10 Eastbound Ramps				
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign			
Rights:	Include		Include		Include		Include			
Lanes:	0	0	1	1	0	0	1	0	0	
Volume Module:										
Base Vol:	0	343	82	205	195	0	222	2	136	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	343	82	205	195	0	222	2	136	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	343	82	205	195	0	222	2	136	
Reduct Vol:	0	0	0	0	0	0	0	0	0	
Final Volume:	0	343	82	205	195	0	222	2	136	

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	425	xxxx	xxxxx	777	1030	98	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1145	xxxx	xxxxx	338	235	946	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1145	xxxx	xxxxx	285	188	946	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	xxxx	xxxx	0.78	0.01	0.14	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	386	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	63.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				63.4		xxxxxx		
ApproachLOS:	*			*				F		*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): 10.7 Worst Case Level Of Service: B[13.1]

Sunrise Ave.						Wilson St.						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1
Volume Module:												
Base Vol:	17	10	20	7	43	18	13	267	56	31	201	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	10	20	7	43	18	13	267	56	31	201	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	10	20	7	43	18	13	267	56	31	201	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	10	20	7	43	18	13	267	56	31	201	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	61	xxxx	xxxxxx	30	xxxx	xxxxxx	222	130	52	282	129	20
Potent Cap.:	1555	xxxx	xxxxxx	1596	xxxx	xxxxxx	738	764	1021	675	765	1064
Move Cap.:	1555	xxxx	xxxxxx	1596	xxxx	xxxxxx	578	753	1021	457	754	1064
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.35	0.05	0.07	0.27	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.2	1.1	0.0
Control Del:	7.3	xxxx	xxxxxx	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	13.5	11.5	8.4
LOS by Move:	A	*	*	A	*	*	*	*	*	B	B	A
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	778	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	13.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			13.1			11.7				
ApproachLOS:	*	*			B			B				

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.4]

16th St.						Wilson St.						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	14	0	32	0	0	0	1	260	10	65	195	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	32	0	0	0	1	260	10	65	195	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	32	0	0	0	1	260	10	65	195	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	0	32	0	0	0	1	260	10	65	195	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	495	592	135	457	597	98	195	xxxx	xxxxx	270	xxxx	xxxxx
Potent Cap.:	509	422	895	492	419	946	1390	xxxx	xxxxx	1305	xxxx	xxxxx
Move Cap.:	489	400	895	456	398	946	1390	xxxx	xxxxx	1305	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.04	0.00	0.00	0.00	0.00	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	715	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: B

Street Name:	8th St.						Wilson St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1			
	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1			

Volume Module:

Base Vol:	118	48	19	63	153	47	21	265	68	41	183	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	48	19	63	153	47	21	265	68	41	183	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	48	19	63	153	47	21	265	68	41	183	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	48	19	63	153	47	21	265	68	41	183	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	48	19	63	153	47	21	265	68	41	183	17

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.26	0.10	0.24	0.58	0.18	1.00	1.00	1.00	1.00	0.91	0.09
Final Sat.:	351	143	57	140	340	105	518	560	627	500	497	46

Capacity Analysis Module:

Vol/Sat:	0.34	0.34	0.34	0.45	0.45	0.45	0.04	0.47	0.11	0.08	0.37	0.37
Crit Moves:	****			****			****			****		
Delay/Veh:	11.8	11.8	11.8	13.0	13.0	13.0	9.6	13.8	8.8	10.1	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.8	11.8	13.0	13.0	13.0	9.6	13.8	8.8	10.1	12.2	12.2
LOS by Move:	B	B	B	B	B	B	A	B	A	B	B	B
ApproachDel:	11.8			13.0			12.6			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.8			13.0			12.6			11.8		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.4	0.4	0.4	0.7	0.7	0.7	0.0	0.8	0.1	0.1	0.5	0.5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 16 Average Delay (sec/veh): 34.1
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	78	197	299	33	313	31	17	165	81	290	97	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	197	299	33	313	31	17	165	81	290	97	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	197	299	33	313	31	17	165	81	290	97	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	197	299	33	313	31	17	165	81	290	97	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	78	197	299	33	313	31	17	165	81	290	97	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	0.40	0.60	1.00	0.91	0.09	1.00	1.00	1.00	1.00	1.58	0.42
Final Sat.:	1805	687	1042	1805	1706	169	1805	1900	1615	1805	2756	739

Capacity Analysis Module:

Vol/Sat:	0.04	0.29	0.29	0.02	0.18	0.18	0.01	0.09	0.05	0.16	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.41	0.41	0.07	0.35	0.35	0.18	0.13	0.13	0.23	0.18	0.18
Volume/Cap:	0.32	0.69	0.69	0.26	0.52	0.52	0.05	0.69	0.40	0.69	0.20	0.20
Delay/Veh:	40.0	27.1	27.1	45.2	26.7	26.7	34.1	50.5	41.6	40.2	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	27.1	27.1	45.2	26.7	26.7	34.1	50.5	41.6	40.2	35.1	35.1
LOS by Move:	D	C	C	D	C	C	C	D	D	D	D	D
HCM2kAvgQ:	2	13	13	1	9	9	0	6	3	9	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: E[44.6]

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Street Name:      8th St.      I-10 Westbound Ramps
Approach:         North Bound   South Bound   East Bound   West Bound
Movement:        L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:         Uncontrolled   Uncontrolled   Stop Sign     Stop Sign
Rights:          Include       Include       Include       Include
Lanes:           0  1  0  0  0   0  0  0  1  0   0  0  0  0  0   0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:        318  455    0    0  297  420    0    0    0    31    2    84
Growth Adj:      1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:     318  455    0    0  297  420    0    0    0    31    2    84
User Adj:        1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:         1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:      318  455    0    0  297  420    0    0    0    31    2    84
Reduct Vol:      0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:     318  455    0    0  297  420    0    0    0    31    2    84
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:     4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2
FollowUpTim:     2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol:      717 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 1598 1808 455
Potent Cap.:     893 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 118 80 609
Move Cap.:       893 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 78 45 609
Volume/Cap:      0.36 xxxx xxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 0.40 0.04 0.14
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:       1.6 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:     11.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     B    *    *    *    *    *    *    *    *    *    *    *    *
Movement:        LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.:     xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 202 xxxxx
SharedQueue:     1.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 3.2 xxxxx
Shrd ConDel:     11.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 44.6 xxxxx
Shared LOS:      B    *    *    *    *    *    *    *    *    *    *    *    *
ApproachDel:     xxxxxx          xxxxxx          xxxxxx          44.6
ApproachLOS:      *    *    *    *    *    *    *    *    *    *    *    *

```

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 142.9 Worst Case Level Of Service: F[333.7]

Street Name:	8th St.					I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	447	50	173	165	0	317	0	300	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	447	50	173	165	0	317	0	300	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	447	50	173	165	0	317	0	300	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	447	50	173	165	0	317	0	300	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	497	xxxx	xxxxx	983	1008	165	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1077	xxxx	xxxxx	278	242	885	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1077	xxxx	xxxxx	240	199	885	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	1.32	0.00	0.34	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	372	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	36.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	334	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				333.7		xxxxxx		
ApproachLOS:	*			*				F		*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456

Loss Time (sec): 0 Average Delay (sec/veh): 10.5

Optimal Cycle: 0 Level Of Service: B

Street Name: 4th St. Wilson St.

Approach: North Bound South Bound East Bound West Bound

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

-----|-----|-----|-----|

Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Lanes: 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0 0 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 16 15 13 46 80 20 7 315 19 29 191 17

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 16 15 13 46 80 20 7 315 19 29 191 17

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 16 15 13 46 80 20 7 315 19 29 191 17

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 16 15 13 46 80 20 7 315 19 29 191 17

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 16 15 13 46 80 20 7 315 19 29 191 17

-----|-----|-----|-----|

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.52 0.48 1.00 0.31 0.55 0.14 0.02 0.92 0.06 0.12 0.81 0.07

Final Sat.: 269 252 606 195 340 85 15 691 42 88 582 52

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.06 0.06 0.02 0.24 0.24 0.24 0.46 0.46 0.46 0.33 0.33 0.33

Crit Moves: **** **** **** ****

Delay/Veh: 9.3 9.3 8.1 9.8 9.8 9.8 11.3 11.3 11.3 10.0 10.0 10.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 9.3 9.3 8.1 9.8 9.8 9.8 11.3 11.3 11.3 10.0 10.0 10.0

LOS by Move: A A A A A A B B B B B B

ApproachDel: 9.0 9.8 11.3 10.0

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 9.0 9.8 11.3 10.0

LOS by Appr: A A B B

AllWayAvgQ: 0.1 0.1 0.0 0.3 0.3 0.3 0.8 0.8 0.8 0.4 0.4 0.4

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 0 Average Delay (sec/veh): 11.1
Optimal Cycle: 0 Level Of Service: B

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:	San Gorgonio			San Gorgonio			Wilson St.			Wilson St.		
Base Vol:	39	33	33	11	116	78	33	277	71	16	108	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	33	33	11	116	78	33	277	71	16	108	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	33	33	11	116	78	33	277	71	16	108	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	33	33	11	116	78	33	277	71	16	108	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	33	33	11	116	78	33	277	71	16	108	2

Saturation Flow Module:	San Gorgonio			San Gorgonio			Wilson St.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	0.05	0.57	0.38	0.09	0.73	0.18	0.13	0.86	0.01
Final Sat.:	514	292	292	35	367	247	63	527	135	82	551	10

Capacity Analysis Module:	San Gorgonio			San Gorgonio			Wilson St.			Wilson St.		
Vol/Sat:	0.08	0.11	0.11	0.32	0.32	0.32	0.53	0.53	0.53	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	9.7	9.0	9.0	10.3	10.3	10.3	12.6	12.6	12.6	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.0	9.0	10.3	10.3	10.3	12.6	12.6	12.6	9.4	9.4	9.4
LOS by Move:	A	A	A	B	B	B	B	B	B	A	A	A
ApproachDel:	9.2			10.3			12.6			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			10.3			12.6			9.4		
LOS by Appr:	A			B			B			A		
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.4	0.4	1.0	1.0	1.0	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 1506.7 Worst Case Level Of Service: F[4791.5]

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	678	1	268	0	755	287	182	842	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	678	1	268	0	755	287	182	842	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	678	1	268	0	755	287	182	842	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	678	1	268	0	755	287	182	842	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2105	2248	842	xxxx	xxxx	xxxxx	1042	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	57	42	367	xxxx	xxxx	xxxxx	675	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	44	30	367	xxxx	xxxx	xxxxx	675	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	15.40	0.03	0.73	xxxx	xxxx	xxxx	0.27	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	5.6	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	37.2	xxxxx	xxxx	xxxxx	12.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	E	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	44	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	82.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	6668	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.3	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	B	*	*
ApproachDel:	xxxxxx			4791.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 502.1 Worst Case Level Of Service: F[2150.3]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	294	0	476	0	0	0	135	1290	0	0	703	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	0	476	0	0	0	135	1290	0	0	703	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	0	476	0	0	0	135	1290	0	0	703	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	294	0	476	0	0	0	135	1290	0	0	703	403
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	2465	2666	1290	xxxx	xxxx	xxxxx	1106	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	34	23	202	xxxx	xxxx	xxxxx	639	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	28	18	202	xxxx	xxxx	xxxxx	639	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	10.52	0.00	2.36	xxxx	xxxx	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	38.9	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	664.4	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	F	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	28	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	36.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	4556	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	2150.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): 386.5 Worst Case Level Of Service: F[2147.4]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0

Volume Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	112	97	45	20	72	79	99	668	131	36	491	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	97	45	20	72	79	99	668	131	36	491	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	97	45	20	72	79	99	668	131	36	491	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	112	97	45	20	72	79	99	668	131	36	491	47

Critical Gap Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Cnflct Vol:	1594	1542	734	1589	1584	515	538	xxxx	xxxxx	799	xxxx	xxxxx
Potent Cap.:	87	116	424	88	110	564	1040	xxxx	xxxxx	833	xxxx	xxxxx
Move Cap.:	26	101	424	9	95	564	1040	xxxx	xxxxx	833	xxxx	xxxxx
Volume/Cap:	4.32	0.96	0.11	2.18	0.76	0.14	0.10	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	47	xxxxx	xxxx	56	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	29.1	xxxxx	xxxxx	18.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	2147	xxxxx	xxxxx	1091	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:	2147.4			1091.3			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	12	Average Delay (sec/veh):	23.6
Optimal Cycle:	35	Level Of Service:	C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	92	397	100	70	274	108	128	568	51	102	411	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	397	100	70	274	108	128	568	51	102	411	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	397	100	70	274	108	128	568	51	102	411	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	397	100	70	274	108	128	568	51	102	411	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	397	100	70	274	108	128	568	51	102	411	83

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.91	0.91	0.41	0.94	0.94	0.33	0.93	0.93
Lanes:	1.00	1.60	0.40	1.00	1.43	0.57	1.00	1.84	0.16	1.00	1.66	0.34
Final Sat.:	1805	2797	705	1805	2481	978	773	3273	294	627	2928	591

Capacity Analysis Module:

Vol/Sat:	0.05	0.14	0.14	0.04	0.11	0.11	0.17	0.17	0.17	0.16	0.14	0.14
Crit Moves:	****			****			****					
Green/Cycle:	0.17	0.35	0.35	0.10	0.27	0.27	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.29	0.40	0.40	0.40	0.40	0.40	0.38	0.40	0.40	0.38	0.33	0.33
Delay/Veh:	36.5	24.6	24.6	44.0	29.8	29.8	20.1	19.8	19.8	20.2	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	24.6	24.6	44.0	29.8	29.8	20.1	19.8	19.8	20.2	18.9	18.9
LOS by Move:	D	C	C	D	C	C	C	B	B	C	B	B
HCM2kAvgQ:	3	6	6	2	5	5	3	7	7	3	5	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 0 Average Delay (sec/veh): 19.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	Beaumont Ave.			8th St.																
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Rights:	Include			Include			Include			Include										
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7								
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	92	575	28	34	355	36	51	110	68	20	204	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	575	28	34	355	36	51	110	68	20	204	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	575	28	34	355	36	51	110	68	20	204	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	575	28	34	355	36	51	110	68	20	204	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	575	28	34	355	36	51	110	68	20	204	47

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	1.66	0.08	0.16	1.67	0.17	0.22	0.48	0.30	0.07	0.76	0.17
Final Sat.:	132	839	41	75	794	82	105	227	140	36	364	84

Capacity Analysis Module:												
Vol/Sat:	0.70	0.69	0.68	0.45	0.45	0.44	0.48	0.48	0.48	0.56	0.56	0.56
Crit Moves:	****			****			****			****		
Delay/Veh:	24.0	23.2	22.5	15.8	15.5	15.2	16.1	16.1	16.1	17.9	17.9	17.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	23.2	22.5	15.8	15.5	15.2	16.1	16.1	16.1	17.9	17.9	17.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
ApproachDel:	23.2			15.5			16.1			17.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	23.2			15.5			16.1			17.9		
LOS by Appr:	C			C			C			C		
AllWayAvgQ:	2.0	1.8	1.8	0.7	0.7	0.7	0.8	0.8	0.8	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.277
Loss Time (sec): 12 Average Delay (sec/veh): 117.4
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	1

Volume Module:

Base Vol:	845	1112	0	0	660	213	0	0	0	676	1	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	845	1112	0	0	660	213	0	0	0	676	1	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	845	1112	0	0	660	213	0	0	0	676	1	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	845	1112	0	0	660	213	0	0	0	676	1	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	845	1112	0	0	660	213	0	0	0	676	1	178

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.88	0.88	0.85
Lanes:	1.00	2.00	0.00	0.00	1.51	0.49	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	2628	848	0	0	0	1671	2	1615

Capacity Analysis Module:

Vol/Sat:	0.47	0.31	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.40	0.40	0.11
Crit Moves:	****				****					****		
Green/Cycle:	0.37	0.56	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	1.28	0.55	0.00	0.00	1.28	1.28	0.00	0.00	0.00	1.28	1.28	0.35
Delay/Veh:	167.8	14.1	0.0	0.0	176	175.8	0.0	0.0	0.0	172.9	173	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.8	14.1	0.0	0.0	176	175.8	0.0	0.0	0.0	172.9	173	26.6
LOS by Move:	F	B	A	A	F	F	A	A	A	F	F	C
HCM2kAvgQ:	47	10	0	0	29	29	0	0	0	41	41	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.714
Loss Time (sec): 12 Average Delay (sec/veh): 209.1
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB Ramps			I-10 WB Ramps		
Base Vol:	0	1378	853	165	1143	0	579	0	1435	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1378	853	165	1143	0	579	0	1435	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1378	853	165	1143	0	579	0	1435	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1378	853	165	1143	0	579	0	1435	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1378	853	165	1143	0	579	0	1435	0	0	0

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB Ramps			I-10 WB Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB Ramps			I-10 WB Ramps		
Vol/Sat:	0.00	0.38	0.53	0.09	0.32	0.00	0.32	0.00	0.89	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.30	0.30	0.07	0.37	0.00	0.51	0.00	0.51	0.00	0.00	0.00
Volume/Cap:	0.00	1.26	1.75	1.31	0.85	0.00	0.63	0.00	1.75	0.00	0.00	0.00
Delay/Veh:	0.0	161	380.3	229.8	34.3	0.0	19.3	0.0	366.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	161	380.3	229.8	34.3	0.0	19.3	0.0	366.7	0.0	0.0	0.0
LOS by Move:	A	F	F	F	C	A	B	A	F	A	A	A
HCM2kAvgQ:	0	39	69	9	16	0	13	0	119	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.352
Loss Time (sec):	12	Average Delay (sec/veh):	169.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Beaumont Ave.						1st St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0

Volume Module:												
Base Vol:	21	1793	203	297	2208	62	118	217	36	336	253	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1793	203	297	2208	62	118	217	36	336	253	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1793	203	297	2208	62	118	217	36	336	253	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1793	203	297	2208	62	118	217	36	336	253	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1793	203	297	2208	62	118	217	36	336	253	241

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.13	0.98	0.98	0.45	0.93	0.93
Lanes:	1.00	1.80	0.20	1.00	1.95	0.05	1.00	0.86	0.14	1.00	0.51	0.49
Final Sat.:	1805	3194	362	1805	3497	98	255	1595	265	848	902	859

Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.16	0.63	0.63	0.46	0.14	0.14	0.40	0.28	0.28
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.42	0.42	0.12	0.47	0.47	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.17	1.35	1.35	1.35	1.35	1.35	1.35	0.40	0.40	1.15	0.82	0.82
Delay/Veh:	44.4	192	192.1	229.1	189	189.0	249.1	25.4	25.4	134.2	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	192	192.1	229.1	189	189.0	249.1	25.4	25.4	134.2	38.6	38.6
LOS by Move:	D	F	F	F	F	F	F	C	C	F	D	D
HCM2kAvgQ:	1	67	67	18	73	73	9	6	6	19	16	16

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Beaumont Ave.						Mellon Lane						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0	
Volume Module:													
Base Vol:	10	1785	161	33	2349	161	144	154	5	124	76	55	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	10	1785	161	33	2349	161	144	154	5	124	76	55	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	10	1785	161	33	2349	161	144	154	5	124	76	55	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	10	1785	161	33	2349	161	144	154	5	124	76	55	
Critical Gap Module:													
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9	
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3	
Capacity Module:													
Cnflct Vol:	2510	xxxx	xxxxxx	1946	xxxx	xxxxxx	3446	4462	1255	3203	4462	973	
Potent Cap.:	184	xxxx	xxxxxx	305	xxxx	xxxxxx	3	1	166	4	1	255	
Move Cap.:	184	xxxx	xxxxxx	305	xxxx	xxxxxx	0	1	166	0	1	255	
Volume/Cap:	0.05	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	64.54	0.22	
Level Of Service Module:													
2Way95thQ:	0.2	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Control Del:	25.7	xxxx	xxxxxx	18.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
LOS by Move:	D	*	*	C	*	*	*	*	*	*	*	*	
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx	
SharedQueue:	0.2	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shrd ConDel:	25.7	xxxx	xxxxxx	18.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shared LOS:	D	*	*	C	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*	*			F			F			F		

Note: Queue reported is the number of cars per lane.

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City of Banning, Riverside County
Year 2032 With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	208	1909	7	64	2407	1	1	43	218	3	21	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1909	7	64	2407	1	1	43	218	3	21	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1909	7	64	2407	1	1	43	218	3	21	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	208	1909	7	64	2407	1	1	43	218	3	21	34
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	2408	xxxx	xxxxxx	1916	xxxx	xxxxxx	3917	4868	1204	3682	4865	958
Potent Cap.:	201	xxxx	xxxxxx	313	xxxx	xxxxxx	1	1	179	2	1	261
Move Cap.:	201	xxxx	xxxxxx	313	xxxx	xxxxxx	0	0	179	0	0	261
Volume/Cap:	1.03	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	1.22	xxxx	xxxx	0.13
Level Of Service Module:												
2Way95thQ:	9.3	xxxx	xxxxxx	0.8	xxxx	xxxxxx	xxxx	xxxx	11.8	xxxx	xxxx	xxxxxx
Control Del:	121.8	xxxx	xxxxxx	19.4	xxxx	xxxxxx	xxxxxx	xxxx	189.3	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	C	*	*	*	*	F	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	19.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.298

Loss Time (sec): 0 Average Delay (sec/veh): 81.2

Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1			

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Volume Module:												
Base Vol:	61	119	79	44	107	53	72	563	106	25	453	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	119	79	44	107	53	72	563	106	25	453	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	119	79	44	107	53	72	563	106	25	453	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	119	79	44	107	53	72	563	106	25	453	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	119	79	44	107	53	72	563	106	25	453	123

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Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.66	1.00	1.00	1.00	1.00	0.11	0.89	1.00	0.05	0.95	1.00
Final Sat.:	142	277	466	366	386	417	55	434	536	26	465	537

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Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.17	0.12	0.28	0.13	1.30	1.30	0.20	0.97	0.97	0.23
Crit Moves:	****			****			****			****		
Delay/Veh:	17.2	17.2	11.8	13.6	15.2	12.3	170.2	170	10.9	60.9	60.9	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	17.2	11.8	13.6	15.2	12.3	170.2	170	10.9	60.9	60.9	11.2
LOS by Move:	C	C	B	B	C	B	F	F	B	F	F	B
ApproachDel:	15.6			14.1			147.4			50.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.6			14.1			147.4			50.7		
LOS by Appr:	C			B			F			F		
AllWayAvgQ:	0.7	0.7	0.2	0.1	0.4	0.1	21.8	21.8	0.2	6.9	6.9	0.3

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 0 Average Delay (sec/veh): 12.8
Optimal Cycle: 0 Level Of Service: B

Street Name:	Palm Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Base Vol:	15	208	40	29	170	41	19	121	38	62	199	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	208	40	29	170	41	19	121	38	62	199	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	208	40	29	170	41	19	121	38	62	199	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	208	40	29	170	41	19	121	38	62	199	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	208	40	29	170	41	19	121	38	62	199	85

Saturation Flow Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.79	0.15	0.12	0.71	0.17	0.11	0.68	0.21	0.18	0.57	0.25
Final Sat.:	34	468	90	71	413	100	60	384	121	112	358	153

Capacity Analysis Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Vol/Sat:	0.44	0.44	0.44	0.41	0.41	0.41	0.31	0.31	0.31	0.56	0.56	0.56
Crit Moves:	****			****			****			****		
Delay/Veh:	12.6	12.6	12.6	12.1	12.1	12.1	11.0	11.0	11.0	14.4	14.4	14.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	12.1	12.1	12.1	11.0	11.0	11.0	14.4	14.4	14.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	12.6			12.1			11.0			14.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			12.1			11.0			14.4		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.6	0.6	0.6	0.6	0.6	0.6	0.4	0.4	0.4	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.960

Loss Time (sec): 0 Average Delay (sec/veh): 32.1

Optimal Cycle: 0 Level Of Service: D

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0			

Volume Module:

Base Vol:	115	0	136	0	0	0	0	561	69	97	444	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	0	136	0	0	0	0	561	69	97	444	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	0	136	0	0	0	0	561	69	97	444	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	136	0	0	0	0	561	69	97	444	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	0	136	0	0	0	0	561	69	97	444	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.00	0.54	0.00	0.00	0.00	0.00	0.89	0.11	1.00	1.00	0.00
Final Sat.:	255	0	302	0	0	0	0	585	72	545	590	0

Capacity Analysis Module:

Vol/Sat:	0.45	xxxx	0.45	xxxx	xxxx	xxxx	xxxx	0.96	0.96	0.18	0.75	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	14.0	0.0	14.0	0.0	0.0	0.0	0.0	48.3	48.3	10.6	24.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	0.0	14.0	0.0	0.0	0.0	0.0	48.3	48.3	10.6	24.1	0.0
LOS by Move:	B	*	B	*	*	*	*	E	E	B	C	*
ApproachDel:	14.0			xxxxxx				48.3			21.7	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	14.0			xxxxxx				48.3			21.7	
LOS by Appr:	B			*				E			C	
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	7.3	7.3	7.3	0.2	2.5	0.0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.000
Loss Time (sec): 0 Average Delay (sec/veh): 40.1
Optimal Cycle: 0 Level Of Service: E

Street Name:	Pennsylvania Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	60	280	202	61	158	16	19	212	20	53	271	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	280	202	61	158	16	19	212	20	53	271	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	280	202	61	158	16	19	212	20	53	271	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	280	202	61	158	16	19	212	20	53	271	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	280	202	61	158	16	19	212	20	53	271	87

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.52	0.37	0.26	0.67	0.07	0.08	0.84	0.08	0.13	0.66	0.21
Final Sat.:	60	280	202	115	298	30	34	380	36	64	330	106

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	1.00	1.00	1.00	0.53	0.53	0.53	0.56	0.56	0.56	0.82	0.82	0.82
Crit Moves:	****			****			****			****		
Delay/Veh:	64.3	64.3	64.3	18.0	18.0	18.0	19.0	19.0	19.0	33.7	33.7	33.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.3	64.3	64.3	18.0	18.0	18.0	19.0	19.0	19.0	33.7	33.7	33.7
LOS by Move:	F	F	F	C	C	C	C	C	C	D	D	D
ApproachDel:	64.3			18.0			19.0			33.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	64.3			18.0			19.0			33.7		
LOS by Appr:	F			C			C			D		
AllWayAvgQ:	8.2	8.2	8.2	0.9	0.9	0.9	1.0	1.0	1.0	3.3	3.3	3.3

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 47.5 Worst Case Level Of Service: F[139.6]

Street Name:	Pennsylvania Ave.				I-10 Westbound Ramp						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign				
Rights:	Include		Include		Include		Include				
Lanes:	0	0	1	0	0	0	0	0	0		
Volume Module:											
Base Vol:	0	430	0	0	522	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	0	0	522	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	0	0	522	0	0	0	225	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	430	0	0	522	0	0	0	225	0	265

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	952	952	430
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	290	261	629
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	290	261	629
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.78	0.00	0.42

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	410	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	140	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				139.6	
ApproachLOS:	*			*			*				F	

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): 15.0 Worst Case Level Of Service: C[15.9]

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	433	89	173	541	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	433	89	173	541	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	433	89	173	541	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	433	89	173	541	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	0	0	217	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxx	900	1091	744	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxx	900	1091	425	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxx	0.48	0.08	0.41	0.60	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.9	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	19.2	14.8	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	C	B	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	928	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared Queue:	xxxxx	xxxx	3.6	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	13.8	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	*	*	*	*	*	*
ApproachDel:	13.8			15.9			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[19.4]

Street Name:	Pennsylvania Ave.					3rd St.				
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign			
Rights:	Include		Include		Include		Include			
Lanes:	1	0	0	1	0	0	1	0	0	

Volume Module:

Base Vol:	5	494	0	0	524	39	21	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	494	0	0	524	39	21	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	494	0	0	524	39	21	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	494	0	0	524	39	21	0	2	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	563	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1028	1028	524	xxxx	xxxx	xxxxxx
Potent Cap.:	1019	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	262	236	557	xxxx	xxxx	xxxxxx
Move Cap.:	1019	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	261	235	557	xxxx	xxxx	xxxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Control Del:	8.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	273	xxxxxx	xxxx	xxxx	xxxxxx	
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.2	xxxx	xxxxxx	xxxxxx	19.4	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shared LOS:	*	*	*	A	*	*	*	C	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			19.4		xxxxxx				
ApproachLOS:	*			*			C		*			*	

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920

Loss Time (sec): 0 Average Delay (sec/veh): 24.9

Optimal Cycle: 0 Level Of Service: C

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0			

Volume Module:

Base Vol:	0	23	2	207	13	98	209	506	0	1	433	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	2	207	13	98	209	506	0	1	433	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	23	2	207	13	98	209	506	0	1	433	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	23	2	207	13	98	209	506	0	1	433	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	23	2	207	13	98	209	506	0	1	433	128

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.92	0.08	1.00	0.12	0.88	1.00	1.00	0.00	0.01	1.54	0.45
Final Sat.:	0	380	33	438	59	446	504	550	0	2	820	250

Capacity Analysis Module:

Vol/Sat:	xxxx	0.06	0.06	0.47	0.22	0.22	0.41	0.92	xxxx	0.54	0.53	0.51
Crit Moves:		****		****			****			****		
Delay/Veh:	0.0	11.7	11.7	17.3	11.4	11.4	14.5	45.6	0.0	16.7	16.3	15.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.7	11.7	17.3	11.4	11.4	14.5	45.6	0.0	16.7	16.3	15.4
LOS by Move:	*	B	B	C	B	B	B	E	*	C	C	C
ApproachDel:		11.7			15.2			36.5			16.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			15.2			36.5			16.1	
LOS by Appr:		B			C			E			C	
AllWayAvgQ:	0.1	0.1	0.1	0.8	0.3	0.3	0.7	5.6	5.6	1.1	1.0	1.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450

Loss Time (sec): 0 Average Delay (sec/veh): 13.0

Optimal Cycle: 0 Level Of Service: B

Street Name: Starlight Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound

South Bound

East Bound

West Bound

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

-----|-----|-----|-----|

Control: Stop Sign

Stop Sign

Stop Sign

Stop Sign

Rights: Include

Include

Include

Include

Min. Green: 7 7 7

7 7 7

7 7 7

7 7 7

Lanes: 1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 138 44 11 31 19 29 46 354 138 4 335 49

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 138 44 11 31 19 29 46 354 138 4 335 49

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 138 44 11 31 19 29 46 354 138 4 335 49

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 138 44 11 31 19 29 46 354 138 4 335 49

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 138 44 11 31 19 29 46 354 138 4 335 49

-----|-----|-----|-----|

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.60 0.40 1.00 1.00 1.00 1.00 1.44 0.56 1.00 1.74 0.26

Final Sat.: 432 738 189 402 425 463 493 787 320 472 903 134

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.32 0.06 0.06 0.08 0.04 0.06 0.09 0.45 0.43 0.01 0.37 0.37

Crit Moves: **** **** ****

Delay/Veh: 13.9 10.4 10.2 11.5 10.7 10.1 10.4 14.0 13.1 10.0 13.1 12.8

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 13.9 10.4 10.2 11.5 10.7 10.1 10.4 14.0 13.1 10.0 13.1 12.8

LOS by Move: B B B B B B B B B B B B

ApproachDel: 12.9 10.8 13.5 13.0

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 12.9 10.8 13.5 13.0

LOS by Appr: B B B B

AllWayAvgQ: 0.4 0.1 0.1 0.1 0.0 0.1 0.1 0.8 0.7 0.0 0.5 0.5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): 235.8 Worst Case Level Of Service: F[684.3]

Street Name:	Highland Springs Ave.					Brookside Ave.						
Approach:	North Bound			South Bound		East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled		Stop Sign			Stop Sign			
Rights:	Include			Include		Include			Include			
Lanes:	1	0	0	1	0	0	0	1	0	0	0	0

Volume Module:

Base Vol:	151	309	155	66	165	35	78	134	113	92	130	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	309	155	66	165	35	78	134	113	92	130	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	309	155	66	165	35	78	134	113	92	130	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	151	309	155	66	165	35	78	134	113	92	130	61

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	200	xxxx	xxxxxx	464	xxxx	xxxxxx	1099	1081	183	1127	1021	387
Potent Cap.:	1384	xxxx	xxxxxx	1108	xxxx	xxxxxx	192	220	865	184	238	666
Move Cap.:	1384	xxxx	xxxxxx	1108	xxxx	xxxxxx	74	184	865	58	199	666
Volume/Cap:	0.11	xxxx	xxxx	0.06	xxxx	xxxx	1.06	0.73	0.13	1.59	0.65	0.09

Level Of Service Module:

2Way95thQ:	0.4	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	170	xxxxxx	xxxx	121	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	24.4	xxxxxx	xxxxxx	24.6	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	479	xxxxxx	xxxxxx	684	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			479.1			684.3		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[13.4]

Street Name:	Highland Springs Ave.				16th St.															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Rights:	Include				Include				Include				Include							
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	328	0	0	0	209	38	69	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	328	0	0	0	209	38	69	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	328	0	0	0	209	38	69	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	328	0	0	0	209	38	69	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	556	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	496	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	496	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*

Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.4			xxxxxx											
ApproachLOS:	*			*			B			*											

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	0	346	0	0	216	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	346	0	0	216	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	346	0	0	216	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	346	0	0	216	0	0	0	0	0	0	0

Critical Gap Module:

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

Capacity Module:

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

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	*			*			*			*			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 12 Average Delay (sec/veh): 20.0
Optimal Cycle: 47 Level Of Service: B

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	400	306	0	0	207	4	39	0	298	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	306	0	0	207	4	39	0	298	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	306	0	0	207	4	39	0	298	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	306	0	0	207	4	39	0	298	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	400	306	0	0	207	4	39	0	298	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.98	0.02	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1858	36	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.22	0.16	0.00	0.00	0.11	0.11	0.02	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.38	0.57	0.00	0.00	0.19	0.19	0.31	0.00	0.69	0.00	0.00	0.00
Volume/Cap:	0.59	0.28	0.00	0.00	0.59	0.59	0.07	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	26.3	11.4	0.0	0.0	39.5	39.5	24.1	0.0	6.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	11.4	0.0	0.0	39.5	39.5	24.1	0.0	6.0	0.0	0.0	0.0
LOS by Move:	C	B	A	A	D	D	C	A	A	A	A	A
HCM2kAvgQ:	9	5	0	0	7	7	1	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: E[46.8]

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	0	1	0	0	0	1	0

Volume Module:

Base Vol:	205	739	0	0	511	66	62	0	124	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	739	0	0	511	66	62	0	124	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	739	0	0	511	66	62	0	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	205	739	0	0	511	66	62	0	124	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	577	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1693	xxxx	544	xxxx	xxxx	xxxxxx
Potent Cap.:	1006	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	103	xxxx	543	xxxx	xxxx	xxxxxx
Move Cap.:	1006	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	87	xxxx	543	xxxx	xxxx	xxxxxx
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.71	xxxx	0.23	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	0.9	xxxx	xxxx	xxxxxx
Control Del:	9.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	113.3	xxxx	13.6	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx		46.8		xxxxxx			
ApproachLOS:	*				*		E		*			

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 16 Average Delay (sec/veh): 33.3
Optimal Cycle: 63 Level Of Service: C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0

Volume Module:	Highland Springs Ave.			8th St.-Wilson St.		
Base Vol:	56	598	179	176	349	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	598	179	176	349	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	598	179	176	349	45
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	56	598	179	176	349	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	598	179	176	349	45

Saturation Flow Module:	Highland Springs Ave.			8th St.-Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	1.77	0.23
Final Sat.:	1805	1900	1615	1805	3143	405

Capacity Analysis Module:	Highland Springs Ave.			8th St.-Wilson St.		
Vol/Sat:	0.03	0.31	0.11	0.10	0.11	0.11
Crit Moves:	****	****	****	****	****	****
Green/Cycle:	0.23	0.46	0.57	0.14	0.37	0.37
Volume/Cap:	0.13	0.69	0.20	0.69	0.30	0.30
Delay/Veh:	30.6	23.7	10.6	48.4	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	23.7	10.6	48.4	22.6	22.6
LOS by Move:	C	C	B	D	C	C
HCM2kAvgQ:	1	14	3	5	4	4

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

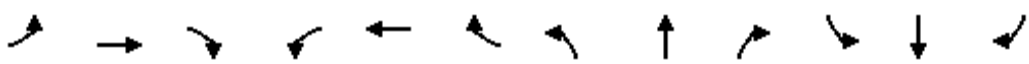
Year 2022 Without Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	339	284	343	346	134	314	638	286	138	529	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93		1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4738		1770	3391		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4738		1770	3391		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	140	339	284	343	346	134	314	638	286	138	529	102
RTOR Reduction (vph)	0	174	0	0	72	0	0	0	204	0	0	73
Lane Group Flow (vph)	140	449	0	343	408	0	314	638	82	138	529	29
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Effective Green, g (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Actuated g/C Ratio	0.07	0.29		0.07	0.29		0.07	0.29	0.29	0.07	0.29	0.29
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	126	1354		126	969		126	1011	452	126	1011	452
v/s Ratio Prot	0.08	0.09		c0.19	c0.12		c0.18	c0.18		0.08	0.15	
v/s Ratio Perm									0.05			0.02
v/c Ratio	1.11	0.33		2.72	0.42		2.49	0.63	0.18	1.10	0.52	0.06
Uniform Delay, d1	26.0	15.8		26.0	16.2		26.0	17.4	15.1	26.0	16.8	14.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	113.1	0.7		797.0	1.3		694.5	3.0	0.9	108.0	1.9	0.3
Delay (s)	139.1	16.4		823.0	17.6		720.5	20.4	15.9	134.0	18.7	14.8
Level of Service	F	B		F	B		F	C	B	F	B	B
Approach Delay (s)		39.0			353.2			196.9			38.9	
Approach LOS		D			F			F			D	
Intersection Summary												
HCM Average Control Delay			165.4			HCM Level of Service			F			
HCM Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			56.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			77.3%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2022 Without Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↶	↶	↶			↶	↶
Volume (vph)	0	0	0	339	0	366	372	990	0	0	791	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	339	0	366	372	990	0	0	791	403
RTOR Reduction (vph)	0	0	0	0	0	52	0	0	0	0	0	269
Lane Group Flow (vph)	0	0	0	0	339	314	372	990	0	0	791	134
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.19		c0.21	0.28			c0.22	
v/s Ratio Perm						c0.20						0.08
v/c Ratio					0.57	0.59	2.51	0.56			0.67	0.25
Uniform Delay, d1					13.2	13.3	22.0	8.3			13.7	11.7
Progression Factor					1.00	1.00	1.03	1.06			1.00	1.00
Incremental Delay, d2					4.0	4.9	693.2	0.8			3.0	1.2
Delay (s)					17.2	18.2	715.9	9.6			16.8	12.8
Level of Service					B	B	F	A			B	B
Approach Delay (s)		0.0			17.7			202.5			15.4	
Approach LOS		A			B			F			B	
Intersection Summary												
HCM Average Control Delay			94.1		HCM Level of Service					F		
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			48.0		Sum of lost time (s)				12.0			
Intersection Capacity Utilization			74.3%		ICU Level of Service				D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2022 Without Project

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	387	0	487	0	0	0	0	972	348	217	917	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	387	0	487	0	0	0	0	972	348	217	917	0
RTOR Reduction (vph)	0	0	64	0	0	0	0	0	232	0	0	0
Lane Group Flow (vph)	0	387	423	0	0	0	0	972	116	217	917	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		0.22						c0.27		c0.12	0.26	
v/s Ratio Perm			c0.27						0.07			
v/c Ratio		0.66	0.80					0.82	0.22	1.47	0.52	
Uniform Delay, d1		13.7	14.6					14.7	11.5	22.0	8.1	
Progression Factor		1.00	1.00					1.00	1.00	1.04	0.92	
Incremental Delay, d2		5.6	12.1					6.6	1.0	235.8	0.8	
Delay (s)		19.3	26.7					21.3	12.5	258.8	8.3	
Level of Service		B	C					C	B	F	A	
Approach Delay (s)		23.4			0.0			19.0			56.2	
Approach LOS		C			A			B			E	
Intersection Summary												
HCM Average Control Delay			32.8									
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			48.0									
Intersection Capacity Utilization			74.3%									
Analysis Period (min)			15									
c Critical Lane Group												

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
 Loss Time (sec): 16 Average Delay (sec/veh): 36.6
 Optimal Cycle: 61 Level Of Service: D

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Base Vol:	79	342	100	249	402	169	148	364	111	135	330	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	342	100	249	402	169	148	364	111	135	330	214
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	79	342	100	249	402	0	148	364	111	135	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	342	100	249	402	0	148	364	111	135	330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	79	342	100	249	402	0	148	364	111	135	330	0

Saturation Flow Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	1.00	0.95	0.92	0.92	0.94	0.94	1.00
Lanes:	1.00	1.55	0.45	1.00	2.00	1.00	1.00	1.53	0.47	0.58	1.42	1.00
Final Sat.:	1805	2698	789	1805	3610	1900	1805	2670	814	1033	2526	1900

Capacity Analysis Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.04	0.13	0.13	0.14	0.11	0.00	0.08	0.14	0.14	0.13	0.13	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.20	0.20	0.22	0.26	0.00	0.22	0.22	0.22	0.21	0.21	0.00
Volume/Cap:	0.27	0.63	0.63	0.63	0.43	0.00	0.38	0.63	0.63	0.63	0.63	0.00
Delay/Veh:	37.3	38.5	38.5	38.8	31.4	0.0	34.2	37.4	37.4	38.0	38.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	38.5	38.5	38.8	31.4	0.0	34.2	37.4	37.4	38.0	38.0	0.0
LOS by Move:	D	D	D	D	C	A	C	D	D	D	D	A
HCM2kAvgQ:	2	7	7	7	5	0	4	8	8	8	8	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #30 Highland Springs Ave./Potrero Blvd.

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[15.2]

Street Name:	Highland Springs Ave.				Mellon Lane															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Rights:	Include				Include				Include				Include							
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0

Volume Module:												
Base Vol:	46	320	0	0	418	159	105	0	54	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	320	0	0	418	159	105	0	54	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	320	0	0	418	159	105	0	54	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	46	320	0	0	418	159	105	0	54	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	577	xxxx	xxxxx	xxxx	xxxx	xxxxx	670	xxxx	209	xxxx	xxxx	xxxxx
Potent Cap.:	1006	xxxx	xxxxx	xxxx	xxxx	xxxxx	395	xxxx	803	xxxx	xxxx	xxxxx
Move Cap.:	1006	xxxx	xxxxx	xxxx	xxxx	xxxxx	381	xxxx	803	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.28	xxxx	0.07	xxxx	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	0.2	xxxx	xxxx	xxxxx			
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.0	xxxx	9.8	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			15.2			xxxxxx					
ApproachLOS:	*			*			C			*					

Note: Queue reported is the number of cars per lane.

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

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C[21.7]

Street Name:	C St.			Wilson St.		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled		
Rights:	Include	Include	Include	Include		
Lanes:	1 0 0 0 0	0 0 1! 0 0	0 0 0 1 0	1 0 0 1 0		

Volume Module:												
Base Vol:	1	0	0	0	0	0	0	634	4	0	530	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	0	0	0	0	634	4	0	530	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	0	0	0	0	634	4	0	530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	0	0	0	0	0	634	4	0	530	0

Critical Gap Module:												
Critical Gp:	6.4	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	1166	xxxx	xxxxx	1166	1168	530	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	216	xxxx	xxxxx	172	195	553	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	216	xxxx	xxxxx	172	195	553	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	21.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	21.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Base Vol:	0	291	0	0	0	353	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	291	0	0	0	353	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	291	0	0	0	353	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	291	0	0	0	353	0	0	0	0	0	0

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Critical Gap:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	644	644	353	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	440	394	695	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	440	394	695	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: C[15.3]

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Base Vol:	0	181	79	214	139	0	0	0	0	61	0	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	181	79	214	139	0	0	0	0	61	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	181	79	214	139	0	0	0	0	61	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	181	79	214	139	0	0	0	0	61	0	110

Critical Gap Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Critical Gap:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Cnflct Vol:	xxxx	xxxx	xxxxx	260	xxxx	xxxxx	xxxx	xxxx	xxxxx	788	788	221
Potent Cap.:	xxxx	xxxx	xxxxx	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx	363	326	824
Move Cap.:	xxxx	xxxx	xxxxx	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx	312	266	824
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	0.00	0.13

Level Of Service Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	519	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.3		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.	F St.		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1! 0 0	0 0 0 0 0

Volume Module:	Highland Home Rd.	F St.		
Base Vol:	0 235 0	0 200 0	0 0 0	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 235 0	0 200 0	0 0 0	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 235 0	0 200 0	0 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	0 235 0	0 200 0	0 0 0	0 0 0

Critical Gap Module:	Highland Home Rd.	F St.		
Critical Gp:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	6.4 6.5 6.2	xxxxxx xxxxx xxxxx
FollowUpTim:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	3.5 4.0 3.3	xxxxxx xxxxx xxxxx

Capacity Module:	Highland Home Rd.	F St.		
Cnflct Vol:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	435 435 200	xxxx xxxx xxxxx
Potent Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	582 517 846	xxxx xxxx xxxxx
Move Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	582 517 846	xxxx xxxx xxxxx
Volume/Cap:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	0.00 0.00 0.00	xxxx xxxx xxxxx

Level Of Service Module:	Highland Home Rd.	F St.		
2Way95thQ:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Control Del:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
LOS by Move:	* * *	* * *	* * *	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 0 xxxxx	xxxx xxxx xxxxx
SharedQueue:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
Shrd ConDel:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
Shared LOS:	* * *	* * *	* * *	* * *
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.		D St.
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign Stop Sign
Rights:	Include	Include	Include Include
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1! 0 0 0 0 0 0 0

Volume Module:												
Base Vol:	0	250	0	0	195	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	250	0	0	195	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	250	0	0	195	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	250	0	0	195	0	0	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	445	445	195	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	574	511	851	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	574	511	851	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	*		*		*		*		*		*	

Note: Queue reported is the number of cars per lane.

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

 Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): 43.9 Worst Case Level Of Service: F[323.8]

Street Name:	Highland Home Rd.						Wilson St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:	Highland Home Rd.						Wilson St.					
Base Vol:	42	113	94	85	94	15	8	536	54	34	457	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	113	94	85	94	15	8	536	54	34	457	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	113	94	85	94	15	8	536	54	34	457	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	42	113	94	85	94	15	8	536	54	34	457	130

Critical Gap Module:	Highland Home Rd.						Wilson St.					
Critical Gap:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Highland Home Rd.						Wilson St.					
Cnflct Vol:	923	1234	295	931	1196	294	587	xxxx	xxxxx	590	xxxx	xxxxx
Potent Cap.:	228	178	707	225	188	709	998	xxxx	xxxxx	995	xxxx	xxxxx
Move Cap.:	127	171	707	89	180	709	998	xxxx	xxxxx	995	xxxx	xxxxx
Volume/Cap:	0.33	0.66	0.13	0.96	0.52	0.02	0.01	xxxx	xxxxx	0.03	xxxx	xxxxx

Level Of Service Module:	Highland Home Rd.						Wilson St.					
2Way95thQ:	1.3	3.8	0.5	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	46.6	59.9	10.9	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	E	F	B	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	129	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	13.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	324	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	39.1			323.8			xxxxxx			xxxxxx		
ApproachLOS:	E			F			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 9.2 Worst Case Level Of Service: F[76.8]

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	0	0	0	115	0	55	172	551	1	9	588	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	115	0	55	172	551	1	9	588	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	115	0	55	172	551	1	9	588	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	115	0	55	172	551	1	9	588	132

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	1208	1634	276	1292	1568	360	720	xxxx	xxxxx	552	xxxx	xxxxx
Potent Cap.:	141	102	727	157	112	642	891	xxxx	xxxxx	1028	xxxx	xxxxx
Move Cap.:	109	82	727	133	90	642	891	xxxx	xxxxx	1028	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.86	0.00	0.09	0.19	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.7	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.1	10.0	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	133	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	108.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			76.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.397
 Loss Time (sec): 0 Average Delay (sec/veh): 165.8
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	Sunset Ave.			Wilson St.		
Base Vol:	225	295	54	50	158	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	295	54	50	158	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	295	54	50	158	74
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	225	295	54	50	158	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	295	54	50	158	74

Saturation Flow Module:	Sunset Ave.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.57	1.00	0.18	0.56	0.26
Final Sat.:	174	228	448	70	222	104

Capacity Analysis Module:	Sunset Ave.			Wilson St.		
Vol/Sat:	1.29	1.29	0.12	0.71	0.71	0.71
Crit Moves:	****	****	****	****	****	****
Delay/Veh:	175.7	176	11.8	31.7	31.7	31.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.7	176	11.8	31.7	31.7	31.7
LOS by Move:	F	F	B	D	D	D
ApproachDel:	160.3			31.7		
Delay Adj:	1.00			1.00		
ApprAdjDel:	160.3			31.7		
LOS by Appr:	F			D		
AllWayAvgQ:	18.3	18.3	0.1	2.2	2.2	2.2

Note: Queue reported is the number of cars per lane.

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

 Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
 Loss Time (sec): 12 Average Delay (sec/veh): 27.2
 Optimal Cycle: 45 Level Of Service: C

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	142	608	102	86	460	106	105	418	110	218	362	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	608	102	86	460	106	105	418	110	218	362	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	608	102	86	460	106	105	418	110	218	362	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	608	102	86	460	106	105	418	110	218	362	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	608	102	86	460	106	105	418	110	218	362	62

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.93	0.93	0.26	0.92	0.92	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.71	0.29	1.00	1.63	0.37	1.00	1.58	0.42	1.00	1.71	0.29
Final Sat.:	657	3023	507	494	2852	657	1805	2769	729	1805	3014	516

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.22	0.20	0.20	0.17	0.16	0.16	0.06	0.15	0.15	0.12	0.12	0.12
Crit Moves:	****						****			****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.18	0.27	0.27	0.22	0.31	0.31
Volume/Cap:	0.55	0.52	0.52	0.45	0.41	0.41	0.32	0.55	0.55	0.55	0.39	0.39
Delay/Veh:	26.4	23.7	23.7	24.2	22.4	22.4	36.2	31.9	31.9	36.5	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	23.7	23.7	24.2	22.4	22.4	36.2	31.9	31.9	36.5	27.3	27.3
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	9	9	3	7	7	3	8	8	7	5	5

 Note: Queue reported is the number of cars per lane.

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

 Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: F[50.7]

 Street Name: Sunset Ave. I-10 Westbound Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 1 0 0
 -----|-----|-----|-----|-----|

Volume Module:
 Base Vol: 162 744 0 0 355 440 0 0 0 39 15 142
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 162 744 0 0 355 440 0 0 0 39 15 142
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 162 744 0 0 355 440 0 0 0 39 15 142
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 162 744 0 0 355 440 0 0 0 39 15 142
 -----|-----|-----|-----|-----|

Critical Gap Module:
 Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 6.8 6.5 6.9
 FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3
 -----|-----|-----|-----|-----|

Capacity Module:
 Cnflct Vol: 795 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 1246 1863 372
 Potent Cap.: 835 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 169 74 631
 Move Cap.: 835 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 144 59 631
 Volume/Cap: 0.19 xxxx xxxx xxxx xxxx xxxxx 0.27 0.25 0.23
 -----|-----|-----|-----|-----|

Level Of Service Module:
 2Way95thQ: 0.7 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Control Del: 10.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 LOS by Move: B * * * * * * * * * * * * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 262 xxxxx
 SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 5.4 xxxxx
 Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 50.7 xxxxx
 Shared LOS: * * * * * * * * * * * * * * * * F *
 ApproachDel: xxxxxx xxxxxx xxxxxx 50.7
 ApproachLOS: * * * * * F

Note: Queue reported is the number of cars per lane.

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

 Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 178.7 Worst Case Level Of Service: F[381.5]

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	0	1	0	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	412	29	113	297	0	490	4	251	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	412	29	113	297	0	490	4	251	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	412	29	113	297	0	490	4	251	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	412	29	113	297	0	490	4	251	0	0	0

Critical Gap Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Critical Gap:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Cnflct Vol:	xxxx	xxxx	xxxxxx	441	xxxx	xxxxxx	729	964	149	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	1130	xxxx	xxxxxx	362	257	878	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	1130	xxxx	xxxxxx	333	230	878	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	1.47	0.02	0.29	xxxx	xxxx	xxxx

Level Of Service Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
2Way95thQ:	xxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	419	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	46.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	382	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			381.5			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): 23.0 Worst Case Level Of Service: D[30.3]

Street Name:	Sunrise Ave.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:												
Base Vol:	48	34	62	12	15	20	26	399	20	46	492	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	34	62	12	15	20	26	399	20	46	492	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	34	62	12	15	20	26	399	20	46	492	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	48	34	62	12	15	20	26	399	20	46	492	17

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

Capacity Module:												
Cnflct Vol:	35	xxxx	xxxxxx	96	xxxx	xxxxxx	465	241	25	420	220	65
Potent Cap.:	1589	xxxx	xxxxxx	1510	xxxx	xxxxxx	511	664	1057	548	682	1005
Move Cap.:	1589	xxxx	xxxxxx	1510	xxxx	xxxxxx	189	638	1057	262	655	1005
Volume/Cap:	0.03	xxxx	xxxx	0.01	xxxx	xxxx	0.14	0.63	0.02	0.18	0.75	0.02

Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.6	6.8	0.1			
Control Del:	7.3	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	21.7	25.1	8.6			
LOS by Move:	A	*	*	A	*	*	*	*	*	C	D	A			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	569	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	7.3	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	30.3	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			30.3			24.3					
ApproachLOS:	*			*			D			C					

Note: Queue reported is the number of cars per lane.

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

 Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[11.5]

Street Name:	16th St.						Wilson St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1!	0	0	0	1	0	1	1	0	1	0

Volume Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	15	0	69	0	0	0	0	385	56	43	501	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	69	0	0	0	0	385	56	43	501	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	69	0	0	0	0	385	56	43	501	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	69	0	0	0	0	385	56	43	501	0

Critical Gap Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Cnflct Vol:	750	1000	221	780	1028	251	xxxxx	xxxxx	xxxxx	441	xxxxx	xxxxx
Potent Cap.:	352	245	790	289	236	755	xxxxx	xxxxx	xxxxx	1130	xxxxx	xxxxx
Move Cap.:	341	236	790	256	227	755	xxxxx	xxxxx	xxxxx	1130	xxxxx	xxxxx
Volume/Cap:	0.04	0.00	0.09	0.00	0.00	0.00	xxxxx	xxxxx	xxxxx	0.04	xxxxx	xxxxx

Level Of Service Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8.3	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	640	xxxxx	xxxxx	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	11.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.5			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - PM Peak Hour

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

 Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
 Loss Time (sec): 0 Average Delay (sec/veh): 21.1
 Optimal Cycle: 0 Level Of Service: C

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	1	0	1	0	1	0

Volume Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	97	142	56	59	81	55	45	319	32	46	363	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	142	56	59	81	55	45	319	32	46	363	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	142	56	59	81	55	45	319	32	46	363	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	142	56	59	81	55	45	319	32	46	363	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	142	56	59	81	55	45	319	32	46	363	55

Saturation Flow Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.48	0.19	0.30	0.42	0.28	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	162	237	93	137	189	128	460	495	543	477	452	68

Capacity Analysis Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.60	0.60	0.60	0.43	0.43	0.43	0.10	0.64	0.06	0.10	0.80	0.80
Crit Moves:	****			****			****			****		
Delay/Veh:	18.2	18.2	18.2	14.4	14.4	14.4	11.0	20.4	9.4	10.8	29.9	29.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	18.2	18.2	14.4	14.4	14.4	11.0	20.4	9.4	10.8	29.9	29.9
LOS by Move:	C	C	C	B	B	B	B	C	A	B	D	D
ApproachDel:	18.2			14.4			18.5			28.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.2			14.4			18.5			28.0		
LOS by Appr:	C			B			C			D		
AllWayAvgQ:	1.1	1.1	1.1	0.5	0.5	0.5	0.1	1.5	0.1	0.1	3.0	3.0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - PM Peak Hour

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

 Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.778
 Loss Time (sec): 16 Average Delay (sec/veh): 41.2
 Optimal Cycle: 82 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	283	246	279	26	167	53	80	345	186	283	288	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	246	279	26	167	53	80	345	186	283	288	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	246	279	26	167	53	80	345	186	283	288	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	246	279	26	167	53	80	345	186	283	288	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	246	279	26	167	53	80	345	186	283	288	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	0.47	0.53	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.71	0.29
Final Sat.:	1805	819	929	1805	1390	441	1805	1900	1615	1805	3017	513

Capacity Analysis Module:

Vol/Sat:	0.16	0.30	0.30	0.01	0.12	0.12	0.04	0.18	0.12	0.16	0.10	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.36	0.36	0.07	0.19	0.19	0.17	0.22	0.22	0.19	0.24	0.24
Volume/Cap:	0.64	0.83	0.83	0.21	0.64	0.64	0.26	0.83	0.53	0.83	0.41	0.41
Delay/Veh:	37.0	38.1	38.1	44.7	41.6	41.6	36.3	50.4	35.9	54.5	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	38.1	38.1	44.7	41.6	41.6	36.3	50.4	35.9	54.5	32.6	32.6
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	9	17	17	1	7	7	2	13	6	11	5	5

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - PM Peak Hour

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

 Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): 34.3 Worst Case Level Of Service: F[195.2]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	0	0	0	1

Volume Module:												
Base Vol:	344	579	0	0	255	332	0	0	0	56	0	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	579	0	0	255	332	0	0	0	56	0	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	579	0	0	255	332	0	0	0	56	0	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	344	579	0	0	255	332	0	0	0	56	0	244

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	587	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1688	1854	579
Potent Cap.:	998	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	104	75	519
Move Cap.:	998	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	43	519
Volume/Cap:	0.34	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.81	0.00	0.47

Level Of Service Module:												
2Way95thQ:	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	235	xxxxx
SharedQueue:	1.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.4	xxxxx
Shrd ConDel:	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	195	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			195.2		
ApproachLOS:	*			*			*			F		

 Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 184.3 Worst Case Level Of Service: F[437.1]

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	574	56	120	196	0	345	1	339	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	574	56	120	196	0	345	1	339	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	574	56	120	196	0	345	1	339	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	574	56	120	196	0	345	1	339	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	xxxx	xxxx	xxxxxx	630	xxxx	xxxxxx	1038	1066	196	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	962	xxxx	xxxxxx	258	224	850	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	962	xxxx	xxxxxx	232	194	850	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	1.49	0.01	0.40	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	362	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxxxx	46.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	437	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			437.1			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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 Year 2032 With Project Conditions - PM Peak Hour

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
 Loss Time (sec): 0 Average Delay (sec/veh): 15.5
 Optimal Cycle: 0 Level Of Service: C

Street Name: 4th St. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 15 68 47 31 27 8 26 379 14 13 425 49
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 15 68 47 31 27 8 26 379 14 13 425 49
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 15 68 47 31 27 8 26 379 14 13 425 49
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 15 68 47 31 27 8 26 379 14 13 425 49
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 15 68 47 31 27 8 26 379 14 13 425 49

Saturation Flow Module:
 Adjustmet: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.18 0.82 1.00 0.47 0.41 0.12 0.06 0.91 0.03 0.03 0.87 0.10
 Final Sat.: 86 391 534 228 198 59 43 621 23 19 616 71

Capacity Analysis Module:
 Vol/Sat: 0.17 0.17 0.09 0.14 0.14 0.14 0.61 0.61 0.61 0.69 0.69 0.69
 Crit Moves: ****
 Delay/Veh: 10.7 10.7 9.2 10.3 10.3 10.3 15.4 15.4 15.4 17.8 17.8 17.8
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 10.7 10.7 9.2 10.3 10.3 10.3 15.4 15.4 15.4 17.8 17.8 17.8
 LOS by Move: B B A B B B C C C C C C
 ApproachDel: 10.2 10.3 15.4 17.8
 Delay Adj: 1.00 1.00 1.00 1.00
 ApprAdjDel: 10.2 10.3 15.4 17.8
 LOS by Appr: B B C C
 AllWayAvgQ: 0.2 0.2 0.1 0.1 0.1 0.1 1.4 1.4 1.4 1.9 1.9 1.9

Note: Queue reported is the number of cars per lane.

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

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
 Loss Time (sec): 0 Average Delay (sec/veh): 17.3
 Optimal Cycle: 0 Level Of Service: C

Street Name: San Gorgonio Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 44 118 40 10 57 94 135 236 62 37 331 43
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 44 118 40 10 57 94 135 236 62 37 331 43
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 44 118 40 10 57 94 135 236 62 37 331 43
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 44 118 40 10 57 94 135 236 62 37 331 43
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 44 118 40 10 57 94 135 236 62 37 331 43

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.75 0.25 0.06 0.35 0.59 0.31 0.55 0.14 0.09 0.81 0.10
 Final Sat.: 435 354 120 31 174 287 191 334 88 55 490 64

Capacity Analysis Module:
 Vol/Sat: 0.10 0.33 0.33 0.33 0.33 0.33 0.71 0.71 0.71 0.68 0.68 0.68
 Crit Moves: ****
 Delay/Veh: 11.0 12.5 12.5 11.9 11.9 11.9 20.3 20.3 20.3 18.8 18.8 18.8
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 11.0 12.5 12.5 11.9 11.9 11.9 20.3 20.3 20.3 18.8 18.8 18.8
 LOS by Move: B B B B B C C C C C C
 ApproachDel: 12.1 11.9 20.3 18.8
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 12.1 11.9 20.3 18.8
 LOS by Appr: B B C C
 AllWayAvgQ: 0.1 0.4 0.3 0.3 0.3 2.0 2.0 1.7 1.7

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - AM Peak Hour

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

 Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 613.1 Worst Case Level Of Service: F[3411.2]

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	1	0	0	0

Volume Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Base Vol:	0	0	0	262	0	234	0	700	353	334	885	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	262	0	234	0	700	353	334	885	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	262	0	234	0	700	353	334	885	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	262	0	234	0	700	353	334	885	0

Critical Gap Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Cnflct Vol:	xxxx	xxxx	xxxxx	2430	2606	885	xxxx	xxxx	xxxxx	1053	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	36	25	347	xxxx	xxxx	xxxxx	669	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	18	10	347	xxxx	xxxx	xxxxx	669	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxxx	14.38	0.00	0.67	xxxx	xxxx	xxxxx	0.50	xxxx	xxxxx

Level Of Service Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	4.7	xxxx	xxxx	xxxxx	2.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	34.4	xxxxxx	xxxx	xxxxx	15.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	D	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	18	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxxx	xxxx	xxxxx	33.4	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	2.8	xxxx	xxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxx	6427	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	15.6	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	C	*	*

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - AM Peak Hour

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

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 3611.9 Worst Case Level Of Service: F[29428.6]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1

Volume Module:												
Base Vol:	193	1	192	0	0	0	291	683	0	0	951	838
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	1	192	0	0	0	291	683	0	0	951	838
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	1	192	0	0	0	291	683	0	0	951	838
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	193	1	192	0	0	0	291	683	0	0	951	838

Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Capacity Module:												
Cnflct Vol:	2635	3054	683	xxxxx	xxxxx	xxxxx	1789	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	26	13	453	xxxxx	xxxxx	xxxxx	351	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	2	0	453	xxxxx	xxxxx	xxxxx	351	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxxx	7.58	0.42	xxxxx	xxxxx	xxxxx	0.83	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	2.1	xxxxx	xxxxx	xxxxx	7.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	xxxxxx	xxxxx	18.7	xxxxxx	xxxxx	xxxxxx	49.7	xxxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
LOS by Move:	*	*	C	*	*	*	E	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	2	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:	26.8	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	7.4	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd ConDel:	58535	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	49.7	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	F	*	*	*	*	*	E	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): 182.9 Worst Case Level Of Service: F[1473.6]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Base Vol:	130	31	53	15	43	89	50	466	92	90	758	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	31	53	15	43	89	50	466	92	90	758	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	31	53	15	43	89	50	466	92	90	758	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	130	31	53	15	43	89	50	466	92	90	758	15

Critical Gap Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Cnflct Vol:	1624	1565	512	1600	1604	766	773	xxxx	xxxxx	558	xxxx	xxxxx
Potent Cap.:	83	113	566	86	107	406	851	xxxx	xxxxx	1023	xxxx	xxxxx
Move Cap.:	37	97	566	53	92	406	851	xxxx	xxxxx	1023	xxxx	xxxxx
Volume/Cap:	3.52	0.32	0.09	0.28	0.47	0.22	0.06	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	54	xxxxx	xxxx	151	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	23.4	xxxxx	xxxxx	7.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	1474	xxxxx	xxxxx	125	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:	1473.6			125.0			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

 Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
 Loss Time (sec): 12 Average Delay (sec/veh): 24.2
 Optimal Cycle: 45 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	34	286	31	138	456	281	145	358	46	71	574	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	286	31	138	456	281	145	358	46	71	574	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	286	31	138	456	281	145	358	46	71	574	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	286	31	138	456	281	145	358	46	71	574	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	286	31	138	456	281	145	358	46	71	574	104

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.90	0.90	0.30	0.93	0.93	0.47	0.93	0.93
Lanes:	1.00	1.80	0.20	1.00	1.24	0.76	1.00	1.77	0.23	1.00	1.69	0.31
Final Sat.:	1805	3208	348	1805	2106	1298	568	3145	404	895	2986	541

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.09	0.08	0.22	0.22	0.26	0.11	0.11	0.08	0.19	0.19
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.24	0.24	0.20	0.37	0.37	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.27	0.37	0.37	0.37	0.58	0.58	0.58	0.26	0.26	0.18	0.44	0.44
Delay/Veh:	45.2	32.2	32.2	35.0	25.9	25.9	24.7	17.9	17.9	17.4	19.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	32.2	32.2	35.0	25.9	25.9	24.7	17.9	17.9	17.4	19.7	19.7
LOS by Move:	D	C	C	C	C	C	C	B	B	B	B	B
HCM2kAvgQ:	1	4	4	4	10	10	4	4	4	1	8	8

Note: Queue reported is the number of cars per lane.

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

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
 Loss Time (sec): 0 Average Delay (sec/veh): 11.8
 Optimal Cycle: 0 Level Of Service: B

Street Name: Beaumont Ave. 8th St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 13 232 22 49 470 31 20 98 9 16 136 23
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 13 232 22 49 470 31 20 98 9 16 136 23
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 13 232 22 49 470 31 20 98 9 16 136 23
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 13 232 22 49 470 31 20 98 9 16 136 23
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 13 232 22 49 470 31 20 98 9 16 136 23

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.10 1.74 0.16 0.18 1.71 0.11 0.16 0.77 0.07 0.09 0.78 0.13
 Final Sat.: 55 989 95 108 1048 70 86 423 39 52 442 75

Capacity Analysis Module:
 Vol/Sat: 0.24 0.23 0.23 0.46 0.45 0.44 0.23 0.23 0.23 0.31 0.31 0.31
 Crit Moves: ****
 Delay/Veh: 10.6 10.5 10.3 13.1 12.9 12.6 10.7 10.7 10.7 11.3 11.3 11.3
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 10.6 10.5 10.3 13.1 12.9 12.6 10.7 10.7 10.7 11.3 11.3 11.3
 LOS by Move: B B B B B B B B B B B B
 ApproachDel: 10.5 12.9 10.7 11.3
 Delay Adj: 1.00 1.00 1.00 1.00
 ApprAdjDel: 10.5 12.9 10.7 11.3
 LOS by Appr: B B B B
 AllWayAvgQ: 0.3 0.3 0.3 0.8 0.7 0.7 0.3 0.3 0.3 0.4 0.4 0.4

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.494
 Loss Time (sec): 12 Average Delay (sec/veh): 217.9
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	0	0	0	0	1	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Base Vol:	1379	441	0	0	560	220	0	0	0	589	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1379	441	0	0	560	220	0	0	0	589	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1379	441	0	0	560	220	0	0	0	589	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1379	441	0	0	560	220	0	0	0	589	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1379	441	0	0	560	220	0	0	0	589	0	180

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.44	0.56	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2483	975	0	0	0	1809	0	1615

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Vol/Sat:	0.76	0.12	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.33	0.00	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.51	0.66	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	1.49	0.18	0.00	0.00	1.49	1.49	0.00	0.00	0.00	1.49	0.00	0.51
Delay/Veh:	252.7	6.5	0.0	0.0	275	275.0	0.0	0.0	0.0	274.6	0.0	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	252.7	6.5	0.0	0.0	275	275.0	0.0	0.0	0.0	274.6	0.0	35.7
LOS by Move:	F	A	A	A	F	F	A	A	A	F	A	D
HCM2kAvgQ:	96	2	0	0	31	31	0	0	0	43	0	5

Note: Queue reported is the number of cars per lane.

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

 Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.250
 Loss Time (sec): 12 Average Delay (sec/veh): 100.1
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB			I-10 WB		
Base Vol:	0	1628	815	169	962	0	197	0	810	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1628	815	169	962	0	197	0	810	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1628	815	169	962	0	197	0	810	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1628	815	169	962	0	197	0	810	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1628	815	169	962	0	197	0	810	0	0	0

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB			I-10 WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB			I-10 WB		
Vol/Sat:	0.00	0.45	0.50	0.09	0.27	0.00	0.11	0.00	0.50	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.40	0.40	0.07	0.48	0.00	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	1.12	1.25	1.25	0.56	0.00	0.27	0.00	1.25	0.00	0.00	0.00
Delay/Veh:	0.0	92.3	154.6	205.7	18.9	0.0	20.3	0.0	154.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	92.3	154.6	205.7	18.9	0.0	20.3	0.0	154.9	0.0	0.0	0.0
LOS by Move:	A	F	F	F	B	A	C	A	F	A	A	A
HCM2kAvgQ:	0	36	43	9	10	0	4	0	47	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - AM Peak Hour

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

 Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.126
 Loss Time (sec): 12 Average Delay (sec/veh): 65.7
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Base Vol:	44	2208	291	183	1444	63	34	43	7	256	121	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2208	291	183	1444	63	34	43	7	256	121	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	2208	291	183	1444	63	34	43	7	256	121	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2208	291	183	1444	63	34	43	7	256	121	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	2208	291	183	1444	63	34	43	7	256	121	157

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.24	0.98	0.98	0.73	0.92	0.92
Lanes:	1.00	1.77	0.23	1.00	1.92	0.08	1.00	0.86	0.14	1.00	0.44	0.56
Final Sat.:	1805	3135	413	1805	3438	150	462	1600	260	1381	757	982

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.02	0.70	0.70	0.10	0.42	0.42	0.07	0.03	0.03	0.19	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.63	0.63	0.09	0.61	0.61	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.24	1.13	1.13	1.13	0.68	0.68	0.45	0.16	0.16	1.13	0.97	0.97
Delay/Veh:	42.0	82.0	82.0	154.0	13.8	13.8	41.8	36.1	36.1	139.5	86.8	86.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	82.0	82.0	154.0	13.8	13.8	41.8	36.1	36.1	139.5	86.8	86.8
LOS by Move:	D	F	F	F	B	B	D	D	D	F	F	F
HCM2kAvgQ:	1	62	62	9	16	16	2	1	1	15	13	13

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - AM Peak Hour

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

 Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Beaumont Ave.			Mellon Lane		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign		
Rights:	Include	Include	Include	Include		
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0		

Volume Module:												
Base Vol:	17	2292	26	16	1543	136	117	12	2	56	22	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2292	26	16	1543	136	117	12	2	56	22	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	2292	26	16	1543	136	117	12	2	56	22	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	2292	26	16	1543	136	117	12	2	56	22	85

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	1679	xxxx	xxxxx	2318	xxxx	xxxxx	2834	3995	840	3149	4050	1159
Potent Cap.:	387	xxxx	xxxxx	218	xxxx	xxxxx	8	3	313	5	3	192
Move Cap.:	387	xxxx	xxxxx	218	xxxx	xxxxx	0	3	313	0	2	192
Volume/Cap:	0.04	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	4.59	0.01	xxxx	9.16	0.44

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	14.7	xxxx	xxxxx	22.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	14.7	xxxx	xxxxx	22.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	C	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

 Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Base Vol:	283	2234	1	19	1552	1	1	5	129	7	31	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	2234	1	19	1552	1	1	5	129	7	31	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	2234	1	19	1552	1	1	5	129	7	31	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	283	2234	1	19	1552	1	1	5	129	7	31	63

Critical Gap Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Critical Gap:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Cnflct Vol:	1553	xxxx	xxxxx	2235	xxxx	xxxxx	3289	4392	777	3617	4392	1118
Potent Cap.:	432	xxxx	xxxxx	235	xxxx	xxxxx	4	2	344	2	2	205
Move Cap.:	432	xxxx	xxxxx	235	xxxx	xxxxx	0	1	344	0	1	205
Volume/Cap:	0.65	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	9.90	0.37	xxxx	61.37	0.31

Level Of Service Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
2Way95thQ:	4.6	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	1.7	xxxx	xxxx	xxxxx
Control Del:	27.8	xxxx	xxxxx	21.6	xxxx	xxxxx	xxxxx	xxxx	21.6	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	C	*	*	*	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	21.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.417
 Loss Time (sec): 0 Average Delay (sec/veh): 101.6
 Optimal Cycle: 0 Level Of Service: F

Street Name: Palm Ave. Oak Valley Pkwy.-14th St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 1 0 0 1 1 0 1 0 1 0 1 0 1 0 0 1 0 1 0 0 1

Volume Module:
 Base Vol: 75 117 47 108 105 98 51 414 83 91 571 103
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 75 117 47 108 105 98 51 414 83 91 571 103
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 75 117 47 108 105 98 51 414 83 91 571 103
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 75 117 47 108 105 98 51 414 83 91 571 103
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 75 117 47 108 105 98 51 414 83 91 571 103

Saturation Flow Module:
 Adjustmet: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.39 0.61 1.00 1.00 1.00 1.00 0.11 0.89 1.00 0.14 0.86 1.00
 Final Sat.: 158 247 449 370 391 423 51 416 509 64 403 511

Capacity Analysis Module:
 Vol/Sat: 0.47 0.47 0.10 0.29 0.27 0.23 1.00 1.00 0.16 1.42 1.42 0.20
 Crit Moves: ****
 Delay/Veh: 19.0 19.0 11.5 16.1 15.0 13.5 68.4 68.4 11.0 221.3 221 11.3
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 19.0 19.0 11.5 16.1 15.0 13.5 68.4 68.4 11.0 221.3 221 11.3
 LOS by Move: C C B C C B F F B F F B
 ApproachDel: 17.5 14.9 59.7 193.0
 Delay Adj: 1.00 1.00 1.00 1.00
 ApprAdjDel: 17.5 14.9 59.7 193.0
 LOS by Appr: C B F F
 AllWayAvgQ: 0.8 0.8 0.1 0.4 0.4 0.3 7.5 7.5 0.2 27.4 27.4 0.2

Note: Queue reported is the number of cars per lane.

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

 Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
 Loss Time (sec): 0 Average Delay (sec/veh): 11.7
 Optimal Cycle: 0 Level Of Service: B

Street Name: Palm Ave. 8th St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 19 131 60 34 205 12 30 117 43 102 168 22
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 19 131 60 34 205 12 30 117 43 102 168 22
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 19 131 60 34 205 12 30 117 43 102 168 22
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 19 131 60 34 205 12 30 117 43 102 168 22
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 19 131 60 34 205 12 30 117 43 102 168 22

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.09 0.62 0.29 0.13 0.82 0.05 0.16 0.61 0.23 0.35 0.57 0.08
 Final Sat.: 55 380 174 82 497 29 95 371 136 218 358 47

Capacity Analysis Module:
 Vol/Sat: 0.34 0.34 0.34 0.41 0.41 0.41 0.32 0.32 0.32 0.47 0.47 0.47
 Crit Moves: ****
 Delay/Veh: 10.9 10.9 10.9 11.9 11.9 11.9 10.7 10.7 10.7 12.7 12.7 12.7
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 10.9 10.9 10.9 11.9 11.9 11.9 10.7 10.7 10.7 12.7 12.7 12.7
 LOS by Move: B B B B B B B B B B B B
 ApproachDel: 10.9 11.9 10.7 12.7
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 10.9 11.9 10.7 12.7
 LOS by Appr: B B B B
 AllWayAvgQ: 0.4 0.4 0.4 0.6 0.6 0.6 0.4 0.4 0.4 0.7 0.7 0.7

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.990
 Loss Time (sec): 0 Average Delay (sec/veh): 37.3
 Optimal Cycle: 0 Level Of Service: E

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:	Pennsylvania Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Base Vol:	100	0	94	0	0	0	0	464	96	136	622	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	94	0	0	0	0	464	96	136	622	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	94	0	0	0	0	464	96	136	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	94	0	0	0	0	464	96	136	622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	94	0	0	0	0	464	96	136	622	0

Saturation Flow Module:	Pennsylvania Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	0.83	0.17	1.00	1.00	0.00
Final Sat.:	283	0	266	0	0	0	0	547	113	578	628	0

Capacity Analysis Module:	Pennsylvania Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Vol/Sat:	0.35	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	0.85	0.85	0.24	0.99	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.7	0.0	12.7	0.0	0.0	0.0	0.0	30.7	30.7	10.8	56.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	0.0	12.7	0.0	0.0	0.0	0.0	30.7	30.7	10.8	56.7	0.0
LOS by Move:	B	*	B	*	*	*	*	D	D	B	F	*
ApproachDel:	12.7			xxxxxx				30.7			48.5	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	12.7			xxxxxx				30.7			48.5	
LOS by Appr:	B			*				D			E	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	4.1	4.1	4.1	0.3	8.4	0.0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - AM Peak Hour

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

 Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
 Loss Time (sec): 0 Average Delay (sec/veh): 15.4
 Optimal Cycle: 0 Level Of Service: C

Street Name: Pennsylvania Ave. 8th St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 29 171 27 83 273 32 25 190 21 37 200 53
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 29 171 27 83 273 32 25 190 21 37 200 53
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 29 171 27 83 273 32 25 190 21 37 200 53
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 29 171 27 83 273 32 25 190 21 37 200 53
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 29 171 27 83 273 32 25 190 21 37 200 53

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.13 0.75 0.12 0.21 0.71 0.08 0.11 0.80 0.09 0.13 0.69 0.18
 Final Sat.: 68 401 63 125 411 48 56 424 47 70 380 101

Capacity Analysis Module:
 Vol/Sat: 0.43 0.43 0.43 0.66 0.66 0.66 0.45 0.45 0.45 0.53 0.53 0.53
 Crit Moves: ****
 Delay/Veh: 13.0 13.0 13.0 18.5 18.5 18.5 13.4 13.4 13.4 14.7 14.7 14.7
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 13.0 13.0 13.0 18.5 18.5 18.5 13.4 13.4 13.4 14.7 14.7 14.7
 LOS by Move: B B B C C C B B B B B B
 ApproachDel: 13.0 18.5 13.4 14.7
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 13.0 18.5 13.4 14.7
 LOS by Appr: B C B B
 AllWayAvgQ: 0.6 0.6 1.6 1.6 1.6 0.6 0.6 0.6 0.9 0.9

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - AM Peak Hour

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

 Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: C[21.2]

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	0	0	1

Volume Module:	Pennsylvania Ave.			Pennsylvania Ave.			I-10 Westbound Ramp			I-10 Westbound Ramp		
Base Vol:	0	264	0	0	551	0	0	0	0	125	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	264	0	0	551	0	0	0	0	125	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	264	0	0	551	0	0	0	0	125	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	264	0	0	551	0	0	0	0	125	0	174

Critical Gap Module:	Pennsylvania Ave.			Pennsylvania Ave.			I-10 Westbound Ramp			I-10 Westbound Ramp		
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Pennsylvania Ave.			Pennsylvania Ave.			I-10 Westbound Ramp			I-10 Westbound Ramp		
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	815	264
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	350	314	780
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	350	314	780
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.36	0.00	0.22

Level Of Service Module:	Pennsylvania Ave.			Pennsylvania Ave.			I-10 Westbound Ramp			I-10 Westbound Ramp		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	515	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				21.2	
ApproachLOS:	*			*			*				C	

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - AM Peak Hour

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

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): 12.8 Worst Case Level Of Service: B[13.7]

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	0	0

Volume Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Base Vol:	0	273	108	215	462	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	273	108	215	462	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	273	108	215	462	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	273	108	215	462	0	0	0	0	0	0	0

Critical Gap Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Critical Gp:xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Capacity Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Cnflct Vol:	xxxx	0	0	137	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxx	900	1091	839	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxx	900	1091	578	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxx	0.30	0.10	0.37	0.51	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
2Way95thQ:	xxxx	xxxx	xxxxx	1.7	3.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	14.9	13.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	B	B	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	947	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:xxxxx	xxxx	2.0	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	11.3	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	*	*	*	*	*	*
ApproachDel:	11.3			13.7			xxxxxxx			xxxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.7]

Street Name:	Pennsylvania Ave.				3rd St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	1	0	0	1	0	0	1	0	0

Volume Module:	Pennsylvania Ave.				3rd St.							
Base Vol:	7	373	0	0	448	26	17	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	373	0	0	448	26	17	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	373	0	0	448	26	17	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	7	373	0	0	448	26	17	0	2	0	0	0

Critical Gap Module:	Pennsylvania Ave.				3rd St.							
Critical Gap:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Pennsylvania Ave.				3rd St.							
Cnflct Vol:	474	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	835	835	448	xxxx	xxxx	xxxxxx
Potent Cap.:	1099	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	340	306	615	xxxx	xxxx	xxxxxx
Move Cap.:	1099	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	339	304	615	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.05	0.00	0.00	xxxx	xxxx	xxxxxx

Level Of Service Module:	Pennsylvania Ave.				3rd St.								
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	
Control Del:	8.3	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	356	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.2	xxxxxx	xxxxxx	15.7	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
Shared LOS:	*	*	*	A	*	*	C	*	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			15.7			xxxxxx			
ApproachLOS:		*		*			C			*			

Note: Queue reported is the number of cars per lane.

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

 Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
 Loss Time (sec): 0 Average Delay (sec/veh): 25.8
 Optimal Cycle: 0 Level Of Service: D

Street Name:	Cherry Ave.				Oak Valley Pkwy.-14th St.			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign	
Rights:	Include		Include		Include		Include	
Min. Green:	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	1	0	0

Volume Module:												
Base Vol:	0	8	0	289	22	269	124	414	0	2	474	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	8	0	289	22	269	124	414	0	2	474	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	8	0	289	22	269	124	414	0	2	474	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	0	289	22	269	124	414	0	2	474	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	8	0	289	22	269	124	414	0	2	474	229

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.08	0.92	1.00	1.00	0.00	0.01	1.34	0.65
Final Sat.:	0	377	0	441	39	474	442	482	0	3	673	341

Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	xxxx	0.66	0.57	0.57	0.28	0.86	xxxx	0.72	0.70	0.67
Crit Moves:		****		****				****		****		
Delay/Veh:	0.0	12.1	0.0	24.1	17.9	17.9	13.6	39.8	0.0	25.7	24.7	21.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.1	0.0	24.1	17.9	17.9	13.6	39.8	0.0	25.7	24.7	21.9
LOS by Move:	*	B	*	C	C	C	B	E	*	D	C	C
ApproachDel:	12.1			21.0			33.8			23.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.1			21.0			33.8			23.8		
LOS by Appr:	B			C			D			C		
AllWayAvgQ:	0.0	0.0	0.0	1.6	1.2	1.2	0.4	4.0	4.0	2.2	1.8	1.8

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
 Loss Time (sec): 0 Average Delay (sec/veh): 14.3
 Optimal Cycle: 0 Level Of Service: B

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	160	7	9	48	38	46	18	385	146	15	368	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	7	9	48	38	46	18	385	146	15	368	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	7	9	48	38	46	18	385	146	15	368	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	7	9	48	38	46	18	385	146	15	368	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	7	9	48	38	46	18	385	146	15	368	28

Saturation Flow Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.45	0.55	1.00	1.86	0.14
Final Sat.:	414	433	473	397	419	457	472	761	300	454	921	71

Capacity Analysis Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.39	0.02	0.02	0.12	0.09	0.10	0.04	0.51	0.49	0.03	0.40	0.40
Crit Moves:	****			****			****			****		
Delay/Veh:	15.5	10.5	9.8	12.1	11.3	10.6	10.3	15.7	14.7	10.5	14.0	13.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	10.5	9.8	12.1	11.3	10.6	10.3	15.7	14.7	10.5	14.0	13.8
LOS by Move:	C	B	A	B	B	B	B	C	B	B	B	B
ApproachDel:	15.0			11.3			15.2			13.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.0			11.3			15.2			13.8		
LOS by Appr:	C			B			C			B		
AllWayAvgQ:	0.5	0.0	0.0	0.1	0.1	0.1	0.0	0.9	0.8	0.0	0.6	0.6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): 156.7 Worst Case Level Of Service: F[483.0]

Street Name:	Highland Springs Ave.						Brookside Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0	0	0	1

Volume Module:												
Base Vol:	190	83	44	118	175	39	16	84	195	100	151	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	83	44	118	175	39	16	84	195	100	151	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	83	44	118	175	39	16	84	195	100	151	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	190	83	44	118	175	39	16	84	195	100	151	140

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

Capacity Module:												
Cnflct Vol:	214	xxxx	xxxxx	127	xxxx	xxxxx	1061	938	195	1055	935	105
Potent Cap.:	1368	xxxx	xxxxx	1472	xxxx	xxxxx	203	267	852	205	267	955
Move Cap.:	1368	xxxx	xxxxx	1472	xxxx	xxxxx	62	210	852	92	211	955
Volume/Cap:	0.14	xxxx	xxxx	0.08	xxxx	xxxx	0.26	0.40	0.23	1.08	0.72	0.15

Level Of Service Module:															
2Way95thQ:	0.5	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	8.1	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	333	xxxxx	xxxx	201	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.4	xxxxx	xxxxx	28.8	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	60.7	xxxxx	xxxxx	483	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*			
ApproachDel:	xxxxxx			xxxxxx			60.7			483.0					
ApproachLOS:	*			*			F			F					

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - AM Peak Hour

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

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.6]

Street Name: Highland Springs Ave. 16th St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 15 250 0 0 327 16 9 0 10 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 250 0 0 327 16 9 0 10 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 250 0 0 327 16 9 0 10 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 15 250 0 0 327 16 9 0 10 0 0 0
-----|-----|-----|-----|

Critical Gap Module:
Critical Gap: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx
-----|-----|-----|-----|

Capacity Module:
Cnflct Vol: 343 xxxx xxxxx xxxx xxxx xxxxx 615 615 335 xxxx xxxx xxxxx
Potent Cap.: 1227 xxxx xxxxx xxxx xxxx xxxxx 458 409 712 xxxx xxxx xxxxx
Move Cap.: 1227 xxxx xxxxx xxxx xxxx xxxxx 454 404 712 xxxx xxxx xxxxx
Volume/Cap: 0.01 xxxx xxxx xxxx xxxx xxxxx 0.02 0.00 0.01 xxxx xxxx xxxxx
-----|-----|-----|-----|

Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 561 xxxxx xxxx xxxx xxxxx
SharedQueue: 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.6 xxxxx xxxxx xxxx xxxxx
Shared LOS: A * * * * * B * * * * *
ApproachDel: xxxxxx xxxxxx 11.6 xxxxxx
ApproachLOS: * * B *

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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 Year 2032 With Project Conditions - AM Peak Hour

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

 Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: C[21.7]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1 0 0

Volume Module:	North Bound	South Bound	East Bound	West Bound
Base Vol:	0 238 153	10 343 0	0 0 0	205 0 14
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 238 153	10 343 0	0 0 0	205 0 14
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 238 153	10 343 0	0 0 0	205 0 14
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	0 238 153	10 343 0	0 0 0	205 0 14

Critical Gap Module:	North Bound	South Bound	East Bound	West Bound
Critical Gp:	xxxxx xxxxx xxxxx	4.1 xxxxx xxxxx xxxxx xxxxx xxxxx	6.4 6.5 6.2	
FollowUpTim:	xxxxx xxxxx xxxxx	2.2 xxxxx xxxxx xxxxx xxxxx xxxxx	3.5 4.0 3.3	

Capacity Module:	North Bound	South Bound	East Bound	West Bound
Cnflct Vol:	xxxx xxxxx xxxxx	391 xxxxx xxxxx xxxxx xxxxx xxxxx	678 678 315	
Potent Cap.:	xxxx xxxxx xxxxx	1179 xxxxx xxxxx xxxxx xxxxx xxxxx	421 377 731	
Move Cap.:	xxxx xxxxx xxxxx	1179 xxxxx xxxxx xxxxx xxxxx xxxxx	418 374 731	
Volume/Cap:	xxxx xxxxx xxxxx	0.01 xxxxx xxxxx xxxxx xxxxx xxxxx	0.49 0.00 0.02	

Level Of Service Module:	North Bound	South Bound	East Bound	West Bound
2Way95thQ:	xxxx xxxxx xxxxx	0.0 xxxxx xxxxx xxxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx
Control Del:	xxxxxx xxxxx xxxxx	8.1 xxxxx xxxxx xxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx
LOS by Move:	* * *	A * *	* * *	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxx 430 xxxxx	
SharedQueue:	xxxxxx xxxxx xxxxx	0.0 xxxxx xxxxx xxxxx xxxxx xxxxx	2.8 xxxxx	
Shrd ConDel:	xxxxxx xxxxx xxxxx	8.1 xxxxx xxxxx xxxxx xxxxx xxxxx	21.7 xxxxx	
Shared LOS:	* * *	A * *	* * *	C *
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	21.7
ApproachLOS:	*	*	*	C

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - AM Peak Hour

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

 Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
 Loss Time (sec): 12 Average Delay (sec/veh): 26.5
 Optimal Cycle: 45 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	217	349	51	20	502	23	16	92	344	68	123	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	349	51	20	502	23	16	92	344	68	123	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	349	51	20	502	23	16	92	344	68	123	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	349	51	20	502	23	16	92	344	68	123	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	349	51	20	502	23	16	92	344	68	123	27

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.99	0.99	0.81	1.00	0.85	0.87	0.87	0.87
Lanes:	1.00	0.87	0.13	1.00	0.96	0.04	1.00	1.00	1.00	0.31	0.57	0.12
Final Sat.:	1805	1626	238	1805	1804	83	1539	1900	1615	514	929	204

Capacity Analysis Module:

Vol/Sat:	0.12	0.21	0.21	0.01	0.28	0.28	0.01	0.05	0.21	0.13	0.13	0.13
Crit Moves:	****			****			****					
Green/Cycle:	0.22	0.54	0.54	0.18	0.50	0.50	0.17	0.17	0.38	0.17	0.17	0.17
Volume/Cap:	0.56	0.40	0.40	0.06	0.56	0.56	0.06	0.29	0.56	0.80	0.80	0.80
Delay/Veh:	36.8	13.8	13.8	34.4	18.2	18.2	35.2	37.0	25.4	55.0	55.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	13.8	13.8	34.4	18.2	18.2	35.2	37.0	25.4	55.0	55.0	55.0
LOS by Move:	D	B	B	C	B	B	D	D	C	D	D	D
HCM2kAvgQ:	6	7	7	1	11	11	0	3	9	9	9	9

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): 677.1 Worst Case Level Of Service: F[5879.8]

Street Name:	Highland Springs Ave.						Starlight Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1	0	0	1

Volume Module:												
Base Vol:	92	508	82	31	813	141	60	51	224	109	68	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	508	82	31	813	141	60	51	224	109	68	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	508	82	31	813	141	60	51	224	109	68	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	92	508	82	31	813	141	60	51	224	109	68	41

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

Capacity Module:												
Cnflct Vol:	954	xxxx	xxxxx	590	xxxx	xxxxx	1733	1720	884	1816	1749	549
Potent Cap.:	729	xxxx	xxxxx	995	xxxx	xxxxx	70	90	348	61	87	539
Move Cap.:	729	xxxx	xxxxx	995	xxxx	xxxxx	11	77	348	9	73	539
Volume/Cap:	0.13	xxxx	xxxx	0.03	xxxx	xxxx	5.47	0.67	0.64	12.07	0.93	0.08

Level Of Service Module:															
2Way95thQ:	0.4	xxxx	xxxxx	0.1	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	10.7	xxxx	xxxxx	8.7	xxxx	xxxxx	2687	xxxx	xxxxx	xxxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*	A	*	*	F	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	210	xxxx	17	xxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	15.0	xxxxxx	28.1	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	214.5	xxxxxx	5880	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	F	*	F	*			
ApproachDel:	xxxxxx			xxxxxx			657.4			5879.8					
ApproachLOS:	*			*			F			F					

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

 Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
 Loss Time (sec): 16 Average Delay (sec/veh): 34.7
 Optimal Cycle: 74 Level Of Service: C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.			8th St.-Wilson St.		
Base Vol:	69	441	201	172	746	120	44	132	147	366	167	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	441	201	172	746	120	44	132	147	366	167	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	441	201	172	746	120	44	132	147	366	167	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	441	201	172	746	120	44	132	147	366	167	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	441	201	172	746	120	44	132	147	366	167	128

Saturation Flow Module:	Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.			8th St.-Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.87	0.87	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	3044	490	1805	1662	1662	1805	3610	1615

Capacity Analysis Module:	Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.			8th St.-Wilson St.		
Vol/Sat:	0.04	0.23	0.12	0.10	0.25	0.25	0.02	0.08	0.09	0.20	0.05	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.32	0.59	0.13	0.35	0.35	0.19	0.12	0.12	0.28	0.21	0.21
Volume/Cap:	0.39	0.74	0.21	0.74	0.71	0.71	0.13	0.66	0.74	0.74	0.22	0.38
Delay/Veh:	43.6	35.3	9.7	53.5	30.3	30.3	34.2	45.9	49.9	38.6	32.9	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	35.3	9.7	53.5	30.3	30.3	34.2	45.9	49.9	38.6	32.9	34.6
LOS by Move:	D	D	A	D	C	C	C	D	D	D	C	C
HCM2kAvgQ:	2	12	3	5	12	12	1	5	6	12	2	4

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2022 With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	157	276	230	114	66	193	808	263	148	1104	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.90		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4599		1770	3345		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4599		1770	3345		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	84	157	276	230	114	66	193	808	263	148	1104	62
RTOR Reduction (vph)	0	216	0	0	54	0	0	0	159	0	0	31
Lane Group Flow (vph)	84	217	0	230	126	0	193	808	104	148	1104	31
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.1	9.6		12.5	15.0		10.5	32.8	32.8	10.7	33.0	33.0
Effective Green, g (s)	7.1	9.6		12.5	15.0		10.5	32.8	32.8	10.7	33.0	33.0
Actuated g/C Ratio	0.09	0.12		0.15	0.18		0.13	0.40	0.40	0.13	0.40	0.40
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	152	535		268	607		225	1405	629	229	1414	632
v/s Ratio Prot	0.05	c0.05		c0.13	0.04		c0.11	0.23		0.08	c0.31	
v/s Ratio Perm									0.07			0.02
v/c Ratio	0.55	0.41		0.86	0.21		0.86	0.58	0.17	0.65	0.78	0.05
Uniform Delay, d1	36.2	33.9		34.2	28.7		35.3	19.5	16.1	34.2	21.6	15.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.3	0.5		22.8	0.2		26.1	1.7	0.6	6.1	4.3	0.1
Delay (s)	40.5	34.4		57.0	28.9		61.4	21.2	16.6	40.3	26.0	15.3
Level of Service	D	C		E	C		E	C	B	D	C	B
Approach Delay (s)		35.4			44.6			26.4			27.1	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM Average Control Delay			30.1			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			82.6			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			78.2%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2022 With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	225	0	266	385	1026	0	0	826	763
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	225	0	266	385	1026	0	0	826	763
RTOR Reduction (vph)	0	0	0	0	0	47	0	0	0	0	0	509
Lane Group Flow (vph)	0	0	0	0	225	219	385	1026	0	0	826	254
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.13		c0.22	0.29			c0.23	
v/s Ratio Perm						c0.14						0.16
v/c Ratio					0.38	0.41	2.60	0.58			0.70	0.48
Uniform Delay, d1					12.2	12.4	22.0	8.4			13.9	12.7
Progression Factor					1.00	1.00	0.91	0.95			1.00	1.00
Incremental Delay, d2					1.9	2.4	731.2	0.8			3.5	3.1
Delay (s)					14.1	14.8	751.2	8.8			17.4	15.8
Level of Service					B	B	F	A			B	B
Approach Delay (s)		0.0			14.5			211.3			16.6	
Approach LOS		A			B			F			B	
Intersection Summary												
HCM Average Control Delay			95.0				HCM Level of Service			F		
HCM Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			48.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			120.3%				ICU Level of Service		H			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2022 With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	585	0	355	0	0	0	0	827	289	319	731	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	585	0	355	0	0	0	0	827	289	319	731	0
RTOR Reduction (vph)	0	0	107	0	0	0	0	0	193	0	0	0
Lane Group Flow (vph)	0	585	248	0	0	0	0	827	96	319	731	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.33						c0.23		c0.18	0.21	
v/s Ratio Perm			0.16						0.06			
v/c Ratio		0.99	0.47					0.70	0.18	2.16	0.41	
Uniform Delay, d1		15.9	12.6					13.9	11.4	22.0	7.6	
Progression Factor		1.00	1.00					1.00	1.00	1.13	0.98	
Incremental Delay, d2		35.0	3.0					3.5	0.8	536.9	0.6	
Delay (s)		51.0	15.6					17.4	12.1	561.7	7.9	
Level of Service		D	B					B	B	F	A	
Approach Delay (s)		37.6			0.0			16.0			176.2	
Approach LOS		D			A			B			F	
Intersection Summary												
HCM Average Control Delay			76.7		HCM Level of Service					E		
HCM Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			48.0		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			120.3%		ICU Level of Service					H		
Analysis Period (min)			15									
c Critical Lane Group												

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
 Loss Time (sec): 16 Average Delay (sec/veh): 29.5
 Optimal Cycle: 44 Level Of Service: C

Street Name:	Highland Springs Ave.					1st St.-Sun Lakes Blvd.						
Approach:	North Bound		South Bound			East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected			Split Phase		Split Phase				
Rights:	Include		Ignore			Include		Ignore				
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Base Vol:	68	491	30	131	321	99	124	59	28	29	122	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	491	30	131	321	99	124	59	28	29	122	227
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	68	491	30	131	321	0	124	59	28	29	122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	491	30	131	321	0	124	59	28	29	122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	68	491	30	131	321	0	124	59	28	29	122	0

Saturation Flow Module:	Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.90	0.90	0.94	0.94	1.00
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.36	0.64	0.38	1.62	1.00
Final Sat.:	1805	3372	206	1805	3610	1900	1805	2331	1106	686	2888	1900

Capacity Analysis Module:	Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Vol/Sat:	0.04	0.15	0.15	0.07	0.09	0.00	0.07	0.03	0.03	0.04	0.04	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.25	0.37	0.37	0.19	0.31	0.00	0.18	0.18	0.18	0.11	0.11	0.00
Volume/Cap:	0.15	0.39	0.39	0.39	0.29	0.00	0.39	0.14	0.14	0.39	0.39	0.00
Delay/Veh:	29.8	23.3	23.3	36.6	26.1	0.0	37.3	35.0	35.0	42.2	42.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	23.3	23.3	36.6	26.1	0.0	37.3	35.0	35.0	42.2	42.2	0.0
LOS by Move:	C	C	C	D	C	A	D	C	C	D	D	A
HCM2kAvgQ:	2	6	6	3	4	0	4	1	1	3	3	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #30 Highland Springs Ave./Potrero Blvd.

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[14.6]

Street Name:	Highland Springs Ave.						Mellon Lane								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	1
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:															
Base Vol:	35	393	0	0	261	62	143	0	31	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	393	0	0	261	62	143	0	31	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	393	0	0	261	62	143	0	31	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	35	393	0	0	261	62	143	0	31	0	0	0	0	0	0

Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx

Capacity Module:															
Cnflct Vol:	323	xxxx	xxxxx	xxxx	xxxx	xxxxx	528	xxxx	131	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	1248	xxxx	xxxxx	xxxx	xxxx	xxxxx	485	xxxx	901	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
Move Cap.:	1248	xxxx	xxxxx	xxxx	xxxx	xxxxx	475	xxxx	901	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	xxxx	0.03	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx

Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.3	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.8	xxxx	9.1	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx						14.6								
ApproachLOS:	*						B								

Note: Queue reported is the number of cars per lane.

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

 Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: D[34.3]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	6	0	0	55	0	96	72	395	1	0	572	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	55	0	96	72	395	1	0	572	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	55	0	96	72	395	1	0	572	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	0	55	0	96	72	395	1	0	572	41

Critical Gap Module:	C St.			C St.			Wilson St.			Wilson St.		
Critical Gap:	7.1	xxxx	xxxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:	C St.			C St.			Wilson St.			Wilson St.		
Cnflct Vol:	1180	xxxx	xxxxxx	1132	1133	593	613	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	169	xxxx	xxxxxx	182	205	510	976	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	129	xxxx	xxxxxx	171	189	510	976	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.05	xxxx	xxxx	0.32	0.00	0.19	0.07	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	C St.			C St.			Wilson St.			Wilson St.		
2Way95thQ:	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	34.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	D	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	296	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	2.7	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	29.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	34.3			29.1			xxxxxx			xxxxxx		
ApproachLOS:	D			D			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: C[17.6]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:												
Base Vol:	92	255	0	0	159	102	137	0	123	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	255	0	0	159	102	137	0	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	255	0	0	159	102	137	0	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	92	255	0	0	159	102	137	0	123	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	261	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	649	649	210	xxxx	xxxx	xxxxxx
Potent Cap.:	1315	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	438	391	835	xxxx	xxxx	xxxxxx
Move Cap.:	1315	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	413	362	835	xxxx	xxxx	xxxxxx
Volume/Cap:	0.07	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.33	0.00	0.15	xxxx	xxxx	xxxxxx

Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	543	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	17.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.6			xxxxxx		
ApproachLOS:		*			*		C				*	

Note: Queue reported is the number of cars per lane.

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

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: C[15.9]

Street Name:	Beaumont Rd.-G St			Highland Home Rd.								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	Beaumont Rd.-G St			Highland Home Rd.								
Base Vol:	0	146	60	70	211	0	0	0	0	138	0	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	146	60	70	211	0	0	0	0	138	0	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	146	60	70	211	0	0	0	0	138	0	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	146	60	70	211	0	0	0	0	138	0	201

Critical Gap Module:	Beaumont Rd.-G St			Highland Home Rd.								
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Beaumont Rd.-G St			Highland Home Rd.								
Cnflct Vol:	xxxx	xxxx	xxxxx	206	xxxx	xxxxx	xxxx	xxxx	xxxxx	527	527	176
Potent Cap.:	xxxx	xxxx	xxxxx	1377	xxxx	xxxxx	xxxx	xxxx	xxxxx	515	459	872
Move Cap.:	xxxx	xxxx	xxxxx	1377	xxxx	xxxxx	xxxx	xxxx	xxxxx	494	435	872
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.28	0.00	0.23

Level Of Service Module:	Beaumont Rd.-G St			Highland Home Rd.								
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	665	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	15.9	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	C	*

Note: Queue reported is the number of cars per lane.

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

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[11.2]

Street Name:	Highland Home Rd.	F St.		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 1 0 0 0	0 0 1 0 0	0 0 0 0 1	0 0 0 0 0

Volume Module:	Highland Home Rd.	F St.		
Base Vol:	82 202 0	0 359 0	0 0 109	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	82 202 0	0 359 0	0 0 109	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	82 202 0	0 359 0	0 0 109	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	82 202 0	0 359 0	0 0 109	0 0 0

Critical Gap Module:	Highland Home Rd.	F St.		
Critical Gp:	4.1 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx 6.2	xxxxx xxxx xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx 3.3	xxxxx xxxx xxxxx

Capacity Module:	Highland Home Rd.	F St.		
Cnflct Vol:	359 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx 359	xxxxx xxxx xxxxx
Potent Cap.:	1211 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx 690	xxxxx xxxx xxxxx
Move Cap.:	1211 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx 690	xxxxx xxxx xxxxx
Volume/Cap:	0.07 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx 0.16	xxxxx xxxx xxxxx

Level Of Service Module:	Highland Home Rd.	F St.		
2Way95thQ:	0.2 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx 0.6	xxxxx xxxx xxxxx
Control Del:	8.2 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx 11.2	xxxxx xxxx xxxxx
LOS by Move:	A * *	* *	B	* *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
SharedQueue:	0.2 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
Shrd ConDel:	8.2 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
Shared LOS:	A * *	* *	*	* *
ApproachDel:	xxxxxx	xxxxxx	11.2	xxxxxx
ApproachLOS:	*	*	B	*

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.4]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:												
Base Vol:	72	270	0	0	455	10	14	0	96	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	270	0	0	455	10	14	0	96	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	270	0	0	455	10	14	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	72	270	0	0	455	10	14	0	96	0	0	0

Critical Gap Module:												
Critical Gap:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	465	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	874	874	460	xxxx	xxxx	xxxxxx
Potent Cap.:	1107	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	323	290	605	xxxx	xxxx	xxxxxx
Move Cap.:	1107	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	306	271	605	xxxx	xxxx	xxxxxx
Volume/Cap:	0.07	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.05	0.00	0.16	xxxx	xxxx	xxxxxx

Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	538	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	13.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			13.4			xxxxxx				
ApproachLOS:	*	*			B			*				

Note: Queue reported is the number of cars per lane.

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

 Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	1	0	1	0	0	1	0	0	1	0	1	1	0

Volume Module:															
Base Vol:	55	125	30	253	232	66	76	261	87	67	477	141			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	55	125	30	253	232	66	76	261	87	67	477	141			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	55	125	30	253	232	66	76	261	87	67	477	141			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	55	125	30	253	232	66	76	261	87	67	477	141			

Critical Gap Module:															
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx			

Capacity Module:															
Cnflct Vol:	945	1209	174	1027	1182	309	618	xxxx	xxxxx	348	xxxx	xxxxx			
Potent Cap.:	220	185	846	192	191	693	972	xxxx	xxxxx	1222	xxxx	xxxxx			
Move Cap.:	0	161	846	61	167	693	972	xxxx	xxxxx	1222	xxxx	xxxxx			
Volume/Cap:	xxxx	0.78	0.04	4.16	1.39	0.10	0.08	xxxx	xxxxx	0.05	xxxx	xxxxx			

Level Of Service Module:															
2Way95thQ:	xxxx	5.0	0.1	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.2	xxxx	xxxxx			
Control Del:	xxxxx	79.0	9.4	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	8.1	xxxx	xxxxx			
LOS by Move:	*	F	A	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	98	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	60.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	2175	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*			
ApproachDel:	+Inf			2174.8			xxxxxx			xxxxxx					
ApproachLOS:	F			F			*			*					

Note: Queue reported is the number of cars per lane.

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

 Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: D[28.3]

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	1	0	1	1	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Base Vol:	0	0	0	300	2	95	22	374	0	0	303	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	300	2	95	22	374	0	0	303	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	300	2	95	22	374	0	0	303	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	300	2	95	22	374	0	0	303	184

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Cnflct Vol:	571	905	187	626	813	244	487	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	408	278	830	421	315	763	1086	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	350	273	830	414	309	763	1086	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.00	0.00	0.00	0.72	0.01	0.12	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.4	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10.4	8.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxxx	413	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	5.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	33.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.2	xxxx	xxxxxx
Shared LOS:	*	*	*	D	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			28.3			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.298
 Loss Time (sec): 0 Average Delay (sec/veh): 87.8
 Optimal Cycle: 0 Level Of Service: F

Street Name: Sunset Ave. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 117 102 30 48 300 72 73 369 215 39 240 24
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 117 102 30 48 300 72 73 369 215 39 240 24
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 117 102 30 48 300 72 73 369 215 39 240 24
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 117 102 30 48 300 72 73 369 215 39 240 24
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 117 102 30 48 300 72 73 369 215 39 240 24

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.53 0.47 1.00 0.11 0.72 0.17 0.11 0.56 0.33 0.13 0.79 0.08
 Final Sat.: 211 184 442 54 338 81 56 284 166 57 351 35

Capacity Analysis Module:
 Vol/Sat: 0.55 0.55 0.07 0.89 0.89 0.89 1.30 1.30 1.30 0.68 0.68 0.68
 Crit Moves: ****
 Delay/Veh: 20.9 20.9 11.0 44.5 44.5 44.5 170.4 170 170.4 24.7 24.7 24.7
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 20.9 20.9 11.0 44.5 44.5 44.5 170.4 170 170.4 24.7 24.7 24.7
 LOS by Move: C C B E E E F F F C C C
 ApproachDel: 19.7 44.5 170.4 24.7
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 19.7 44.5 170.4 24.7
 LOS by Appr: C E F C
 AllWayAvgQ: 1.0 1.0 0.1 4.5 4.5 4.5 22.5 22.5 22.5 1.7 1.7 1.7

Note: Queue reported is the number of cars per lane.

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

 Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
 Loss Time (sec): 12 Average Delay (sec/veh): 21.7
 Optimal Cycle: 48 Level Of Service: C

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	239	244	94	86	558	69	47	257	228	61	190	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	244	94	86	558	69	47	257	228	61	190	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	244	94	86	558	69	47	257	228	61	190	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	244	94	86	558	69	47	257	228	61	190	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	244	94	86	558	69	47	257	228	61	190	38

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.91	0.91	0.54	0.93	0.93	0.95	0.88	0.88	0.95	0.93	0.93
Lanes:	1.00	1.44	0.56	1.00	1.78	0.22	1.00	1.06	0.94	1.00	1.67	0.33
Final Sat.:	699	2497	962	1022	3161	391	1805	1779	1578	1805	2933	587

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.34	0.10	0.10	0.08	0.18	0.18	0.03	0.14	0.14	0.03	0.06	0.06
Crit Moves:	****						****			****		
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.16	0.24	0.24	0.07	0.16	0.16
Volume/Cap:	0.60	0.17	0.17	0.15	0.31	0.31	0.17	0.60	0.60	0.48	0.42	0.42
Delay/Veh:	16.6	10.3	10.3	10.2	11.3	11.3	36.9	35.0	35.0	47.6	38.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	10.3	10.3	10.2	11.3	11.3	36.9	35.0	35.0	47.6	38.7	38.7
LOS by Move:	B	B	B	B	B	B	D	C	C	D	D	D
HCM2kAvgQ:	6	3	3	1	5	5	1	8	8	2	4	4

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C[25.0]

Street Name:	Sunset Ave.			I-10 Westbound Ramps		
Approach:	North Bound		South Bound		East Bound West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled		Uncontrolled		Stop Sign Stop Sign	
Rights:	Include		Include		Include Include	
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module:												
Base Vol:	220	390	0	0	466	403	0	0	0	42	7	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	390	0	0	466	403	0	0	0	42	7	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	390	0	0	466	403	0	0	0	42	7	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	220	390	0	0	466	403	0	0	0	42	7	189

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	869	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1063	1699	195
Potent Cap.:	784	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	222	93	820
Move Cap.:	784	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	173	67	820
Volume/Cap:	0.28	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	0.10	0.23

Level Of Service Module:												
2Way95thQ:	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	412	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			25.0		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 46.2 Worst Case Level Of Service: F[166.3]

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	1	0	0	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	394	82	246	263	0	222	2	136	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	394	82	246	263	0	222	2	136	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	394	82	246	263	0	222	2	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	394	82	246	263	0	222	2	136	0	0	0

Critical Gap Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Critical Gap:	4.1	4.1	4.1	4.1	4.1	4.1	6.8	6.5	6.9	4.1	4.1	4.1
FollowUpTim:	2.2	2.2	2.2	2.2	2.2	2.2	3.5	4.0	3.3	2.2	2.2	2.2

Capacity Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Cnflct Vol:	476	476	476	476	476	476	952	1231	132	476	476	476
Potent Cap.:	1097	1097	1097	1097	1097	1097	261	179	900	1097	1097	1097
Move Cap.:	1097	1097	1097	1097	1097	1097	209	132	900	1097	1097	1097
Volume/Cap:	0.22	0.22	0.22	0.22	0.22	0.22	1.06	0.02	0.15	0.22	0.22	0.22

Level Of Service Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
2Way95thQ:	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Control Del:	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2
LOS by Move:	A	A	A	A	A	A	F	F	F	F	F	F
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	293	293	293	293	293	293	293	293	293	293	293	293
SharedQueue:	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6
Shrd ConDel:	166	166	166	166	166	166	166	166	166	166	166	166
Shared LOS:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	166.3	166.3	166.3	166.3	166.3	166.3	166.3	166.3	166.3	166.3	166.3	166.3
ApproachLOS:	F	F	F	F	F	F	F	F	F	F	F	F

Note: Queue reported is the number of cars per lane.

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

 Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[17.9]

Street Name:	Sunrise Ave.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:															
Base Vol:	27	10	20	7	43	18	13	376	70	31	283	3			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	27	10	20	7	43	18	13	376	70	31	283	3			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	27	10	20	7	43	18	13	376	70	31	283	3			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	27	10	20	7	43	18	13	376	70	31	283	3			

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

Capacity Module:															
Cnflct Vol:	814	785	411	797	817	283	286	xxxx	xxxxx	446	xxxx	xxxxx			
Potent Cap.:	299	327	645	307	313	761	1288	xxxx	xxxxx	1125	xxxx	xxxxx			
Move Cap.:	253	315	645	282	302	761	1288	xxxx	xxxxx	1125	xxxx	xxxxx			
Volume/Cap:	0.11	0.03	0.03	0.02	0.14	0.02	0.01	xxxx	xxxxx	0.03	xxxx	xxxxx			

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	8.3	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	336	xxxxx	xxxx	356	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	17.9	xxxxx	xxxxx	17.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*			
ApproachDel:	17.9			17.5			xxxxxx			xxxxxx					
ApproachLOS:	C			C			*			*					

Note: Queue reported is the number of cars per lane.

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

 Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[11.9]

Street Name:	16th St.						Wilson St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1!	0	0	0	1	0	1	1	0	1	0

Volume Module:	16th St.						Wilson St.					
Base Vol:	24	0	32	0	0	0	1	342	24	65	256	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	0	32	0	0	0	1	342	24	65	256	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	0	32	0	0	0	1	342	24	65	256	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	0	32	0	0	0	1	342	24	65	256	0

Critical Gap Module:	16th St.						Wilson St.					
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	16th St.						Wilson St.					
Cnflct Vol:	614	742	183	559	754	128	256	xxxx	xxxxx	366	xxxx	xxxxx
Potent Cap.:	428	346	834	416	341	905	1321	xxxx	xxxxx	1204	xxxx	xxxxx
Move Cap.:	410	327	834	383	322	905	1321	xxxx	xxxxx	1204	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.04	0.00	0.00	0.00	0.00	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:	16th St.						Wilson St.					
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	578	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
 Loss Time (sec): 0 Average Delay (sec/veh): 14.5
 Optimal Cycle: 0 Level Of Service: B

Street Name: 8th St. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 118 48 19 63 153 47 21 333 68 41 234 17
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 118 48 19 63 153 47 21 333 68 41 234 17
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 118 48 19 63 153 47 21 333 68 41 234 17
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 118 48 19 63 153 47 21 333 68 41 234 17
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 118 48 19 63 153 47 21 333 68 41 234 17

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.64 0.26 0.10 0.24 0.58 0.18 1.00 1.00 1.00 1.00 0.93 0.07
 Final Sat.: 324 132 52 130 317 97 507 548 611 487 492 36

Capacity Analysis Module:
 Vol/Sat: 0.36 0.36 0.36 0.48 0.48 0.48 0.04 0.61 0.11 0.08 0.48 0.48
 Crit Moves: ****
 Delay/Veh: 12.7 12.7 12.7 14.2 14.2 14.2 9.8 17.7 9.0 10.3 14.4 14.4
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 12.7 12.7 12.7 14.2 14.2 14.2 9.8 17.7 9.0 10.3 14.4 14.4
 LOS by Move: B B B B B B A C A B B B
 ApproachDel: 12.7 14.2 15.9 13.8
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 12.7 14.2 15.9 13.8
 LOS by Appr: B B C B
 AllWayAvgQ: 0.5 0.5 0.5 0.8 0.8 0.8 0.0 1.3 0.1 0.1 0.8 0.8

Note: Queue reported is the number of cars per lane.

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

 Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
 Loss Time (sec): 16 Average Delay (sec/veh): 34.7
 Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	92	197	313	33	313	31	17	165	91	300	97	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	197	313	33	313	31	17	165	91	300	97	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	197	313	33	313	31	17	165	91	300	97	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	197	313	33	313	31	17	165	91	300	97	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	197	313	33	313	31	17	165	91	300	97	26

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	0.39	0.61	1.00	0.91	0.09	1.00	1.00	1.00	1.00	1.58	0.42
Final Sat.:	1805	666	1059	1805	1706	169	1805	1900	1615	1805	2756	739

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.30	0.30	0.02	0.18	0.18	0.01	0.09	0.06	0.17	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.41	0.41	0.07	0.35	0.35	0.18	0.12	0.12	0.23	0.18	0.18
Volume/Cap:	0.38	0.71	0.71	0.26	0.52	0.52	0.05	0.71	0.46	0.71	0.20	0.20
Delay/Veh:	40.5	27.7	27.7	45.2	26.6	26.6	34.2	52.2	42.6	40.9	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	27.7	27.7	45.2	26.6	26.6	34.2	52.2	42.6	40.9	35.2	35.2
LOS by Move:	D	C	C	D	C	C	C	D	D	D	D	D
HCM2kAvgQ:	3	14	14	1	9	9	0	6	3	10	2	2

Note: Queue reported is the number of cars per lane.

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

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: F[53.6]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	0	0	1	0

Volume Module:	8th St.						I-10 Westbound Ramps					
Base Vol:	328	482	0	0	297	440	0	0	0	31	2	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	482	0	0	297	440	0	0	0	31	2	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	482	0	0	297	440	0	0	0	31	2	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	328	482	0	0	297	440	0	0	0	31	2	84

Critical Gap Module:	8th St.						I-10 Westbound Ramps					
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	8th St.						I-10 Westbound Ramps					
Cnflct Vol:	737	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1655	1875	482
Potent Cap.:	878	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	109	73	588
Move Cap.:	878	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	70	39	588
Volume/Cap:	0.37	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.44	0.05	0.14

Level Of Service Module:	8th St.						I-10 Westbound Ramps					
2Way95thQ:	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	184	xxxxx
SharedQueue:	1.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.7	xxxxx
Shrd ConDel:	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	53.6	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx			xxxxxx			xxxxxx			53.6	
ApproachLOS:	*	*			*			*			F	

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 176.0 Worst Case Level Of Service: F[399.6]

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	1	0	0	0

Volume Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	457	50	173	165	0	344	0	314	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	457	50	173	165	0	344	0	314	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	457	50	173	165	0	344	0	314	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	457	50	173	165	0	344	0	314	0	0	0

Critical Gap Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Cnflct Vol:	xxxx	xxxx	xxxxxx	507	xxxx	xxxxxx	993	1018	165	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	1068	xxxx	xxxxxx	274	239	885	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	1068	xxxx	xxxxxx	237	196	885	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	1.45	0.00	0.35	xxxx	xxxx	xxxx

Level Of Service Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
2Way95thQ:	xxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	364	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxxxx	42.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	9.0	xxxx	xxxxxx	xxxxxx	400	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			399.6			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
 Loss Time (sec): 0 Average Delay (sec/veh): 11.9
 Optimal Cycle: 0 Level Of Service: B

Street Name: 4th St. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 16 15 13 46 80 20 7 383 19 29 242 17
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 16 15 13 46 80 20 7 383 19 29 242 17
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 16 15 13 46 80 20 7 383 19 29 242 17
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 16 15 13 46 80 20 7 383 19 29 242 17
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 16 15 13 46 80 20 7 383 19 29 242 17

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.52 0.48 1.00 0.31 0.55 0.14 0.02 0.93 0.05 0.10 0.84 0.06
 Final Sat.: 252 237 561 184 319 80 13 688 34 71 593 42

Capacity Analysis Module:
 Vol/Sat: 0.06 0.06 0.02 0.25 0.25 0.25 0.56 0.56 0.56 0.41 0.41 0.41
 Crit Moves: ****
 Delay/Veh: 9.7 9.7 8.4 10.3 10.3 10.3 13.3 13.3 13.3 11.1 11.1 11.1
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 9.7 9.7 8.4 10.3 10.3 10.3 13.3 13.3 13.3 11.1 11.1 11.1
 LOS by Move: A A A B B B B B B B B B
 ApproachDel: 9.3 10.3 13.3 11.1
 Delay Adj: 1.00 1.00 1.00 1.00
 ApprAdjDel: 9.3 10.3 13.3 11.1
 LOS by Appr: A B B B
 AllWayAvgQ: 0.1 0.1 0.0 0.3 0.3 0.3 1.1 1.1 1.1 0.6 0.6 0.6

Note: Queue reported is the number of cars per lane.

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

 Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
 Loss Time (sec): 12 Average Delay (sec/veh): 13.8
 Optimal Cycle: 0 Level Of Service: B

Street Name: San Gorgonio Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 1 0 0 1 0 0 0 1! 0 0 1 0 0 0 1! 0 0

Volume Module:
 Base Vol: 39 33 33 11 116 88 47 332 71 16 149 2
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 39 33 33 11 116 88 47 332 71 16 149 2
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 39 33 33 11 116 88 47 332 71 16 149 2
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 39 33 33 11 116 88 47 332 71 16 149 2
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 39 33 33 11 116 88 47 332 71 16 149 2

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.50 0.50 0.05 0.54 0.41 1.00 0.82 0.18 0.10 0.89 0.01
 Final Sat.: 472 266 266 28 300 228 569 521 111 53 497 7

Capacity Analysis Module:
 Vol/Sat: 0.08 0.12 0.12 0.39 0.39 0.39 0.08 0.64 0.64 0.30 0.30 0.30
 Crit Moves: ****
 Delay/Veh: 10.3 9.6 9.6 12.5 12.5 12.5 9.4 17.0 17.0 11.6 11.6 11.6
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 10.3 9.6 9.6 12.5 12.5 12.5 9.4 17.0 17.0 11.6 11.6 11.6
 LOS by Move: B A A B B B A C C B B B
 ApproachDel: 9.9 12.5 16.2 11.6
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 9.9 12.5 16.2 11.6
 LOS by Appr: A B C B
 AllWayAvgQ: 0.1 0.1 0.1 0.5 0.5 0.5 0.1 1.5 1.5 0.4 0.4 0.4

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 1940.5 Worst Case Level Of Service: F[6270.6]

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	711	1	268	0	822	287	182	897	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	711	1	268	0	822	287	182	897	0

User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	711	1	268	0	822	287	182	897	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	711	1	268	0	822	287	182	897	0

----- ----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2227	2370	897	xxxx	xxxx	xxxxx	1109	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	48	35	341	xxxx	xxxx	xxxxx	637	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	36	24	341	xxxx	xxxx	xxxxx	637	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	19.64	0.04	0.79	xxxx	xxxx	xxxx	0.29	xxxx	xxxx

----- ----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	6.4	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	45.1	xxxxx	xxxx	xxxxx	12.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	E	*	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	36	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	87.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8614	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.9	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	B	*	*
ApproachDel:	xxxxxx			6270.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 625.0 Worst Case Level Of Service: F[2825.0]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1

Volume Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Base Vol:	294	0	476	0	0	0	135	1390	0	0	758	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	0	476	0	0	0	135	1390	0	0	758	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	0	476	0	0	0	135	1390	0	0	758	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	294	0	476	0	0	0	135	1390	0	0	758	430

Critical Gap Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Critical Gap:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Capacity Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Cnflct Vol:	2633	2848	1390	xxxxx	xxxxx	xxxxx	1188	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	26	17	176	xxxxx	xxxxx	xxxxx	595	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	21	13	176	xxxxx	xxxxx	xxxxx	595	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	13.71	0.00	2.70	xxxxx	xxxxx	xxxxx	0.23	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Level Of Service Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
2Way95thQ:	xxxxx	xxxxx	41.8	xxxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	822.8	xxxxx	xxxxx	xxxxx	12.8	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	F	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	21	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	37.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	6067	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	12.8	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	2825.0			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1!	0	0	0	0	0	1	0	0	1

Volume Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	112	97	45	20	72	79	99	802	131	36	600	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	97	45	20	72	79	99	802	131	36	600	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	97	45	20	72	79	99	802	131	36	600	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	112	97	45	20	72	79	99	802	131	36	600	47

Critical Gap Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Cnflct Vol:	1837	1785	868	1832	1827	624	647	xxxx	xxxxx	933	xxxx	xxxxx
Potent Cap.:	59	83	355	59	78	489	948	xxxx	xxxxx	742	xxxx	xxxxx
Move Cap.:	0	70	355	0	66	489	948	xxxx	xxxxx	742	xxxx	xxxxx
Volume/Cap:	xxxx	1.38	0.13	xxxx	1.09	0.16	0.10	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F								

Note: Queue reported is the number of cars per lane.

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

 Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
 Loss Time (sec): 12 Average Delay (sec/veh): 23.5
 Optimal Cycle: 38 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Beaumont Ave.			Beaumont Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	92	397	100	87	274	108	128	702	51	102	520	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	397	100	87	274	108	128	702	51	102	520	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	397	100	87	274	108	128	702	51	102	520	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	397	100	87	274	108	128	702	51	102	520	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	397	100	87	274	108	128	702	51	102	520	97

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.91	0.91	0.34	0.94	0.94	0.27	0.93	0.93
Lanes:	1.00	1.60	0.40	1.00	1.43	0.57	1.00	1.86	0.14	1.00	1.69	0.31
Final Sat.:	1805	2797	705	1805	2481	978	652	3332	242	519	2969	554

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.05	0.14	0.14	0.05	0.11	0.11	0.20	0.21	0.21	0.20	0.18	0.18
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.31	0.31	0.11	0.26	0.26	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.31	0.46	0.46	0.46	0.43	0.43	0.42	0.46	0.46	0.43	0.38	0.38
Delay/Veh:	37.6	27.9	27.9	43.7	31.5	31.5	18.9	18.5	18.5	19.2	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	27.9	27.9	43.7	31.5	31.5	18.9	18.5	18.5	19.2	17.7	17.7
LOS by Move:	D	C	C	D	C	C	B	B	B	B	B	B
HCM2kAvgQ:	3	7	7	3	5	5	3	8	8	3	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
 Loss Time (sec): 0 Average Delay (sec/veh): 26.3
 Optimal Cycle: 0 Level Of Service: D

Street Name: Beaumont Ave. 8th St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 92 575 28 34 355 36 51 194 68 20 272 47
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 92 575 28 34 355 36 51 194 68 20 272 47
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 92 575 28 34 355 36 51 194 68 20 272 47
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 92 575 28 34 355 36 51 194 68 20 272 47
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 92 575 28 34 355 36 51 194 68 20 272 47

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.26 1.66 0.08 0.16 1.67 0.17 0.16 0.62 0.22 0.06 0.80 0.14
 Final Sat.: 119 756 37 68 717 74 73 278 97 27 365 63

Capacity Analysis Module:
 Vol/Sat: 0.77 0.76 0.75 0.50 0.50 0.49 0.70 0.70 0.70 0.75 0.75 0.75
 Crit Moves: ****
 Delay/Veh: 31.9 30.7 29.8 18.4 18.1 17.7 25.3 25.3 25.3 28.2 28.2 28.2
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 31.9 30.7 29.8 18.4 18.1 17.7 25.3 25.3 25.3 28.2 28.2 28.2
 LOS by Move: D D D C C C D D D D D D
 ApproachDel: 30.8 18.1 25.3 28.2
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 30.8 18.1 25.3 28.2
 LOS by Appr: D C D D
 AllWayAvgQ: 2.7 2.5 0.9 0.8 0.8 1.8 1.8 1.8 2.2 2.2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.315
 Loss Time (sec): 12 Average Delay (sec/veh): 129.1
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	0	0	0	0	1	0

Volume Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	845	1112	0	0	660	213	0	0	0	731	1	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	845	1112	0	0	660	213	0	0	0	731	1	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	845	1112	0	0	660	213	0	0	0	731	1	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	845	1112	0	0	660	213	0	0	0	731	1	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	845	1112	0	0	660	213	0	0	0	731	1	178

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.88	0.88	0.85
Lanes:	1.00	2.00	0.00	0.00	1.51	0.49	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	2628	848	0	0	0	1670	2	1615

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Vol/Sat:	0.47	0.31	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.44	0.44	0.11
Crit Moves:	****			****						****		
Green/Cycle:	0.36	0.55	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	1.32	0.56	0.00	0.00	1.31	1.31	0.00	0.00	0.00	1.31	1.31	0.33
Delay/Veh:	184.8	15.2	0.0	0.0	193	192.6	0.0	0.0	0.0	187.4	187	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	184.8	15.2	0.0	0.0	193	192.6	0.0	0.0	0.0	187.4	187	25.4
LOS by Move:	F	B	A	A	F	F	A	A	A	F	F	C
HCM2kAvgQ:	49	11	0	0	30	30	0	0	0	46	46	4

Note: Queue reported is the number of cars per lane.

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

 Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.761
 Loss Time (sec): 12 Average Delay (sec/veh): 212.7
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:	Beaumont Ave.			Beaumont Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	1378	920	165	1198	0	579	0	1435	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1378	920	165	1198	0	579	0	1435	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1378	920	165	1198	0	579	0	1435	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1378	920	165	1198	0	579	0	1435	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1378	920	165	1198	0	579	0	1435	0	0	0

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Vol/Sat:	0.00	0.38	0.57	0.09	0.33	0.00	0.32	0.00	0.89	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.32	0.32	0.07	0.39	0.00	0.49	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.00	1.21	1.80	1.31	0.86	0.00	0.65	0.00	1.80	0.00	0.00	0.00
Delay/Veh:	0.0	136	402.1	229.8	33.8	0.0	20.6	0.0	390.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	136	402.1	229.8	33.8	0.0	20.6	0.0	390.4	0.0	0.0	0.0
LOS by Move:	A	F	F	F	C	A	C	A	F	A	A	A
HCM2kAvgQ:	0	36	77	9	16	0	14	0	122	0	0	0

 Note: Queue reported is the number of cars per lane.

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

 Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.271
 Loss Time (sec): 12 Average Delay (sec/veh): 140.8
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Base Vol:	21	1860	203	297	2263	62	118	217	36	336	253	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1860	203	297	2263	62	118	217	36	336	253	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1860	203	297	2263	62	118	217	36	336	253	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1860	203	297	2263	62	118	217	36	336	253	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1860	203	297	2263	62	118	217	36	336	253	241

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.18	0.98	0.98	0.47	0.93	0.93
Lanes:	1.00	1.80	0.20	1.00	1.95	0.05	1.00	0.86	0.14	1.00	0.51	0.49
Final Sat.:	1805	3206	350	1805	3500	96	334	1595	265	899	902	859

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.01	0.58	0.58	0.16	0.65	0.65	0.35	0.14	0.14	0.37	0.28	0.28
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.46	0.46	0.13	0.52	0.52	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.17	1.27	1.27	1.27	1.25	1.25	1.20	0.46	0.46	1.27	0.95	0.95
Delay/Veh:	44.4	154	154.2	194.7	143	142.9	189.3	29.5	29.5	183.6	62.8	62.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	154	154.2	194.7	143	142.9	189.3	29.5	29.5	183.6	62.8	62.8
LOS by Move:	D	F	F	F	F	F	F	C	C	F	E	E
HCM2kAvgQ:	1	63	63	17	66	66	9	7	7	22	20	20

Note: Queue reported is the number of cars per lane.

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

 Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Beaumont Ave.			Mellon Lane		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign		
Rights:	Include	Include	Include	Include		
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0		

Volume Module:												
Base Vol:	10	1835	161	33	2390	161	144	154	5	124	76	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1835	161	33	2390	161	144	154	5	124	76	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1835	161	33	2390	161	144	154	5	124	76	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	10	1835	161	33	2390	161	144	154	5	124	76	55

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	2551	xxxx	xxxxx	1996	xxxx	xxxxx	3512	4553	1276	3274	4553	998
Potent Cap.:	177	xxxx	xxxxx	292	xxxx	xxxxx	2	1	161	4	1	246
Move Cap.:	177	xxxx	xxxxx	292	xxxx	xxxxx	0	1	161	0	1	246
Volume/Cap:	0.06	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	75.25	0.22

Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	26.6	xxxx	xxxxx	18.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shared Queue:	0.2	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	26.6	xxxx	xxxxx	18.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	C	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

 Note: Queue reported is the number of cars per lane.

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

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	1	0

Volume Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Base Vol:	208	1942	7	64	2434	1	1	43	218	3	21	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1942	7	64	2434	1	1	43	218	3	21	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1942	7	64	2434	1	1	43	218	3	21	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	208	1942	7	64	2434	1	1	43	218	3	21	34

Critical Gap Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Cnflct Vol:	2435	xxxx	xxxxx	1949	xxxx	xxxxx	3960	4928	1218	3728	4925	975
Potent Cap.:	196	xxxx	xxxxx	304	xxxx	xxxxx	1	1	176	2	1	255
Move Cap.:	196	xxxx	xxxxx	304	xxxx	xxxxx	0	0	176	0	0	255
Volume/Cap:	1.06	xxxx	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	1.24	xxxx	xxxx	0.13

Level Of Service Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
2Way95thQ:	9.6	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	12.1	xxxx	xxxx	xxxxx
Control Del:	130.9	xxxx	xxxxx	20.0	xxxx	xxxxx	xxxxx	xxxxx	200.0	xxxxx	xxxxx	xxxxx
LOS by Move:	F	*	*	C	*	*	*	*	F	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	20.0	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.642
 Loss Time (sec): 0 Average Delay (sec/veh): 169.4
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	61	119	79	44	107	53	72	730	106	25	590	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	119	79	44	107	53	72	730	106	25	590	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	119	79	44	107	53	72	730	106	25	590	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	119	79	44	107	53	72	730	106	25	590	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	119	79	44	107	53	72	730	106	25	590	123

Saturation Flow Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.66	1.00	1.00	1.00	1.00	0.09	0.91	1.00	0.04	0.96	1.00
Final Sat.:	142	277	465	366	386	417	44	445	535	20	471	537

Capacity Analysis Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.43	0.43	0.17	0.12	0.28	0.13	1.64	1.64	0.20	1.25	1.25	0.23
Crit Moves:	****			****			****			****		
Delay/Veh:	17.3	17.3	11.9	13.6	15.2	12.3	316.8	317	10.9	152.5	153	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	17.3	11.9	13.6	15.2	12.3	316.8	317	10.9	152.5	153	11.2
LOS by Move:	C	C	B	B	C	B	F	F	B	F	F	B
ApproachDel:	15.7			14.1			281.1			129.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.7			14.1			281.1			129.0		
LOS by Appr:	C			B			F			F		
AllWayAvgQ:	0.7	0.7	0.2	0.1	0.4	0.1	41.6	41.6	0.2	19.4	19.4	0.3

Note: Queue reported is the number of cars per lane.

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

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
 Loss Time (sec): 0 Average Delay (sec/veh): 18.3
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Palm Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:	Palm Ave. NB			Palm Ave. SB			8th St. EB			8th St. WB		
Base Vol:	15	208	57	29	170	41	19	221	38	76	281	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	208	57	29	170	41	19	221	38	76	281	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	208	57	29	170	41	19	221	38	76	281	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	208	57	29	170	41	19	221	38	76	281	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	208	57	29	170	41	19	221	38	76	281	85

Saturation Flow Module:	Palm Ave. NB			Palm Ave. SB			8th St. EB			8th St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.75	0.20	0.12	0.71	0.17	0.07	0.79	0.14	0.17	0.64	0.19
Final Sat.:	27	379	104	59	348	84	36	415	71	99	368	111

Capacity Analysis Module:	Palm Ave. NB			Palm Ave. SB			8th St. EB			8th St. WB		
Vol/Sat:	0.55	0.55	0.55	0.49	0.49	0.49	0.53	0.53	0.53	0.76	0.76	0.76
Crit Moves:	****			****			****			****		
Delay/Veh:	15.7	15.7	15.7	14.6	14.6	14.6	15.3	15.3	15.3	24.0	24.0	24.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.7	15.7	14.6	14.6	14.6	15.3	15.3	15.3	24.0	24.0	24.0
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
ApproachDel:	15.7			14.6			15.3			24.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.7			14.6			15.3			24.0		
LOS by Appr:	C			B			C			C		
AllWayAvgQ:	0.9	0.9	0.9	0.7	0.7	0.7	0.9	0.9	0.9	2.4	2.4	2.4

Note: Queue reported is the number of cars per lane.

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

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.294
 Loss Time (sec): 0 Average Delay (sec/veh): 99.5
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Base Vol:	115	0	136	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	0	136	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	0	136	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	115	0	136	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	0	136	0	0	0

Saturation Flow Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.00	0.54	0.00	0.00	0.00
Final Sat.:	253	0	299	0	0	0

Capacity Analysis Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.46	xxxx	0.46	xxxx	xxxx	xxxx
Crit Moves:	****					
Delay/Veh:	14.9	0.0	14.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	0.0	14.9	0.0	0.0	0.0
LOS by Move:	B	*	B	*	*	*
ApproachDel:	14.9			xxxxxx		162.6
Delay Adj:	1.00			xxxxxx		1.00
ApprAdjDel:	14.9			xxxxxx		162.6
LOS by Appr:	B			*		F
AllWayAvgQ:	0.8	0.8	0.8	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.185
 Loss Time (sec): 0 Average Delay (sec/veh): 87.9
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:	Pennsylvania Ave.			Pennsylvania Ave.			8th St.			8th St.		
Base Vol:	60	280	219	61	158	16	19	329	20	67	367	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	280	219	61	158	16	19	329	20	67	367	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	280	219	61	158	16	19	329	20	67	367	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	280	219	61	158	16	19	329	20	67	367	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	280	219	61	158	16	19	329	20	67	367	87

Saturation Flow Module:	Pennsylvania Ave.			Pennsylvania Ave.			8th St.			8th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.50	0.39	0.26	0.67	0.07	0.05	0.90	0.05	0.13	0.70	0.17
Final Sat.:	51	236	185	104	270	27	23	393	24	60	326	77

Capacity Analysis Module:	Pennsylvania Ave.			Pennsylvania Ave.			8th St.			8th St.		
Vol/Sat:	1.19	1.19	1.19	0.59	0.59	0.59	0.84	0.84	0.84	1.12	1.12	1.12
Crit Moves:	****			****			****			****		
Delay/Veh:	128.6	129	128.6	22.8	22.8	22.8	40.0	40.0	40.0	107.6	108	107.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.6	129	128.6	22.8	22.8	22.8	40.0	40.0	40.0	107.6	108	107.6
LOS by Move:	F	F	F	C	C	C	E	E	E	F	F	F
ApproachDel:	128.6			22.8			40.0			107.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	128.6			22.8			40.0			107.6		
LOS by Appr:	F			C			E			F		
AllWayAvgQ:	15.4	15.4	15.4	1.2	1.2	1.2	3.5	3.5	3.5	12.5	12.5	12.5

Note: Queue reported is the number of cars per lane.

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

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 67.4 Worst Case Level Of Service: F[215.3]

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0

Volume Module:												
Base Vol:	0	497	0	0	577	0	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	497	0	0	577	0	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	497	0	0	577	0	0	0	0	225	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	497	0	0	577	0	0	0	0	225	0	265

Critical Gap Module:												
Critical Gap:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1074	1074	497
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	246	222	577
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	246	222	577
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.92	0.00	0.46

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	356	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	215	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			215.3		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): 16.9 Worst Case Level Of Service: C[18.1]

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0		1	0	1	0	0	
	0	0	0	1	0		0	0	0	0	0	

Volume Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
Base Vol:	0	500	89	173	596	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	500	89	173	596	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	500	89	173	596	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	500	89	173	596	0	0	0	0	0	0	0

Critical Gap Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
Critical Gp:xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Capacity Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
Cnflct Vol:	xxxx	0	0	250	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	900	1091	708	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	900	1091	364	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.56	0.08	0.48	0.66	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
2Way95thQ:	xxxx	xxxx	xxxxx	2.5	5.2	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	23.5	16.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	C	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	4.7	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	15.5	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	*	*	*	*	*	*	*	*	*
ApproachDel:	15.5			18.1			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[22.2]

Street Name:	Pennsylvania Ave.				3rd St.											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	

Volume Module:												
Base Vol:	5	561	0	0	579	39	21	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	561	0	0	579	39	21	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	561	0	0	579	39	21	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	561	0	0	579	39	21	0	2	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	618	xxxx	xxxxx	xxxx	xxxx	xxxxx	1150	1150	579	xxxx	xxxx	xxxxx
Potent Cap.:	972	xxxx	xxxxx	xxxx	xxxx	xxxxx	221	200	519	xxxx	xxxx	xxxxx
Move Cap.:	972	xxxx	xxxxx	xxxx	xxxx	xxxxx	220	199	519	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	232	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	22.2	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	A	*	*	*	C	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx				22.2			xxxxxx				
ApproachLOS:	*			*				C			*				

Note: Queue reported is the number of cars per lane.

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

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.303
 Loss Time (sec): 0 Average Delay (sec/veh): 72.6
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	1	0	0	1	0	1	0	1

Volume Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	0	23	2	207	13	98	209	690	0	1	583	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	2	207	13	98	209	690	0	1	583	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	23	2	207	13	98	209	690	0	1	583	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	23	2	207	13	98	209	690	0	1	583	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	23	2	207	13	98	209	690	0	1	583	128

Saturation Flow Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.92	0.08	1.00	0.12	0.88	1.00	1.00	0.00	0.01	1.63	0.36
Final Sat.:	0	372	32	425	57	430	485	530	0	1	864	194

Capacity Analysis Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	xxxx	0.06	0.06	0.49	0.23	0.23	0.43	1.30	xxxx	0.68	0.68	0.66
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	12.1	12.1	18.3	11.9	11.9	15.3	170	0.0	22.9	22.2	21.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.1	12.1	18.3	11.9	11.9	15.3	170	0.0	22.9	22.2	21.0
LOS by Move:	*	B	B	C	B	B	C	F	*	C	C	C
ApproachDel:	12.1			16.1			134.4			22.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.1			16.1			134.4			22.0		
LOS by Appr:	B			C			F			C		
AllWayAvgQ:	0.1	0.1	0.1	0.9	0.3	0.3	0.7	23.7	23.7	1.9	1.8	1.8

Note: Queue reported is the number of cars per lane.

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

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
 Loss Time (sec): 0 Average Delay (sec/veh): 20.2
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	138	44	11	48	19	29	46	555	138	4	499	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	44	11	48	19	29	46	555	138	4	499	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	44	11	48	19	29	46	555	138	4	499	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	44	11	48	19	29	46	555	138	4	499	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	44	11	48	19	29	46	555	138	4	499	63

Saturation Flow Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.78	0.22
Final Sat.:	374	630	160	349	366	394	447	798	203	427	840	107

Capacity Analysis Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.37	0.07	0.07	0.14	0.05	0.07	0.10	0.70	0.68	0.01	0.59	0.59
Crit Moves:	****			****			****			****		
Delay/Veh:	16.4	11.7	11.5	13.4	12.0	11.5	11.3	24.0	22.5	10.8	19.9	19.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	11.7	11.5	13.4	12.0	11.5	11.3	24.0	22.5	10.8	19.9	19.5
LOS by Move:	C	B	B	B	B	B	B	C	C	B	C	C
ApproachDel:	15.1			12.6			22.9			19.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.1			12.6			22.9			19.8		
LOS by Appr:	C			B			C			C		
AllWayAvgQ:	0.5	0.1	0.1	0.1	0.0	0.1	0.1	2.0	1.8	0.0	1.3	1.3

Note: Queue reported is the number of cars per lane.

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

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Brookside Ave. EB			Brookside Ave. WB		
Base Vol:	165	323	188	200	182	35	78	167	130	119	157	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	323	188	200	182	35	78	167	130	119	157	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	323	188	200	182	35	78	167	130	119	157	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	165	323	188	200	182	35	78	167	130	119	157	170

Critical Gap Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Brookside Ave. EB			Brookside Ave. WB		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Brookside Ave. EB			Brookside Ave. WB		
Cnflct Vol:	217	xxxx	xxxxx	511	xxxx	xxxxx	1510	1441	200	1495	1364	417
Potent Cap.:	1365	xxxx	xxxxx	1065	xxxx	xxxxx	100	134	847	102	149	640
Move Cap.:	1365	xxxx	xxxxx	1065	xxxx	xxxxx	0	93	847	0	103	640
Volume/Cap:	0.12	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	1.80	0.15	xxxx	1.52	0.27

Level Of Service Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Brookside Ave. EB			Brookside Ave. WB		
2Way95thQ:	0.4	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[15.0]

Street Name:	Highland Springs Ave.						16th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	14	388	0	0	269	38	69	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	388	0	0	269	38	69	0	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	388	0	0	269	38	69	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	388	0	0	269	38	69	0	17	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	307	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	704	704	288	xxxx	xxxx	xxxxxx
Potent Cap.:	1265	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	406	364	756	xxxx	xxxx	xxxxxx
Move Cap.:	1265	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	403	360	756	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.17	0.00	0.02	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	444	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	15.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.0			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: D[32.6]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0

Volume Module:	North Bound	South Bound	East Bound	West Bound
Base Vol:	0 406 251	17 276 0	0 0 0	205 0 14
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 406 251	17 276 0	0 0 0	205 0 14
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 406 251	17 276 0	0 0 0	205 0 14
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	0 406 251	17 276 0	0 0 0	205 0 14

Critical Gap Module:	North Bound	South Bound	East Bound	West Bound
Critical Gp:	xxxxx xxxx xxxxx	4.1 xxxx xxxxx	xxxxx xxxx xxxxx	6.4 6.5 6.2
FollowUpTim:	xxxxx xxxx xxxxx	2.2 xxxx xxxxx	xxxxx xxxx xxxxx	3.5 4.0 3.3

Capacity Module:	North Bound	South Bound	East Bound	West Bound
Cnflct Vol:	xxxx xxxx xxxxx	657 xxxx xxxxx	xxxx xxxx xxxxx	842 842 532
Potent Cap.:	xxxx xxxx xxxxx	940 xxxx xxxxx	xxxx xxxx xxxxx	337 303 552
Move Cap.:	xxxx xxxx xxxxx	940 xxxx xxxxx	xxxx xxxx xxxxx	333 298 552
Volume/Cap:	xxxx xxxx xxxxx	0.02 xxxx xxxxx	xxxx xxxx xxxxx	0.62 0.00 0.03

Level Of Service Module:	North Bound	South Bound	East Bound	West Bound
2Way95thQ:	xxxx xxxx xxxxx	0.1 xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Control Del:	xxxxx xxxx xxxxx	8.9 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
LOS by Move:	* * *	A * *	* * *	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 341 xxxxx
SharedQueue:	xxxxx xxxx xxxxx	0.1 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 4.2 xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	8.9 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 32.6 xxxxx
Shared LOS:	* * *	A * *	* * *	* D *
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	32.6
ApproachLOS:	*	*	*	D

Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - PM Peak Hour

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

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
 Loss Time (sec): 12 Average Delay (sec/veh): 26.6
 Optimal Cycle: 61 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	0	1

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.			Oak Valley Pkwy.-14th St.-F St.		
Base Vol:	441	574	84	33	426	18	56	151	348	68	123	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	574	84	33	426	18	56	151	348	68	123	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	441	574	84	33	426	18	56	151	348	68	123	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	574	84	33	426	18	56	151	348	68	123	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	441	574	84	33	426	18	56	151	348	68	123	27

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.			Oak Valley Pkwy.-14th St.-F St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.99	0.99	0.82	1.00	0.85	0.78	0.78	0.78
Lanes:	1.00	0.87	0.13	1.00	0.96	0.04	1.00	1.00	1.00	0.31	0.57	0.12
Final Sat.:	1805	1626	238	1805	1812	77	1566	1900	1615	460	832	183

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.			Oak Valley Pkwy.-14th St.-F St.		
Vol/Sat:	0.24	0.35	0.35	0.02	0.24	0.24	0.04	0.08	0.22	0.15	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.34	0.56	0.56	0.11	0.33	0.33	0.21	0.21	0.55	0.21	0.21	0.21
Volume/Cap:	0.71	0.63	0.63	0.16	0.71	0.71	0.17	0.38	0.39	0.71	0.71	0.71
Delay/Veh:	32.5	16.1	16.1	40.6	33.2	33.2	32.8	34.8	13.2	44.5	44.5	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	16.1	16.1	40.6	33.2	33.2	32.8	34.8	13.2	44.5	44.5	44.5
LOS by Move:	C	B	B	D	C	C	C	C	B	D	D	D
HCM2kAvgQ:	11	13	13	1	13	13	1	4	6	8	8	8

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project Conditions - PM Peak Hour

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

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	205	1023	134	50	743	121	129	84	124	109	68	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	1023	134	50	743	121	129	84	124	109	68	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1023	134	50	743	121	129	84	124	109	68	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	205	1023	134	50	743	121	129	84	124	109	68	41

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

Capacity Module:												
Cnflct Vol:	864	xxxx	xxxxx	1157	xxxx	xxxxx	2458	2471	804	2508	2464	1090
Potent Cap.:	787	xxxx	xxxxx	611	xxxx	xxxxx	21	31	386	20	31	264
Move Cap.:	787	xxxx	xxxxx	611	xxxx	xxxxx	0	21	386	0	21	264
Volume/Cap:	0.26	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	4.06	0.32	xxxx	3.26	0.16

Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.2	xxxx	xxxxx	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	47	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	23.4	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1697	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.018
 Loss Time (sec): 16 Average Delay (sec/veh): 54.8
 Optimal Cycle: 180 Level Of Service: D

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			8th St.-Wilson St.		
Base Vol:	56	966	296	190	650	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	966	296	190	650	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	966	296	190	650	72
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	56	966	296	190	650	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	966	296	190	650	72

Saturation Flow Module:	Highland Springs Ave.			8th St.-Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94
Lanes:	1.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1805	1900	1615	1805	3201	355

Capacity Analysis Module:	Highland Springs Ave.			8th St.-Wilson St.		
Vol/Sat:	0.03	0.51	0.18	0.11	0.20	0.20
Crit Moves:	****			****		
Green/Cycle:	0.15	0.50	0.63	0.10	0.45	0.45
Volume/Cap:	0.20	1.02	0.29	1.02	0.45	0.45
Delay/Veh:	37.2	58.7	8.5	115.4	19.3	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	58.7	8.5	115.4	19.3	19.3
LOS by Move:	D	E	A	F	B	B
HCM2kAvgQ:	1	34	4	8	8	8

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2022 With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	157	339	284	343	346	167	314	1073	286	165	884	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4738		1770	3366		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4738		1770	3366		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	157	339	284	343	346	167	314	1073	286	165	884	116
RTOR Reduction (vph)	0	138	0	0	104	0	0	0	204	0	0	83
Lane Group Flow (vph)	157	485	0	343	409	0	314	1073	82	165	884	33
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Effective Green, g (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Actuated g/C Ratio	0.07	0.29		0.07	0.29		0.07	0.29	0.29	0.07	0.29	0.29
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	126	1354		126	962		126	1011	452	126	1011	452
v/s Ratio Prot	0.09	0.10		c0.19	c0.12		c0.18	c0.30		0.09	0.25	
v/s Ratio Perm									0.05			0.02
v/c Ratio	1.25	0.36		2.72	0.42		2.49	1.06	0.18	1.31	0.87	0.07
Uniform Delay, d1	26.0	15.9		26.0	16.3		26.0	20.0	15.1	26.0	19.0	14.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	160.6	0.7		797.0	1.4		694.5	46.1	0.9	184.8	10.5	0.3
Delay (s)	186.6	16.7		823.0	17.6		720.5	66.1	15.9	210.8	29.5	14.9
Level of Service	F	B		F	B		F	E	B	F	C	B
Approach Delay (s)		50.9			340.3			180.3			53.7	
Approach LOS		D			F			F			D	
Intersection Summary												
HCM Average Control Delay		155.4				HCM Level of Service		F				
HCM Volume to Capacity ratio		1.11										
Actuated Cycle Length (s)		56.0				Sum of lost time (s)		16.0				
Intersection Capacity Utilization		87.1%				ICU Level of Service		E				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2022 With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	339	0	416	372	1375	0	0	969	581
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	339	0	416	372	1375	0	0	969	581
RTOR Reduction (vph)	0	0	0	0	0	17	0	0	0	0	0	387
Lane Group Flow (vph)	0	0	0	0	339	399	372	1375	0	0	969	194
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.19		c0.21	c0.39			0.27	
v/s Ratio Perm						c0.25						0.12
v/c Ratio					0.57	0.76	2.51	0.78			0.82	0.37
Uniform Delay, d1					13.2	14.3	22.0	9.8			14.7	12.2
Progression Factor					1.00	1.00	0.94	1.05			1.00	1.00
Incremental Delay, d2					4.0	9.7	686.2	0.9			6.5	2.0
Delay (s)					17.2	23.9	706.9	11.2			21.2	14.1
Level of Service					B	C	F	B			C	B
Approach Delay (s)		0.0			20.9			159.3			18.5	
Approach LOS		A			C			F			B	
Intersection Summary												
HCM Average Control Delay			79.7		HCM Level of Service					E		
HCM Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			48.0		Sum of lost time (s)					8.0		
Intersection Capacity Utilization			128.0%		ICU Level of Service					H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2022 With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	604	0	487	0	0	0	0	1139	348	258	1054	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	604	0	487	0	0	0	0	1139	348	258	1054	0
RTOR Reduction (vph)	0	0	43	0	0	0	0	0	232	0	0	0
Lane Group Flow (vph)	0	604	444	0	0	0	0	1139	116	258	1054	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.34						c0.32		c0.15	0.30	
v/s Ratio Perm			0.28						0.07			
v/c Ratio		1.02	0.84					0.97	0.22	1.74	0.60	
Uniform Delay, d1		16.0	14.8					15.7	11.5	22.0	8.5	
Progression Factor		1.00	1.00					1.00	1.00	1.05	1.04	
Incremental Delay, d2		43.2	14.9					19.1	1.0	351.7	0.9	
Delay (s)		59.2	29.7					34.8	12.5	374.8	9.8	
Level of Service		E	C					C	B	F	A	
Approach Delay (s)		46.0			0.0			29.6			81.6	
Approach LOS		D			A			C			F	
Intersection Summary												
HCM Average Control Delay			51.7									HCM Level of Service
HCM Volume to Capacity ratio			1.08									D
Actuated Cycle Length (s)			48.0									Sum of lost time (s)
Intersection Capacity Utilization			128.0%									12.0
Analysis Period (min)			15									ICU Level of Service
c Critical Lane Group												H

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - PM Peak Hour

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

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
 Loss Time (sec): 16 Average Delay (sec/veh): 37.0
 Optimal Cycle: 65 Level Of Service: D

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Base Vol:	79	426	100	263	470	169	148	364	111	135	330	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	426	100	263	470	169	148	364	111	135	330	231
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	79	426	100	263	470	0	148	364	111	135	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	426	100	263	470	0	148	364	111	135	330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	79	426	100	263	470	0	148	364	111	135	330	0

Saturation Flow Module:	Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	1.00	0.95	0.92	0.92	0.94	0.94	1.00
Lanes:	1.00	1.62	0.38	1.00	2.00	1.00	1.00	1.53	0.47	0.58	1.42	1.00
Final Sat.:	1805	2842	667	1805	3610	1900	1805	2670	814	1033	2526	1900

Capacity Analysis Module:	Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Vol/Sat:	0.04	0.15	0.15	0.15	0.13	0.00	0.08	0.14	0.14	0.13	0.13	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.22	0.22	0.22	0.29	0.00	0.20	0.20	0.20	0.20	0.20	0.00
Volume/Cap:	0.28	0.67	0.67	0.67	0.45	0.00	0.40	0.67	0.67	0.67	0.67	0.00
Delay/Veh:	38.0	37.7	37.7	40.3	29.5	0.0	35.3	39.2	39.2	39.8	39.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	37.7	37.7	40.3	29.5	0.0	35.3	39.2	39.2	39.8	39.8	0.0
LOS by Move:	D	D	D	D	C	A	D	D	D	D	D	A
HCM2kAvgQ:	2	9	9	7	6	0	4	8	8	8	8	0

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Potrero Blvd.

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[17.6]

Street Name:	Highland Springs Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0		0	0	2	0	1	
	1	0	2	0	0		1	0	0	0	1	
Volume Module:												
Base Vol:	46	370	0	0	459	173	122	0	54	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	370	0	0	459	173	122	0	54	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	370	0	0	459	173	122	0	54	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	46	370	0	0	459	173	122	0	54	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	632	xxxx	xxxxx	xxxx	xxxx	xxxxx	736	xxxx	230	xxxx	xxxx	xxxxx
Potent Cap.:	960	xxxx	xxxxx	xxxx	xxxx	xxxxx	359	xxxx	779	xxxx	xxxx	xxxxx
Move Cap.:	960	xxxx	xxxxx	xxxx	xxxx	xxxxx	345	xxxx	779	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	xxxx	0.07	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.6	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.0	xxxx	10.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.6			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 8.8 Worst Case Level Of Service: F[87.2]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	1	0	0	55	0	96	117	698	4	0	588	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	55	0	96	117	698	4	0	588	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	55	0	96	117	698	4	0	588	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	0	55	0	96	117	698	4	0	588	67

Critical Gap Module:	C St.			C St.			Wilson St.			Wilson St.		
Critical Gp:	7.1	xxxx	xxxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:	C St.			C St.			Wilson St.			Wilson St.		
Cnflct Vol:	1604	xxxx	xxxxxx	1556	1558	622	655	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	86	xxxx	xxxxxx	93	114	491	942	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	62	xxxx	xxxxxx	83	99	491	942	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.66	0.00	0.20	0.12	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	C St.			C St.			Wilson St.			Wilson St.		
2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	63.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	177	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	6.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	87.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	63.9			87.2			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 13.1 Worst Case Level Of Service: F[59.3]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0		0	0	1	0	0	
	0	0	0	1	0		0	0	0	0	0	

Volume Module:	Highland Home Rd.						Northern Loop					
Base Vol:	151	318	0	0	386	167	137	0	123	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	318	0	0	386	167	137	0	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	318	0	0	386	167	137	0	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	151	318	0	0	386	167	137	0	123	0	0	0

Critical Gap Module:	Highland Home Rd.						Northern Loop					
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Highland Home Rd.						Northern Loop					
Cnflct Vol:	553	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1090	1090	470	xxxx	xxxx	xxxxxx
Potent Cap.:	1027	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	240	217	598	xxxx	xxxx	xxxxxx
Move Cap.:	1027	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	211	182	598	xxxx	xxxx	xxxxxx
Volume/Cap:	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	0.65	0.00	0.21	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.						Northern Loop					
2Way95thQ:	0.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	304	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	7.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	59.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx		59.3			xxxxxx		
ApproachLOS:	*				*		F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 13.5 Worst Case Level Of Service: F[53.7]

Street Name:	Beaumont Rd.-G St					Highland Home Rd.				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Control:	Uncontrolled					Stop Sign				
Rights:	Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0

Volume Module:	Beaumont Rd.-G St					Highland Home Rd.				
Base Vol:	0	315	126	261	248	0	0	0	0	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	315	126	261	248	0	0	0	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	315	126	261	248	0	0	0	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	315	126	261	248	0	0	0	0	105

Critical Gap Module:	Beaumont Rd.-G St					Highland Home Rd.				
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4 6.5 6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5 4.0 3.3

Capacity Module:	Beaumont Rd.-G St					Highland Home Rd.				
Cnflct Vol:	xxxx	xxxx	xxxxx	441	xxxx	xxxxx	xxxx	xxxx	xxxxx	1148 1148 378
Potent Cap.:	xxxx	xxxx	xxxxx	1130	xxxx	xxxxx	xxxx	xxxx	xxxxx	222 200 673
Move Cap.:	xxxx	xxxx	xxxxx	1130	xxxx	xxxxx	xxxx	xxxx	xxxxx	175 146 673
Volume/Cap:	xxxx	xxxx	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	0.60 0.00 0.23

Level Of Service Module:	Beaumont Rd.-G St					Highland Home Rd.				
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	313
SharedQueue:	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.0
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	53.7
Shared LOS:	*	*	*	A	*	*	*	*	*	F
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			53.7
ApproachLOS:	*			*			*			F

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 2.3 Worst Case Level of Service: B[11.1]

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	134	416	0	0	354	0	0	0	109	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	416	0	0	354	0	0	0	109	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	416	0	0	354	0	0	0	109	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	134	416	0	0	354	0	0	0	109	0	0	0

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

Capacity Module:												
Cnflct Vol:	354	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	354	xxxx	xxxx	xxxxxx
Potent Cap.:	1216	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	694	xxxx	xxxx	xxxxxx
Move Cap.:	1216	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	694	xxxx	xxxx	xxxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.16	xxxx	xxxx	xxxxxx

Level of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.6	xxxx	xxxx	xxxxxx
Control Del:	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	11.1	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
SharedQueue:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Shrd ConDel:	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.1			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[15.0]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	117	551	0	0	441	17	14	0	96	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	551	0	0	441	17	14	0	96	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	551	0	0	441	17	14	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	117	551	0	0	441	17	14	0	96	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	458	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1235	1235	450	xxxx	xxxx	xxxxxx
Potent Cap.:	1114	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	197	178	614	xxxx	xxxx	xxxxxx
Move Cap.:	1114	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	180	158	614	xxxx	xxxx	xxxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.08	0.00	0.16	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	470	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	15.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.0			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	1	0	1	0	1	1	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Base Vol:	109	280	94	249	231	56	58	550	109	34	474	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	280	94	249	231	56	58	550	109	34	474	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	280	94	249	231	56	58	550	109	34	474	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	109	280	94	249	231	56	58	550	109	34	474	331

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Cnflct Vol:	1141	1594	330	1239	1483	403	805	xxxx	xxxxx	659	xxxx	xxxxx
Potent Cap.:	158	108	672	134	126	603	828	xxxx	xxxxx	939	xxxx	xxxxx
Move Cap.:	0	97	672	0	113	603	828	xxxx	xxxxx	939	xxxx	xxxxx
Volume/Cap:	xxxx	2.89	0.14	xxxx	2.04	0.09	0.07	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
2Way95thQ:	xxxx	26.8	0.5	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:xxxxx	946	11.2	xxxxxx	xxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	F	B	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	+Inf			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 150.9 Worst Case Level Of Service: F[875.3]

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	1	0	1	1	0	0

Volume Module:												
Base Vol:	0	0	0	306	0	55	172	578	1	9	621	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	306	0	55	172	578	1	9	621	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	306	0	55	172	578	1	9	621	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	306	0	55	172	578	1	9	621	366

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	1251	1928	290	1455	1745	494	987	xxxx	xxxxx	579	xxxx	xxxxx
Potent Cap.:	131	67	713	123	87	527	708	xxxx	xxxxx	1005	xxxx	xxxxx
Move Cap.:	95	50	713	99	65	527	708	xxxx	xxxxx	1005	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	3.08	0.00	0.10	0.24	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.9	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.6	11.7	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	99	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	29.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	1030	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			875.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.787
 Loss Time (sec): 0 Average Delay (sec/veh): 273.2
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Base Vol:	242	295	54	50	158	107	136	449	167	92	544	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	295	54	50	158	107	136	449	167	92	544	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	295	54	50	158	107	136	449	167	92	544	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	295	54	50	158	107	136	449	167	92	544	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	295	54	50	158	107	136	449	167	92	544	62

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.55	1.00	0.16	0.50	0.34	0.18	0.60	0.22	0.13	0.78	0.09
Final Sat.:	178	217	440	63	200	135	76	251	93	55	325	37

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Vol/Sat:	1.36	1.36	0.12	0.79	0.79	0.79	1.79	1.79	1.79	1.67	1.67	1.67
Crit Moves:	****			****			****			****		
Delay/Veh:	202.6	203	12.0	38.8	38.8	38.8	384.0	384	384.0	334.1	334	334.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	202.6	203	12.0	38.8	38.8	38.8	384.0	384	384.0	334.1	334	334.1
LOS by Move:	F	F	B	E	E	E	F	F	F	F	F	F
ApproachDel:	185.2			38.8			384.0			334.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	185.2			38.8			384.0			334.1		
LOS by Appr:	F			E			F			F		
AllWayAvgQ:	20.9	20.9	0.1	3.0	3.0	3.0	43.5	43.5	43.5	37.4	37.4	37.4

Note: Queue reported is the number of cars per lane.

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

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
 Loss Time (sec): 12 Average Delay (sec/veh): 29.3
 Optimal Cycle: 76 Level Of Service: C

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	276	608	102	100	460	106	105	459	219	218	412	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	608	102	100	460	106	105	459	219	218	412	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	608	102	100	460	106	105	459	219	218	412	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	608	102	100	460	106	105	459	219	218	412	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	608	102	100	460	106	105	459	219	218	412	79

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	0.93	0.93	0.30	0.92	0.92	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.71	0.29	1.00	1.63	0.37	1.00	1.35	0.65	1.00	1.68	0.32
Final Sat.:	720	3023	507	570	2852	657	1805	2327	1110	1805	2956	567

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.38	0.20	0.20	0.18	0.16	0.16	0.06	0.20	0.20	0.12	0.14	0.14
Crit Moves:	****						****			****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.13	0.25	0.25	0.15	0.27	0.27
Volume/Cap:	0.80	0.42	0.42	0.36	0.34	0.34	0.44	0.80	0.80	0.80	0.52	0.52
Delay/Veh:	34.0	17.0	17.0	17.2	16.2	16.2	41.1	40.6	40.6	55.9	31.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	17.0	17.0	17.2	16.2	16.2	41.1	40.6	40.6	55.9	31.9	31.9
LOS by Move:	C	B	B	B	B	B	D	D	D	E	C	C
HCM2kAvgQ:	9	7	7	2	6	6	3	12	12	9	7	7

Note: Queue reported is the number of cars per lane.

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

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): 12.6 Worst Case Level Of Service: F[102.5]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0

Volume Module:	Sunset Ave.						I-10 Westbound Ramps					
Base Vol:	162	828	0	0	464	440	0	0	0	39	15	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	828	0	0	464	440	0	0	0	39	15	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	828	0	0	464	440	0	0	0	39	15	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	162	828	0	0	464	440	0	0	0	39	15	192

Critical Gap Module:	Sunset Ave.						I-10 Westbound Ramps					
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Sunset Ave.						I-10 Westbound Ramps					
Cnflct Vol:	904	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1384	2056	414
Potent Cap.:	761	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	137	56	593
Move Cap.:	761	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	115	44	593
Volume/Cap:	0.21	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.34	0.34	0.32

Level Of Service Module:	Sunset Ave.						I-10 Westbound Ramps					
2Way95thQ:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	245	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	102	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	102.5		
ApproachLOS:	*	*	*	*	*	*	*	*	*	F		

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 272.3 Worst Case Level Of Service: F[652.0]

Street Name:	Sunset Ave.					I-10 Eastbound Ramps				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Control:	Uncontrolled		Uncontrolled			Stop Sign		Stop Sign		
Rights:	Include		Include			Include		Include		
Lanes:	0	0	1	1	0	0	1	0	0	0

Volume Module:	Sunset Ave.					I-10 Eastbound Ramps				
Base Vol:	0	496	29	154	365	0	490	4	251	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	496	29	154	365	0	490	4	251	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	496	29	154	365	0	490	4	251	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	496	29	154	365	0	490	4	251	0

Critical Gap Module:	Sunset Ave.					I-10 Eastbound Ramps				
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx

Capacity Module:	Sunset Ave.					I-10 Eastbound Ramps				
Cnflct Vol:	xxxx	xxxx	xxxxx	525	xxxx	xxxxx	921	1198	183	xxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1052	xxxx	xxxxx	273	187	835	xxxx
Move Cap.:	xxxx	xxxx	xxxxx	1052	xxxx	xxxxx	240	157	835	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	2.04	0.03	0.30	xxxx

Level of Service Module:	Sunset Ave.					I-10 Eastbound Ramps				
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	314	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	58.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	652	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	F	*	*	*
ApproachDel:	xxxxxx			xxxxxx			652.0		xxxxxx	
ApproachLOS:	*			*			F		*	

Note: Queue reported is the number of cars per lane.

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

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): 12.5 Worst Case Level Of Service: F[100.1]

Street Name:	Sunrise Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1

Volume Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Base Vol:	65	34	62	12	15	20	26	508	34	46	626	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	34	62	12	15	20	26	508	34	46	626	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	34	62	12	15	20	26	508	34	46	626	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	65	34	62	12	15	20	26	508	34	46	626	17

Critical Gap Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Cnflct Vol:	1321	1312	525	1343	1312	626	643	xxxx	xxxxx	542	xxxx	xxxxx
Potent Cap.:	135	160	556	130	160	488	951	xxxx	xxxxx	1037	xxxx	xxxxx
Move Cap.:	113	149	556	90	149	488	951	xxxx	xxxxx	1037	xxxx	xxxxx
Volume/Cap:	0.57	0.23	0.11	0.13	0.10	0.04	0.03	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	176	xxxxx	xxxx	171	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	6.9	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	100	xxxxx	xxxxx	33.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	D	*	*	*	*	*	*	*
ApproachDel:	100.1			33.8			xxxxxx			xxxxxx		
ApproachLOS:	F			D			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[14.4]

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0

Volume Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	32	0	69	0	0	0	0	467	70	43	601	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	0	69	0	0	0	0	467	70	43	601	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	0	69	0	0	0	0	467	70	43	601	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	0	69	0	0	0	0	467	70	43	601	0

Critical Gap Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Cnflct Vol:	889	1189	269	921	1224	301	xxxxx	xxxxx	xxxxx	537	xxxxx	xxxxx
Potent Cap.:	287	190	736	229	181	702	xxxxx	xxxxx	xxxxx	1041	xxxxx	xxxxx
Move Cap.:	278	182	736	201	173	702	xxxxx	xxxxx	xxxxx	1041	xxxxx	xxxxx
Volume/Cap:	0.12	0.00	0.09	0.00	0.00	0.00	xxxxx	xxxxx	xxxxx	0.04	xxxxx	xxxxx

Level Of Service Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	483	xxxxx	xxxxx	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	14.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.4			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.996
 Loss Time (sec): 0 Average Delay (sec/veh): 37.7
 Optimal Cycle: 0 Level Of Service: E

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1	1	0	0 1 0

Volume Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	97	142	56	59	81	55	45	387	32	46	447	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	142	56	59	81	55	45	387	32	46	447	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	142	56	59	81	55	45	387	32	46	447	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	142	56	59	81	55	45	387	32	46	447	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	142	56	59	81	55	45	387	32	46	447	55

Saturation Flow Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.48	0.19	0.30	0.42	0.28	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	153	224	88	131	180	122	449	479	528	462	449	55

Capacity Analysis Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.63	0.63	0.63	0.45	0.45	0.45	0.10	0.81	0.06	0.10	1.00	1.00
Crit Moves:	****			****			****			****		
Delay/Veh:	21.6	21.6	21.6	16.4	16.4	16.4	11.5	33.2	9.8	11.3	65.5	65.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.6	21.6	16.4	16.4	16.4	11.5	33.2	9.8	11.3	65.5	65.5
LOS by Move:	C	C	C	C	C	C	B	D	A	B	F	F
ApproachDel:	21.6			16.4			29.5			61.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.6			16.4			29.5			61.0		
LOS by Appr:	C			C			D			F		
AllWayAvgQ:	1.4	1.4	1.4	0.7	0.7	0.7	0.1	3.1	0.1	0.1	7.8	7.8

Note: Queue reported is the number of cars per lane.

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

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
 Loss Time (sec): 16 Average Delay (sec/veh): 42.9
 Optimal Cycle: 86 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	297	246	293	26	167	53	80	345	203	300	288	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	246	293	26	167	53	80	345	203	300	288	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	246	293	26	167	53	80	345	203	300	288	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	246	293	26	167	53	80	345	203	300	288	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	297	246	293	26	167	53	80	345	203	300	288	49

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	0.46	0.54	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.71	0.29
Final Sat.:	1805	796	948	1805	1390	441	1805	1900	1615	1805	3017	513

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.16	0.31	0.31	0.01	0.12	0.12	0.04	0.18	0.13	0.17	0.10	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.25	0.36	0.36	0.07	0.18	0.18	0.17	0.21	0.21	0.19	0.24	0.24
Volume/Cap:	0.66	0.85	0.85	0.21	0.66	0.66	0.26	0.85	0.59	0.85	0.41	0.41
Delay/Veh:	37.2	40.3	40.3	44.7	42.8	42.8	36.3	53.8	38.1	56.8	32.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	40.3	40.3	44.7	42.8	42.8	36.3	53.8	38.1	56.8	32.7	32.7
LOS by Move:	D	D	D	D	D	D	D	D	D	E	C	C
HCM2kAvgQ:	9	18	18	1	7	7	2	13	6	12	5	5

Note: Queue reported is the number of cars per lane.

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

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): 43.9 Worst Case Level Of Service: F[263.0]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	0	0	1	0

Volume Module:												
Base Vol:	361	606	0	0	255	365	0	0	0	56	0	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	606	0	0	255	365	0	0	0	56	0	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	606	0	0	255	365	0	0	0	56	0	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	361	606	0	0	255	365	0	0	0	56	0	244

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1766	1948	606
Potent Cap.:	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	93	65	501
Move Cap.:	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	59	35	501
Volume/Cap:	0.37	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.95	0.00	0.49

Level Of Service Module:												
2Way95thQ:	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	209	xxxxx
SharedQueue:	1.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.7	xxxxx
Shrd ConDel:	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	263	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx			xxxxxx			xxxxxx			263.0	
ApproachLOS:	*	*			*			*			F	

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 221.9 Worst Case Level of Service: F[514.6]

Street Name:	8th St.					I-10 Eastbound Ramps									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign				
Rights:	Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0

Volume Module:	8th St.					I-10 Eastbound Ramps						
Base Vol:	0	591	56	120	196	0	372	1	353	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	591	56	120	196	0	372	1	353	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	591	56	120	196	0	372	1	353	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	591	56	120	196	0	372	1	353	0	0	0

Critical Gap Module:	8th St.					I-10 Eastbound Ramps						
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	8th St.					I-10 Eastbound Ramps						
Cnflct Vol:	xxxx	xxxx	xxxxx	647	xxxx	xxxxx	1055	1083	196	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	948	xxxx	xxxxx	252	219	850	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	948	xxxx	xxxxx	226	189	850	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	1.65	0.01	0.42	xxxx	xxxx	xxxx

Level of Service Module:	8th St.					I-10 Eastbound Ramps									
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	351	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	52.1	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	515	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			514.6			xxxxxx					
ApproachLOS:	*			*			F			*					

Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - PM Peak Hour

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
 Loss Time (sec): 0 Average Delay (sec/veh): 22.0
 Optimal Cycle: 0 Level Of Service: C

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	15	68	47	31	27	8	26	447	14	13	509	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	68	47	31	27	8	26	447	14	13	509	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	68	47	31	27	8	26	447	14	13	509	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	68	47	31	27	8	26	447	14	13	509	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	68	47	31	27	8	26	447	14	13	509	49

Saturation Flow Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.82	1.00	0.47	0.41	0.12	0.05	0.92	0.03	0.02	0.89	0.09
Final Sat.:	83	378	513	221	192	57	36	613	19	16	615	59

Capacity Analysis Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.18	0.18	0.09	0.14	0.14	0.14	0.73	0.73	0.73	0.83	0.83	0.83
Crit Moves:	****			****			****			****		
Delay/Veh:	11.3	11.3	9.7	10.8	10.8	10.8	20.5	20.5	20.5	27.1	27.1	27.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	9.7	10.8	10.8	10.8	20.5	20.5	20.5	27.1	27.1	27.1
LOS by Move:	B	B	A	B	B	B	C	C	C	D	D	D
ApproachDel:	10.7			10.8			20.5			27.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.7			10.8			20.5			27.1		
LOS by Appr:	B			B			C			D		
AllWayAvgQ:	0.2	0.2	0.1	0.1	0.1	0.1	2.3	2.3	2.3	3.6	3.6	3.6

Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project Conditions - PM Peak Hour

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

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886
 Loss Time (sec): 12 Average Delay (sec/veh): 24.6
 Optimal Cycle: 0 Level Of Service: C

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:	San Gorgonio			Wilson St.		
Base Vol:	44	118	40	10	57	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	118	40	10	57	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	118	40	10	57	111
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	44	118	40	10	57	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	118	40	10	57	111

Saturation Flow Module:	San Gorgonio			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.75	0.25	0.06	0.32	0.62
Final Sat.:	418	339	115	26	145	283

Capacity Analysis Module:	San Gorgonio			Wilson St.		
Vol/Sat:	0.11	0.35	0.35	0.39	0.39	0.39
Crit Moves:	****			****		
Delay/Veh:	11.7	13.7	13.7	14.6	14.6	14.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	13.7	13.7	14.6	14.6	14.6
LOS by Move:	B	B	B	B	B	B
ApproachDel:	13.2			14.6		
Delay Adj:	1.00			1.00		
ApprAdjDel:	13.2			14.6		
LOS by Appr:	B			B		
AllWayAvgQ:	0.1	0.4	0.4	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

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YEAR 2032 CONDITIONS

Configuration: buildout

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

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

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 2579.0 Worst Case Level Of Service: F[14444.5]

Street Name: I-10 Eastbound Ramp San Timeteo Canyon Dr.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|-----|
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 1 0 1 0 0 1 0 0 0 1! 0 0

```

-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      0      0      19      325      7      398      0 1600      16      31 1331      362
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0      0      19      325      7      398      0 1600      16      31 1331      362
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0      0      19      325      7      398      0 1600      16      31 1331      362
Reduct Vol:     0      0      0      0      0      0      0      0      0      0      0      0
FinalVolume:    0      0      19      325      7      398      0 1600      16      31 1331      362
-----|-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx 6.2 7.1 6.5 6.2 xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx 3.3 3.5 4.0 3.3 xxxxx xxxx xxxxx 2.2 xxxx xxxxx
-----|-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxx xxxx 1608 3192 3190 1512 xxxxx xxxx xxxxx 1616 xxxx xxxxx
Potent Cap.: xxxx xxxx 131 6 10 149 xxxxx xxxx xxxxx 409 xxxx xxxxx
Move Cap.: xxxx xxxx 131 5 10 149 xxxxx xxxx xxxxx 409 xxxx xxxxx
Volume/Cap: xxxx xxxx 0.15 65.48 0.73 2.67 xxxxx xxxx xxxxx 0.08 xxxx xxxxx
-----|-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxx xxxx 0.5 xxxxx xxxx 35.3 xxxxx xxxx xxxxx 0.2 xxxx xxxxx
Control Del:xxxxx xxxx 37.2 xxxxx xxxx 816.7 xxxxx xxxx xxxxx 14.5 xxxx xxxxx
LOS by Move: * * E * * F * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx 5 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 43.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 30781 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * F * * * * *
ApproachDel: 37.2 xxxxxx xxxxxx xxxxxx
ApproachLOS: E F * *
*****

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Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

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

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 1252.6 Worst Case Level Of Service: F[10160.0]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	1		0	0	0	1	0	

Volume Module:												
Base Vol:	282	0	248	0	0	0	0	914	484	0	2371	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	0	248	0	0	0	0	914	484	0	2371	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	0	248	0	0	0	0	914	484	0	2371	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	282	0	248	0	0	0	0	914	484	0	2371	0

Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	3527	xxxx	1156	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	7	xxxx	242	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	7	xxxx	242	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	40.89	xxxx	1.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	37.2	xxxx	10.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	18999	xxxx	109.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	F	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): OVERFLOW Worst Case Level of Service: F[xxxxx]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	0 1 0	1	0	0 1 0

Volume Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	188	53	53	26	76	163	90	478	134	90	776	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	53	53	26	76	163	90	478	134	90	776	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	53	53	26	76	163	90	478	134	90	776	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	188	53	53	26	76	163	90	478	134	90	776	26

Critical Gap Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Cnflct Vol:	1814	1707	545	1747	1761	789	802	xxxx	xxxxx	612	xxxx	xxxxx
Potent Cap.:	61	92	542	68	85	394	830	xxxx	xxxxx	977	xxxx	xxxxx
Move Cap.:	0	75	542	23	69	394	830	xxxx	xxxxx	977	xxxx	xxxxx
Volume/Cap:	xxxx	0.71	0.10	1.14	1.10	0.41	0.11	xxxx	xxxx	0.09	xxxx	xxxx

Level of Service Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	100	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	24.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	840	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			840.4			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

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

Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
 Loss Time (sec): 12 Average Delay (sec/veh): 24.5
 Optimal Cycle: 47 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:	Beaumont Ave.			Beaumont Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	34	286	31	153	481	281	145	381	55	71	618	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	286	31	153	481	281	145	381	55	71	618	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	286	31	153	481	281	145	381	55	71	618	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	286	31	153	481	281	145	381	55	71	618	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	286	31	153	481	281	145	381	55	71	618	109

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.90	0.90	0.28	0.93	0.93	0.45	0.93	0.93
Lanes:	1.00	1.80	0.20	1.00	1.26	0.74	1.00	1.75	0.25	1.00	1.70	0.30
Final Sat.:	1805	3208	348	1805	2153	1258	528	3095	447	855	3001	529

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.02	0.09	0.09	0.08	0.22	0.22	0.27	0.12	0.12	0.08	0.21	0.21
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.22	0.22	0.21	0.36	0.36	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.27	0.40	0.40	0.40	0.61	0.61	0.61	0.28	0.28	0.19	0.46	0.46
Delay/Veh:	45.2	33.5	33.5	34.7	27.0	27.0	25.9	17.6	17.6	16.9	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	33.5	33.5	34.7	27.0	27.0	25.9	17.6	17.6	16.9	19.5	19.5
LOS by Move:	D	C	C	C	C	C	C	B	B	B	B	B
HCM2kAvgQ:	1	5	5	4	11	11	4	4	4	1	8	8

Note: Queue reported is the number of cars per lane.

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

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 0 Average Delay (sec/veh): 12.3
Optimal Cycle: 0 Level Of Service: B

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0

Volume Module:	Beaumont Ave.			Beaumont Ave.			8th St.			8th St.		
Base Vol:	13	247	22	53	568	31	20	55	12	16	108	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	247	22	53	568	31	20	55	12	16	108	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	247	22	53	568	31	20	55	12	16	108	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	247	22	53	568	31	20	55	12	16	108	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	247	22	53	568	31	20	55	12	16	108	23

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			8th St.			8th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.75	0.16	0.16	1.74	0.10	0.23	0.63	0.14	0.11	0.73	0.16
Final Sat.:	53	1024	92	102	1114	62	125	342	75	62	416	89

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			8th St.			8th St.		
Vol/Sat:	0.24	0.24	0.24	0.52	0.51	0.50	0.16	0.16	0.16	0.26	0.26	0.26
Crit Moves:	****			****			****			****		
Delay/Veh:	10.5	10.4	10.3	14.0	13.7	13.4	10.2	10.2	10.2	10.9	10.9	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.4	10.3	14.0	13.7	13.4	10.2	10.2	10.2	10.9	10.9	10.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.4			13.7			10.2			10.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.4			13.7			10.2			10.9		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	1.0	0.9	0.9	0.2	0.2	0.2	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
 Loss Time (sec): 12 Average Delay (sec/veh): 31.1
 Optimal Cycle: 80 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	1

Volume Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	461	530	0	0	808	194	0	0	0	185	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	461	530	0	0	808	194	0	0	0	185	0	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	461	530	0	0	808	194	0	0	0	185	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	530	0	0	808	194	0	0	0	185	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	461	530	0	0	808	194	0	0	0	185	0	280

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.92	0.92	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.61	0.39	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2827	679	0	0	0	1809	0	1615

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Vol/Sat:	0.26	0.15	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.10	0.00	0.17
Crit Moves:	****			****								****
Green/Cycle:	0.31	0.67	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.81	0.22	0.00	0.00	0.81	0.81	0.00	0.00	0.00	0.48	0.00	0.81
Delay/Veh:	40.2	6.6	0.0	0.0	33.6	33.6	0.0	0.0	0.0	35.4	0.0	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	6.6	0.0	0.0	33.6	33.6	0.0	0.0	0.0	35.4	0.0	51.0
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	13	3	0	0	17	17	0	0	0	5	0	11

Note: Queue reported is the number of cars per lane.

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

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
 Loss Time (sec): 12 Average Delay (sec/veh): 24.8
 Optimal Cycle: 52 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	2	0	1		1	0	0	0	1	0	0	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB Ramps			I-10 WB Ramps		
Base Vol:	0	797	171	244	738	0	197	0	334	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	797	171	244	738	0	197	0	334	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	797	171	244	738	0	197	0	334	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	797	171	244	738	0	197	0	334	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	797	171	244	738	0	197	0	334	0	0	0

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB Ramps			I-10 WB Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB Ramps			I-10 WB Ramps		
Vol/Sat:	0.00	0.22	0.11	0.14	0.20	0.00	0.11	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.35	0.35	0.21	0.56	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.31	0.64	0.37	0.00	0.34	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	28.6	24.3	39.6	12.5	0.0	26.0	0.0	31.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.6	24.3	39.6	12.5	0.0	26.0	0.0	31.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	4	7	6	0	5	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
 Loss Time (sec): 12 Average Delay (sec/veh): 26.1
 Optimal Cycle: 58 Level Of Service: C

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	1

Volume Module:	Beaumont Ave.			Beaumont Ave.			1st St.			1st St.		
Base Vol:	56	807	291	136	691	98	39	54	9	296	150	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	807	291	136	691	98	39	54	9	296	150	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	807	291	136	691	98	39	54	9	296	150	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	807	291	136	691	98	39	54	9	296	150	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	807	291	136	691	98	39	54	9	296	150	123

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			1st St.			1st St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.93	0.93	0.43	0.98	0.98	0.72	0.93	0.93
Lanes:	1.00	1.47	0.53	1.00	1.75	0.25	1.00	0.86	0.14	1.00	0.55	0.45
Final Sat.:	1805	2547	918	1805	3102	440	819	1594	266	1362	973	798

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			1st St.			1st St.		
Vol/Sat:	0.03	0.32	0.32	0.08	0.22	0.22	0.05	0.03	0.03	0.22	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.46	0.46	0.11	0.43	0.43	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.23	0.69	0.69	0.69	0.52	0.52	0.15	0.11	0.11	0.69	0.49	0.49
Delay/Veh:	39.1	22.9	22.9	53.1	21.1	21.1	25.0	24.5	24.5	34.9	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	22.9	22.9	53.1	21.1	21.1	25.0	24.5	24.5	34.9	28.5	28.5
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	15	15	4	9	9	1	1	1	9	7	7

Note: Queue reported is the number of cars per lane.

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

Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): 173.4 Worst Case Level Of Service: F[1237.3]

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	1	0	1	0	0	1	0	0	0

Volume Module:												
Base Vol:	32	597	48	29	660	249	214	22	4	102	40	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	597	48	29	660	249	214	22	4	102	40	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	597	48	29	660	249	214	22	4	102	40	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	597	48	29	660	249	214	22	4	102	40	156

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	909	xxxx	xxxxx	645	xxxx	xxxxx	1225	1552	455	1084	1652	323
Potent Cap.:	757	xxxx	xxxxx	950	xxxx	xxxxx	137	115	558	174	100	679
Move Cap.:	757	xxxx	xxxxx	950	xxxx	xxxxx	66	106	558	137	92	679
Volume/Cap:	0.04	xxxx	xxxx	0.03	xxxx	xxxx	3.25	0.21	0.01	0.75	0.44	0.23

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.0	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	69	xxxxx	xxxx	211	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	25.0	xxxxx	xxxxx	17.3	xxxxx
Shrd ConDel:	10.0	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	1237	xxxxx	xxxxx	254	xxxxx
Shared LOS:	A	*	*	A	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx				xxxxxx				1237.3			
ApproachLOS:	*				*				F			

Note: Queue reported is the number of cars per lane.

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

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	1	0

Volume Module:												
Base Vol:	325	519	3	35	732	1	1	9	183	13	56	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	519	3	35	732	1	1	9	183	13	56	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	519	3	35	732	1	1	9	183	13	56	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	325	519	3	35	732	1	1	9	183	13	56	116

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	733	xxxx	xxxxx	522	xxxx	xxxxx	1740	1975	367	1611	1974	261
Potent Cap.:	881	xxxx	xxxxx	1055	xxxx	xxxxx	57	63	636	71	63	744
Move Cap.:	881	xxxx	xxxxx	1055	xxxx	xxxxx	0	38	636	29	38	744
Volume/Cap:	0.37	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	0.23	0.29	0.44	1.46	0.16

Level Of Service Module:												
2Way95thQ:	1.7	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	1.2	xxxx	xxxx	xxxxx
Control Del:	11.5	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	12.9	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	90	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	590	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			589.7		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.566
 Loss Time (sec): 0 Average Delay (sec/veh): 125.3
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1

Volume Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	103	117	61	108	105	98	51	408	115	141	567	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	117	61	108	105	98	51	408	115	141	567	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	117	61	108	105	98	51	408	115	141	567	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	117	61	108	105	98	51	408	115	141	567	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	117	61	108	105	98	51	408	115	141	567	103

Saturation Flow Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	1.00	1.00	1.00	0.11	0.89	1.00	0.20	0.80	1.00
Final Sat.:	188	214	446	362	381	411	51	405	496	90	362	495

Capacity Analysis Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.55	0.55	0.14	0.30	0.28	0.24	1.01	1.01	0.23	1.57	1.57	0.21
Crit Moves:	****			****			****			****		
Delay/Veh:	21.6	21.6	11.9	16.5	15.4	13.9	72.1	72.1	11.9	285.0	285	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.6	11.9	16.5	15.4	13.9	72.1	72.1	11.9	285.0	285	11.7
LOS by Move:	C	C	B	C	C	B	F	F	B	F	F	B
ApproachDel:	19.5			15.3			60.0			250.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.5			15.3			60.0			250.3		
LOS by Appr:	C			C			F			F		
AllWayAvgQ:	1.1	1.1	0.2	0.4	0.4	0.3	7.8	7.8	0.3	34.5	34.5	0.3

Note: Queue reported is the number of cars per lane.

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

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
 Loss Time (sec): 0 Average Delay (sec/veh): 12.2
 Optimal Cycle: 0 Level Of Service: B

Street Name:	Palm Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Base Vol:	19	140	65	56	281	12	30	69	43	88	128	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	140	65	56	281	12	30	69	43	88	128	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	140	65	56	281	12	30	69	43	88	128	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	140	65	56	281	12	30	69	43	88	128	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	140	65	56	281	12	30	69	43	88	128	27

Saturation Flow Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.63	0.29	0.16	0.81	0.03	0.21	0.49	0.30	0.36	0.53	0.11
Final Sat.:	53	393	182	104	522	22	120	277	173	215	313	66

Capacity Analysis Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Vol/Sat:	0.36	0.36	0.36	0.54	0.54	0.54	0.25	0.25	0.25	0.41	0.41	0.41
Crit Moves:	****			****			****			****		
Delay/Veh:	11.0	11.0	11.0	13.8	13.8	13.8	10.3	10.3	10.3	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	13.8	13.8	13.8	10.3	10.3	10.3	12.0	12.0	12.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	11.0			13.8			10.3			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			13.8			10.3			12.0		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.5	0.5	1.0	1.0	1.0	0.3	0.3	0.3	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

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

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
 Loss Time (sec): 0 Average Delay (sec/veh): 36.2
 Optimal Cycle: 0 Level Of Service: E

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Base Vol:	100	0	94	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	94	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	94	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	100	0	94	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	94	0	0	0

Saturation Flow Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00
Final Sat.:	283	0	266	0	0	0

Capacity Analysis Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.35	xxxx	0.35	xxxx	xxxx	xxxx
Crit Moves:	****					
Delay/Veh:	12.7	0.0	12.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	0.0	12.7	0.0	0.0	0.0
LOS by Move:	B	*	B	*	*	*
ApproachDel:	12.7			xxxxxx		29.5
Delay Adj:	1.00			xxxxxx		1.00
ApprAdjDel:	12.7			xxxxxx		29.5
LOS by Appr:	B			*		D
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
 Loss Time (sec): 0 Average Delay (sec/veh): 14.1
 Optimal Cycle: 0 Level Of Service: B

Street Name: Pennsylvania Ave. 8th St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 29 171 17 83 312 35 25 152 22 23 124 53
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 29 171 17 83 312 35 25 152 22 23 124 53
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 29 171 17 83 312 35 25 152 22 23 124 53
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 29 171 17 83 312 35 25 152 22 23 124 53
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 29 171 17 83 312 35 25 152 22 23 124 53
 -----|-----|-----|-----|

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.13 0.79 0.08 0.19 0.73 0.08 0.13 0.76 0.11 0.11 0.62 0.27
 Final Sat.: 78 460 46 125 469 53 69 420 61 64 346 148
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.37 0.37 0.37 0.67 0.67 0.67 0.36 0.36 0.36 0.36 0.36 0.36
 Crit Moves: **** **** ****
 Delay/Veh: 11.7 11.7 11.7 17.6 17.6 17.6 11.8 11.8 11.8 11.6 11.6 11.6
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 11.7 11.7 11.7 17.6 17.6 17.6 11.8 11.8 11.8 11.6 11.6 11.6
 LOS by Move: B B B C C C B B B B B B
 ApproachDel: 11.7 17.6 11.8 11.6
 Delay Adj: 1.00 1.00 1.00 1.00
 ApprAdjDel: 11.7 17.6 11.8 11.6
 LOS by Appr: B C B B
 AllWayAvgQ: 0.5 0.5 0.5 1.7 1.7 1.7 0.4 0.4 0.4 0.4 0.4 0.4

Note: Queue reported is the number of cars per lane.

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

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 138.4 Worst Case Level Of Service: F[848.2]

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0

Volume Module:												
Base Vol:	0	423	180	371	588	0	0	0	0	125	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	423	180	371	588	0	0	0	0	125	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	423	180	371	588	0	0	0	0	125	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	423	180	371	588	0	0	0	0	125	0	174

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	603	xxxx	xxxxx	xxxx	xxxx	xxxxx	1843	1843	513
Potent Cap.:	xxxx	xxxx	xxxxx	984	xxxx	xxxxx	xxxx	xxxx	xxxxx	84	76	565
Move Cap.:	xxxx	xxxx	xxxxx	984	xxxx	xxxxx	xxxx	xxxx	xxxxx	52	40	565
Volume/Cap:	xxxx	xxxx	xxxx	0.38	xxxx	xxxx	xxxx	xxxx	xxxx	2.39	0.00	0.31

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	111	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	848	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			848.2		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): OVERFLOW Worst Case Level of Service: F[xxxxx]

Street Name:	Pennsylvania Ave					I-10 Eastbound Ramp				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Control:	Stop Sign		Stop Sign			Uncontrolled		Uncontrolled		
Rights:	Include		Include			Include		Include		
Lanes:	0	0	0	1	0	1	0	1	0	0

Volume Module:	Pennsylvania Ave					I-10 Eastbound Ramp				
Base Vol:	0	413	112	215	497	0	195	0	224	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	413	112	215	497	0	195	0	224	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	413	112	215	497	0	195	0	224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	413	112	215	497	0	195	0	224	0

Critical Gap Module:	Pennsylvania Ave					I-10 Eastbound Ramp				
Critical Gp:xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxxx

Capacity Module:	Pennsylvania Ave					I-10 Eastbound Ramp				
Cnflct Vol:	xxxx	502	112	765	614	xxxxx	0	xxxx	xxxxx	xxxxx
Potent Cap.:	xxxx	474	947	323	410	xxxxx	1636	xxxx	xxxxx	xxxxx
Move Cap.:	xxxx	411	947	0	355	xxxxx	1636	xxxx	xxxxx	xxxxx
Volume/Cap:	xxxx	1.00	0.12	xxxx	1.40	xxxx	0.12	xxxx	xxxx	xxxx

Level of Service Module:	Pennsylvania Ave					I-10 Eastbound Ramp				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	25.2	xxxxx	0.4	xxxx	xxxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	xxxxx	226	xxxxx	7.5	xxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	*	F	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT
Shared Cap.:	xxxx	xxxx	467	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
SharedQueue:xxxxx	xxxx	18.1	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	108.7	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Shared LOS:	*	*	F	*	*	*	*	*	*	*
ApproachDel:	108.7				+Inf		xxxxxxx		xxxxxxx	
ApproachLOS:	F				F		*		*	

Note: Queue reported is the number of cars per lane.

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

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[24.5]

Street Name:	Pennsylvania Ave.						3rd St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0		0	0	1	0	0	
	0	0	1	0	1		0	0	1	0	0	

Volume Module:	Pennsylvania Ave.						3rd St.					
Base Vol:	7	521	0	0	713	26	17	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	521	0	0	713	26	17	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	521	0	0	713	26	17	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	521	0	0	713	26	17	0	2	0	0	0

Critical Gap Module:	Pennsylvania Ave.						3rd St.					
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Pennsylvania Ave.						3rd St.					
Cnflct Vol:	739	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1248	1248	713	xxxx	xxxx	xxxxxx
Potent Cap.:	876	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	193	175	435	xxxx	xxxx	xxxxxx
Move Cap.:	876	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	192	173	435	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:	Pennsylvania Ave.						3rd St.					
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	204	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	24.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx		24.5			xxxxxx		
ApproachLOS:	*				*		C			*		

Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

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

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
 Loss Time (sec): 0 Average Delay (sec/veh): 26.1
 Optimal Cycle: 0 Level Of Service: D

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	1	0	0	1	0	1	0	1

Volume Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	0	15	1	289	40	343	124	396	0	4	417	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	15	1	289	40	343	124	396	0	4	417	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	15	1	289	40	343	124	396	0	4	417	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	15	1	289	40	343	124	396	0	4	417	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	15	1	289	40	343	124	396	0	4	417	229

Saturation Flow Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.94	0.06	1.00	0.10	0.90	1.00	1.00	0.00	0.01	1.29	0.70
Final Sat.:	0	353	24	445	54	464	433	471	0	6	622	359

Capacity Analysis Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	xxxx	0.04	0.04	0.65	0.74	0.74	0.29	0.84	xxxx	0.68	0.67	0.64
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	12.3	12.3	23.9	26.0	26.0	13.9	38.1	0.0	24.2	23.4	20.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.3	12.3	23.9	26.0	26.0	13.9	38.1	0.0	24.2	23.4	20.7
LOS by Move:	*	B	B	C	D	D	B	E	*	C	C	C
ApproachDel:	12.3			25.1			32.4			22.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.3			25.1			32.4			22.4		
LOS by Appr:	B			D			D			C		
AllWayAvgQ:	0.0	0.0	0.0	1.6	2.4	2.4	0.4	3.6	3.6	1.9	1.6	1.6

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

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

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 0 Average Delay (sec/veh): 12.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	1	1	0		1	0	1	1	0	

Volume Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	160	10	9	68	64	78	28	314	162	15	236	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	10	9	68	64	78	28	314	162	15	236	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	10	9	68	64	78	28	314	162	15	236	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	10	9	68	64	78	28	314	162	15	236	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	10	9	68	64	78	28	314	162	15	236	24

Saturation Flow Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.05	0.95	1.00	1.00	1.00	1.00	1.32	0.68	1.00	1.82	0.18
Final Sat.:	429	475	465	427	454	498	480	699	381	444	876	90

Capacity Analysis Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.37	0.02	0.02	0.16	0.14	0.16	0.06	0.45	0.43	0.03	0.27	0.27
Crit Moves:	****			****			****			****		
Delay/Veh:	14.8	10.2	9.6	12.0	11.2	10.5	10.3	14.2	13.2	10.6	12.2	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	10.2	9.6	12.0	11.2	10.5	10.3	14.2	13.2	10.6	12.2	12.0
LOS by Move:	B	B	A	B	B	B	B	B	B	B	B	B
ApproachDel:	14.3			11.2			13.7			12.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.3			11.2			13.7			12.1		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.0	0.0	0.2	0.1	0.2	0.1	0.8	0.7	0.0	0.3	0.3

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	176	104	45	67	245	71	29	118	185	134	228	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	104	45	67	245	71	29	118	185	134	228	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	104	45	67	245	71	29	118	185	134	228	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	176	104	45	67	245	71	29	118	185	134	228	57

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

Capacity Module:												
Cnflct Vol:	316	xxxx	xxxxxx	149	xxxx	xxxxxx	1036	916	281	1045	929	127
Potent Cap.:	1256	xxxx	xxxxxx	1445	xxxx	xxxxxx	212	275	763	209	270	929
Move Cap.:	1256	xxxx	xxxxxx	1445	xxxx	xxxxxx	0	225	763	81	221	929
Volume/Cap:	0.14	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	0.53	0.24	1.65	1.03	0.06

Level Of Service Module:															
2Way95thQ:	0.5	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	8.3	xxxx	xxxxxx	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	152	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	37.5	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	851	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			851.1					
ApproachLOS:	*			*			F			F					

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[12.1]

Street Name:	Highland Springs Ave.						16th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1	203	0	0	302	30	16	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	203	0	0	302	30	16	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	203	0	0	302	30	16	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	203	0	0	302	30	16	0	1	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	332	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	522	522	317	xxxx	xxxx	xxxxxx
Potent Cap.:	1239	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	519	462	728	xxxx	xxxx	xxxxxx
Move Cap.:	1239	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	518	462	728	xxxx	xxxx	xxxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	527	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	12.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			12.1			xxxxxx				
ApproachLOS:	*	*			B			*				

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	191	0	0	340	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	191	0	0	340	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	191	0	0	340	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	191	0	0	340	0	0	0	0	0	0	0

Critical Gap Module:

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

Capacity Module:

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

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
 Loss Time (sec): 12 Average Delay (sec/veh): 23.9
 Optimal Cycle: 50 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Base Vol:	220	185	0	0	323	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	185	0	0	323	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	185	0	0	323	9
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	220	185	0	0	323	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	185	0	0	323	9

Saturation Flow Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.97	0.03
Final Sat.:	1805	1900	0	0	1841	51

Capacity Analysis Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Vol/Sat:	0.12	0.10	0.00	0.00	0.18	0.18
Crit Moves:	****			****		
Green/Cycle:	0.20	0.48	0.00	0.00	0.28	0.28
Volume/Cap:	0.62	0.20	0.00	0.00	0.62	0.62
Delay/Veh:	40.2	15.2	0.0	0.0	33.5	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	15.2	0.0	0.0	33.5	33.5
LOS by Move:	D	B	A	A	C	C
HCM2kAvgQ:	6	3	0	0	10	10

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

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

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: D[26.0]

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	0	1	0	0

Volume Module:	Highland Springs Ave.						Starlight Ave.					
Base Vol:	147	372	0	0	634	141	20	0	270	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	372	0	0	634	141	20	0	270	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	372	0	0	634	141	20	0	270	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	147	372	0	0	634	141	20	0	270	0	0	0

Critical Gap Module:	Highland Springs Ave.						Starlight Ave.					
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Highland Springs Ave.						Starlight Ave.					
Cnflct Vol:	775	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1371	xxxx	705	xxxx	xxxx	xxxxxx
Potent Cap.:	850	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	163	xxxx	440	xxxx	xxxx	xxxxxx
Move Cap.:	850	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	141	xxxx	440	xxxx	xxxx	xxxxxx
Volume/Cap:	0.17	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.14	xxxx	0.61	xxxx	xxxx	xxxxxx

Level Of Service Module:	Highland Springs Ave.						Starlight Ave.					
2Way95thQ:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.5	xxxx	4.0	xxxx	xxxx	xxxxxx
Control Del:	10.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	34.7	xxxx	25.3	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	D	*	D	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx		26.0			xxxxxx		
ApproachLOS:		*			*		D			*		

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

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

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 16 Average Delay (sec/veh): 33.0
Optimal Cycle: 57 Level Of Service: C

Highland Springs Ave.						8th St.-Wilson St.						
North Bound			South Bound			East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	57	271	141	165	485	93	28	107	101	377	158	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	271	141	165	485	93	28	107	101	377	158	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	271	141	165	485	93	28	107	101	377	158	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	271	141	165	485	93	28	107	101	377	158	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	271	141	165	485	93	28	107	101	377	158	120

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.88	0.88	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.68	0.32	1.00	1.03	0.97	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	2956	567	1805	1722	1625	1805	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.09	0.09	0.16	0.16	0.02	0.06	0.06	0.21	0.04	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.24	0.58	0.15	0.27	0.27	0.22	0.10	0.10	0.35	0.23	0.23
Volume/Cap:	0.27	0.60	0.15	0.60	0.60	0.60	0.07	0.60	0.60	0.60	0.19	0.32
Delay/Veh:	41.0	36.2	9.5	43.3	32.7	32.7	31.1	45.8	45.8	28.6	30.9	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	36.2	9.5	43.3	32.7	32.7	31.1	45.8	45.8	28.6	30.9	32.3
LOS by Move:	D	D	A	D	C	C	C	D	D	C	C	C
HCM2kAvgQ:	2	7	2	5	8	8	1	4	4	10	2	3

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

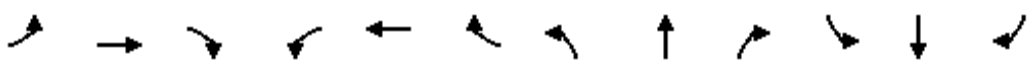
Year 2032 Without Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	185	257	316	127	57	186	602	349	130	825	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4642		1770	3375		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4642		1770	3375		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	74	185	257	316	127	57	186	602	349	130	825	48
RTOR Reduction (vph)	0	225	0	0	43	0	0	0	228	0	0	32
Lane Group Flow (vph)	74	217	0	316	141	0	186	602	121	130	825	16
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.0	9.6		17.5	20.1		10.5	28.7	28.7	9.8	28.0	28.0
Effective Green, g (s)	7.0	9.6		17.5	20.1		10.5	28.7	28.7	9.8	28.0	28.0
Actuated g/C Ratio	0.08	0.12		0.21	0.24		0.13	0.35	0.35	0.12	0.34	0.34
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	150	540		375	821		225	1230	550	210	1200	537
v/s Ratio Prot	0.04	c0.05		c0.18	0.04		c0.11	0.17		0.07	c0.23	
v/s Ratio Perm									0.08			0.01
v/c Ratio	0.49	0.40		0.84	0.17		0.83	0.49	0.22	0.62	0.69	0.03
Uniform Delay, d1	36.1	33.8		31.2	24.7		35.2	21.2	19.0	34.6	23.5	18.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.5	0.5		15.7	0.1		21.3	1.4	0.9	5.3	3.2	0.1
Delay (s)	38.6	34.3		46.9	24.8		56.5	22.6	20.0	40.0	26.8	18.3
Level of Service	D	C		D	C		E	C	B	D	C	B
Approach Delay (s)		34.9			38.8			27.3			28.1	
Approach LOS		C			D			C			C	
Intersection Summary												
HCM Average Control Delay			30.6			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			82.6			Sum of lost time (s)			17.0			
Intersection Capacity Utilization			75.0%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2032 Without Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↖	↗	↖	↗			↗	↖
Volume (vph)	0	0	0	297	0	313	419	839	0	0	803	583
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	297	0	313	419	839	0	0	803	583
RTOR Reduction (vph)	0	0	0	0	0	79	0	0	0	0	0	389
Lane Group Flow (vph)	0	0	0	0	297	234	419	839	0	0	803	194
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					c0.17		c0.24	0.24			c0.23	
v/s Ratio Perm						0.15						0.12
v/c Ratio					0.50	0.44	2.83	0.47			0.68	0.37
Uniform Delay, d1					12.8	12.5	22.0	7.9			13.8	12.2
Progression Factor					1.00	1.00	0.99	0.95			1.00	1.00
Incremental Delay, d2					3.1	2.7	837.0	0.6			3.2	2.0
Delay (s)					15.9	15.2	858.7	8.1			17.0	14.1
Level of Service					B	B	F	A			B	B
Approach Delay (s)		0.0			15.5			291.5			15.8	
Approach LOS		A			B			F			B	
Intersection Summary												
HCM Average Control Delay			122.3				HCM Level of Service			F		
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			48.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			104.2%				ICU Level of Service		G			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2032 Without Project

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	439	0	325	0	0	0	0	808	373	364	729	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	439	0	325	0	0	0	0	808	373	364	729	0
RTOR Reduction (vph)	0	0	107	0	0	0	0	0	249	0	0	0
Lane Group Flow (vph)	0	439	218	0	0	0	0	808	124	364	729	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.25						c0.23		c0.21	0.21	
v/s Ratio Perm			0.14						0.08			
v/c Ratio		0.74	0.41					0.68	0.24	2.46	0.41	
Uniform Delay, d1		14.2	12.4					13.8	11.6	22.0	7.6	
Progression Factor		1.00	1.00					1.00	1.00	1.08	0.96	
Incremental Delay, d2		8.3	2.4					3.2	1.0	672.2	0.5	
Delay (s)		22.5	14.7					17.1	12.6	696.0	7.8	
Level of Service		C	B					B	B	F	A	
Approach Delay (s)		19.2			0.0			15.7			237.0	
Approach LOS		B			A			B			F	
Intersection Summary												
HCM Average Control Delay			96.2									
HCM Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			48.0									
Intersection Capacity Utilization			104.2%									
Analysis Period (min)			15									
c Critical Lane Group												

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

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

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 16 Average Delay (sec/veh): 28.6
Optimal Cycle: 46 Level Of Service: C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Base Vol:	104	647	47	149	331	32	75	77	36	49	189	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	647	47	149	331	32	75	77	36	49	189	256
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	104	647	47	149	331	0	75	77	36	49	189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	647	47	149	331	0	75	77	36	49	189	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	104	647	47	149	331	0	75	77	36	49	189	0

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.90	0.90	0.94	0.94	1.00
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.36	0.64	0.41	1.59	1.00
Final Sat.:	1805	3332	242	1805	3610	1900	1805	2342	1095	736	2838	1900

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Vol/Sat:	0.06	0.19	0.19	0.08	0.09	0.00	0.04	0.03	0.03	0.07	0.07	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.26	0.42	0.42	0.18	0.34	0.00	0.09	0.09	0.09	0.15	0.15	0.00
Volume/Cap:	0.22	0.46	0.46	0.46	0.27	0.00	0.46	0.36	0.36	0.46	0.46	0.00
Delay/Veh:	29.2	20.8	20.8	37.7	23.9	0.0	45.2	43.5	43.5	39.8	39.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	20.8	20.8	37.7	23.9	0.0	45.2	43.5	43.5	39.8	39.8	0.0
LOS by Move:	C	C	C	D	C	A	D	D	D	D	D	A
HCM2kAvgQ:	3	8	8	4	4	0	3	2	2	4	4	0

Note: Queue reported is the number of cars per lane.

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

Intersection #30 Highland Springs Ave./Mellon Lane

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: C[24.0]

Street Name:	Highland Springs Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	1	1	0	0	0	1	0

Volume Module:

Base Vol:	61	534	0	0	321	61	205	0	52	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	534	0	0	321	61	205	0	52	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	534	0	0	321	61	205	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	534	0	0	321	61	205	0	52	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	382	xxxx	xxxxx	xxxx	xxxx	xxxxx	710	xxxx	161	xxxx	xxxx	xxxxx
Potent Cap.:	1188	xxxx	xxxxx	xxxx	xxxx	xxxxx	372	xxxx	862	xxxx	xxxx	xxxxx
Move Cap.:	1188	xxxx	xxxxx	xxxx	xxxx	xxxxx	358	xxxx	862	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.57	xxxx	0.06	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.4	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	27.7	xxxx	9.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	D	*	A	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			24.0			xxxxxx		
ApproachLOS:		*			*		C				*	

Note: Queue reported is the number of cars per lane.

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

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[20.2]

C St.						Wilson St.						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	0	1	0	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	6	0	0	0	0	0	0	388	1	0	693	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	0	0	0	0	388	1	0	693	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	0	0	0	0	388	1	0	693	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	0	0	0	0	0	388	1	0	693	0
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	6.4	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	1082	xxxx	xxxxx	1082	1082	693	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	243	xxxx	xxxxx	197	219	447	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	243	xxxx	xxxxx	197	219	447	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	20.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	20.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Home Rd. NB			Highland Home Rd. SB			Northern Loop EB			Northern Loop WB		
Base Vol:	0	408	0	0	238	0	0	0	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	408	0	0	238	0	0	0	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	408	0	0	238	0	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	408	0	0	238	0	0	0	0	0	0	

Critical Gap Module:	Highland Home Rd. NB			Highland Home Rd. SB			Northern Loop EB			Northern Loop WB		
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd. NB			Highland Home Rd. SB			Northern Loop EB			Northern Loop WB		
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	646	646	238	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	439	393	806	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	439	393	806	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd. NB			Highland Home Rd. SB			Northern Loop EB			Northern Loop WB		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 10.8 Worst Case Level Of Service: C[18.6]

Street Name:	Beaumont Rd.-G St					Highland Home Rd.						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Base Vol:	0	107	48	66	172	0	0	0	0	185	0	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	107	48	66	172	0	0	0	0	185	0	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	107	48	66	172	0	0	0	0	185	0	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	107	48	66	172	0	0	0	0	185	0	300

Critical Gap Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Cnflct Vol:	xxxx	xxxx	xxxxx	155	xxxx	xxxxx	xxxx	xxxx	xxxxx	435	435	131
Potent Cap.:	xxxx	xxxx	xxxxx	1438	xxxx	xxxxx	xxxx	xxxx	xxxxx	582	517	924
Move Cap.:	xxxx	xxxx	xxxxx	1438	xxxx	xxxxx	xxxx	xxxx	xxxxx	561	493	924
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	0.00	0.32

Level Of Service Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	741	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx	18.6	
ApproachLOS:	*			*			*			*	C	

Note: Queue reported is the number of cars per lane.

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

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	147	0	0	374	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	147	0	0	374	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	147	0	0	374	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	147	0	0	374	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	521	521	374	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	519	463	677	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	519	463	677	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	147	0	0	367	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	147	0	0	367	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	147	0	0	367	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	147	0	0	367	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	514	514	367	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	524	467	683	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	524	467	683	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	1	0	1	1
Volume Module:												
Base Vol:	14	41	30	159	169	40	74	252	43	89	646	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	41	30	159	169	40	74	252	43	89	646	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	41	30	159	169	40	74	252	43	89	646	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	41	30	159	169	40	74	252	43	89	646	32
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	209	xxxx	xxxxx	71	xxxx	xxxxx	930	606	189	724	596	41
Potent Cap.:	1374	xxxx	xxxxx	1542	xxxx	xxxxx	250	414	858	344	420	1036
Move Cap.:	1374	xxxx	xxxxx	1542	xxxx	xxxxx	0	364	858	132	368	1036
Volume/Cap:	0.01	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	0.69	0.05	0.67	1.75	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	1.5	xxxxx	3.7	8.5	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	20.1	xxxxx	75.8	55.1	xxxxx
LOS by Move:	A	*	*	A	*	*	*	C	*	F	F	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	426	xxxx	xxxx	391
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.9	xxxxx	xxxx	9.5
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	18.9	xxxxx	xxxx	58.2
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	F
ApproachDel:	xxxxxx			xxxxxx			+Inf			58.9		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 14.3 Worst Case Level Of Service: C[18.3]

Street Name:	Highland Home Rd.						Ramsey St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1	0	0	0	1	0	0	1	1	0	1	1	0
	0	0	1	0	0	0	1	0	0	1	1	0	1	1	0

Volume Module:															
Base Vol:	0	0	0	178	2	141	22	437	0	0	315	59			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	178	2	141	22	437	0	0	315	59			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	178	2	141	22	437	0	0	315	59			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	178	2	141	22	437	0	0	315	59			

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

Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	545	358	2	647	499	0			
Potent Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	452	572	1088	387	476	1091			
Move Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	151	503	1088	93	419	1091			
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	0.15	0.87	0.00	0.00	0.75	0.05			

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	0.5	2.2	xxxxx	xxxx	1.7	xxxxx			
Control Del:xxxxx	xxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	32.8	17.6	xxxxx	xxxxx	18.7	xxxxx			
LOS by Move:	*	*	*	A	*	*	D	C	*	*	C	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	503	xxxx	xxxx	503			
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	2.2	xxxxx	xxxx	2.1			
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	17.6	xxxxx	xxxx	17.4			
Shared LOS:	*	*	*	A	*	*	*	*	C	*	*	C			
ApproachDel:	xxxxxx			xxxxxx			18.3			18.0					
ApproachLOS:	*			*			C			C					

Note: Queue reported is the number of cars per lane.

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

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.507
Loss Time (sec): 0 Average Delay (sec/veh): 158.5
Optimal Cycle: 0 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1

Volume Module:	Sunset Ave. NB			Sunset Ave. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	107	174	36	88	522	89	80	335	201	41	180	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	174	36	88	522	89	80	335	201	41	180	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	174	36	88	522	89	80	335	201	41	180	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	174	36	88	522	89	80	335	201	41	180	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	174	36	88	522	89	80	335	201	41	180	42

Saturation Flow Module:	Sunset Ave. NB			Sunset Ave. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.62	1.00	0.12	0.75	0.13	0.13	0.54	0.33	0.16	0.68	0.16
Final Sat.:	155	252	453	58	346	59	62	260	156	66	290	68

Capacity Analysis Module:	Sunset Ave. NB			Sunset Ave. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.69	0.69	0.08	1.51	1.51	1.51	1.29	1.29	1.29	0.62	0.62	0.62
Crit Moves:	****			****			****			****		
Delay/Veh:	28.3	28.3	11.2	260.0	260	260.0	168.9	169	168.9	23.8	23.8	23.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	28.3	11.2	260.0	260	260.0	168.9	169	168.9	23.8	23.8	23.8
LOS by Move:	D	D	B	F	F	F	F	F	F	C	C	C
ApproachDel:	26.4			260.0			168.9			23.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	26.4			260.0			168.9			23.8		
LOS by Appr:	D			F			F			C		
AllWayAvgQ:	1.9	1.9	0.1	32.1	32.1	32.1	21.0	21.0	21.0	1.5	1.5	1.5

Note: Queue reported is the number of cars per lane.

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

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 12 Average Delay (sec/veh): 20.3
Optimal Cycle: 61 Level Of Service: C

Street Name:	Sunset Ave.						Ramsey St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	223	342	119	89	854	85	47	268	164	77	159	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	342	119	89	854	85	47	268	164	77	159	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	342	119	89	854	85	47	268	164	77	159	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	342	119	89	854	85	47	268	164	77	159	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	342	119	89	854	85	47	268	164	77	159	28

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.91	0.91	0.47	0.94	0.94	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.48	0.52	1.00	1.82	0.18	1.00	1.24	0.76	1.00	1.70	0.30
Final Sat.:	490	2574	896	893	3237	322	1805	2112	1292	1805	3002	529

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.45	0.13	0.13	0.10	0.26	0.26	0.03	0.13	0.13	0.04	0.05	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.12	0.18	0.18	0.07	0.12	0.12
Volume/Cap:	0.72	0.21	0.21	0.16	0.42	0.42	0.21	0.72	0.72	0.61	0.43	0.43
Delay/Veh:	20.2	7.8	7.8	7.6	9.3	9.3	39.9	43.0	43.0	53.6	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	7.8	7.8	7.6	9.3	9.3	39.9	43.0	43.0	53.6	41.3	41.3
LOS by Move:	C	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	6	3	3	1	8	8	1	8	8	3	3	3

Note: Queue reported is the number of cars per lane.

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

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): 59.3 Worst Case Level Of Service: F[439.3]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	0	0	1	0

Volume Module:												
Base Vol:	371	476	0	0	508	599	0	0	0	71	7	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	476	0	0	508	599	0	0	0	71	7	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	476	0	0	508	599	0	0	0	71	7	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	371	476	0	0	508	599	0	0	0	71	7	209

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	1107	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1472	2325	238
Potent Cap.:	638	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	120	38	769
Move Cap.:	638	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	65	16	769
Volume/Cap:	0.58	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.10	0.44	0.27

Level Of Service Module:												
2Way95thQ:	3.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	18.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	158	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	439	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx			xxxxxx			xxxxxx			439.3	
ApproachLOS:	*	*			*			*			F	

Note: Queue reported is the number of cars per lane.

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

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 183.4 Worst Case Level Of Service: F[638.1]

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	0	1	0	0	0

Volume Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
Base Vol:	0	562	146	278	302	0	287	2	224	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	562	146	278	302	0	287	2	224	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	562	146	278	302	0	287	2	224	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	562	146	278	302	0	287	2	224	0	0	0

Critical Gap Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
Cnflct Vol:	xxxx	xxxx	xxxxx	708	xxxx	xxxxx	1139	1566	151	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	198	112	875	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	142	71	875	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.31	xxxx	xxxx	2.03	0.03	0.26	xxxx	xxxx	xxxx

Level Of Service Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
2Way95thQ:	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	222	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxxx	41.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	638	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			638.1			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): 14.0 Worst Case Level Of Service: C[18.9]

Street Name:	Sunrise Ave.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:															
Base Vol:	29	15	26	13	72	23	18	344	97	31	218	5			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	29	15	26	13	72	23	18	344	97	31	218	5			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	29	15	26	13	72	23	18	344	97	31	218	5			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	29	15	26	13	72	23	18	344	97	31	218	5			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3			
Capacity Module:															
Cnflct Vol:	95	xxxx	xxxxx	41	xxxx	xxxxx	307	209	84	416	207	28			
Potent Cap.:	1512	xxxx	xxxxx	1581	xxxx	xxxxx	649	692	981	551	693	1053			
Move Cap.:	1512	xxxx	xxxxx	1581	xxxx	xxxxx	475	673	981	291	674	1053			
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.04	0.51	0.10	0.11	0.32	0.00			
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	1.4	0.0			
Control Del:	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.9	12.9	8.4			
LOS by Move:	A	*	*	A	*	*	*	*	*	C	B	A			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	708	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.8	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.9	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			18.9			13.5					
ApproachLOS:	*			*			C			B					

Note: Queue reported is the number of cars per lane.

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

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[11.7]

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	20	0	38	0	0	0	1	330	12	105	212	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	38	0	0	0	1	330	12	105	212	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	38	0	0	0	1	330	12	105	212	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	0	38	0	0	0	1	330	12	105	212	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	654	760	171	589	766	106	212	xxxx	xxxxx	342	xxxx	xxxxx
Potent Cap.:	404	338	849	396	335	934	1370	xxxx	xxxxx	1228	xxxx	xxxxx
Move Cap.:	377	309	849	353	306	934	1370	xxxx	xxxxx	1228	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	593	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 0 Average Delay (sec/veh): 16.2
Optimal Cycle: 0 Level Of Service: C

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:	8th St.			Wilson St.		
Base Vol:	118	48	19	110	171	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	48	19	110	171	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	48	19	110	171	47
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	118	48	19	110	171	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	48	19	110	171	47

Saturation Flow Module:	8th St.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.26	0.10	0.34	0.52	0.14
Final Sat.:	311	126	50	182	283	78

Capacity Analysis Module:	8th St.			Wilson St.		
Vol/Sat:	0.38	0.38	0.38	0.61	0.61	0.61
Crit Moves:	****			****		
Delay/Veh:	13.2	13.2	13.2	17.5	17.5	17.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	13.2	13.2	17.5	17.5	17.5
LOS by Move:	B	B	B	C	C	C
ApproachDel:	13.2			17.5		
Delay Adj:	1.00			1.00		
ApprAdjDel:	13.2			17.5		
LOS by Appr:	B			C		
AllWayAvgQ:	0.5	0.5	0.5	1.2	1.2	1.2

Note: Queue reported is the number of cars per lane.

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

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 16 Average Delay (sec/veh): 46.6
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	89	197	391	38	331	31	17	183	88	460	98	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	197	391	38	331	31	17	183	88	460	98	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	197	391	38	331	31	17	183	88	460	98	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	197	391	38	331	31	17	183	88	460	98	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	197	391	38	331	31	17	183	88	460	98	26

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	0.34	0.66	1.00	0.91	0.09	1.00	1.00	1.00	1.00	1.58	0.42
Final Sat.:	1805	573	1137	1805	1715	161	1805	1900	1615	1805	2765	733

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.34	0.34	0.02	0.19	0.19	0.01	0.10	0.05	0.25	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.38	0.38	0.07	0.33	0.33	0.19	0.11	0.11	0.28	0.19	0.19
Volume/Cap:	0.41	0.90	0.90	0.30	0.58	0.58	0.05	0.90	0.51	0.90	0.18	0.18
Delay/Veh:	42.0	45.1	45.1	45.5	29.2	29.2	32.8	81.6	44.8	53.8	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	45.1	45.1	45.5	29.2	29.2	32.8	81.6	44.8	53.8	33.8	33.8
LOS by Move:	D	D	D	D	C	C	C	F	D	D	C	C
HCM2kAvgQ:	3	21	21	1	10	10	0	9	3	17	2	2

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): 89.8 Worst Case Level of Service: F[1137.0]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	0	0	1	0

Volume Module:												
Base Vol:	476	512	0	0	331	567	0	0	0	44	2	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	512	0	0	331	567	0	0	0	44	2	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	476	512	0	0	331	567	0	0	0	44	2	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	476	512	0	0	331	567	0	0	0	44	2	108

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	898	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2079	2362	512
Potent Cap.:	765	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	60	36	566
Move Cap.:	765	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	17	6	566
Volume/Cap:	0.62	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	2.58	0.36	0.19

Level of Service Module:												
2Way95thQ:	4.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	17.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	49	xxxxxx
SharedQueue:	4.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	16.6	xxxxxx
Shrd ConDel:	17.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1137	xxxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			1137.0		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 426.3 Worst Case Level Of Service: F[960.3]

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	575	79	222	165	0	408	0	419	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	575	79	222	165	0	408	0	419	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	575	79	222	165	0	408	0	419	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	575	79	222	165	0	408	0	419	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	654	xxxx	xxxxx	1224	1263	165	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	943	xxxx	xxxxx	200	171	885	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	943	xxxx	xxxxx	158	125	885	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	xxxx	xxxx	2.58	0.00	0.47	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	271	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	73.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	960	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			960.3			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 Average Delay (sec/veh): 14.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	16	21	16	72	132	33	9	436	24	45	216	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	21	16	72	132	33	9	436	24	45	216	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	21	16	72	132	33	9	436	24	45	216	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	21	16	72	132	33	9	436	24	45	216	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	21	16	72	132	33	9	436	24	45	216	23

Saturation Flow Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.57	1.00	0.30	0.56	0.14	0.02	0.93	0.05	0.16	0.76	0.08
Final Sat.:	194	254	506	171	313	78	13	633	35	101	483	51

Capacity Analysis Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.08	0.08	0.03	0.42	0.42	0.42	0.69	0.69	0.69	0.45	0.45	0.45
Crit Moves:	****			****			****			****		
Delay/Veh:	10.2	10.2	8.9	12.7	12.7	12.7	18.1	18.1	18.1	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	8.9	12.7	12.7	12.7	18.1	18.1	18.1	12.4	12.4	12.4
LOS by Move:	B	B	A	B	B	B	C	C	C	B	B	B
ApproachDel:	9.8			12.7			18.1			12.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.8			12.7			18.1			12.4		
LOS by Appr:	A			B			C			B		
AllWayAvgQ:	0.1	0.1	0.0	0.6	0.6	0.6	1.9	1.9	1.9	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

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

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 0 Average Delay (sec/veh): 17.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	San Gorgonio			Wilson St.			Wilson St.			Wilson St.		
Base Vol:	40	37	33	13	166	124	50	383	95	19	114	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	37	33	13	166	124	50	383	95	19	114	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	37	33	13	166	124	50	383	95	19	114	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	37	33	13	166	124	50	383	95	19	114	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	37	33	13	166	124	50	383	95	19	114	3

Saturation Flow Module:	San Gorgonio			Wilson St.			Wilson St.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.53	0.47	0.04	0.55	0.41	0.09	0.73	0.18	0.14	0.84	0.02
Final Sat.:	449	265	236	25	324	242	64	489	121	78	466	12

Capacity Analysis Module:	San Gorgonio			Wilson St.			Wilson St.			Wilson St.		
Vol/Sat:	0.09	0.14	0.14	0.51	0.51	0.51	0.78	0.78	0.78	0.24	0.24	0.24
Crit Moves:	****			****			****			****		
Delay/Veh:	10.6	10.0	10.0	13.9	13.9	13.9	23.3	23.3	23.3	10.6	10.6	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.0	10.0	13.9	13.9	13.9	23.3	23.3	23.3	10.6	10.6	10.6
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:	10.2			13.9			23.3			10.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.2			13.9			23.3			10.6		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.1	0.1	0.1	0.8	0.8	0.8	2.8	2.8	2.8	0.3	0.3	0.3

Routes: Default Route
Configuration: buildout

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 25574.9 Worst Case Level Of Service: F[82639.1]

Street Name:	I-10 Eastbound Ramp		San Timeteo Canyon Dr.	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
	-----	-----	-----	-----
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include

```

Lanes:      0 0 0 0 1 0 1 0 0 1 0 0 0 1 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:    0 0 59 978 5 452 0 1624 12 19 1319 169
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 0 59 978 5 452 0 1624 12 19 1319 169
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  0 0 59 978 5 452 0 1624 12 19 1319 169
Reduct Vol:  0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 59 978 5 452 0 1624 12 19 1319 169
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx 6.2 7.1 6.5 6.2 xxxxx xxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim:xxxxx xxxx 3.3 3.5 4.0 3.3 xxxxx xxxx xxxxx 2.2 xxxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol:  xxxx xxxx 1630 3101 3078 1404 xxxxx xxxx xxxxx 1636 xxxxx xxxxx
Potent Cap.:  xxxx xxxx 127 7 12 173 xxxxx xxxx xxxxx 402 xxxxx xxxxx
Move Cap.:    xxxx xxxx 127 4 12 173 xxxxx xxxx xxxxx 402 xxxxx xxxxx
Volume/Cap:   xxxx xxxx 0.46 xxxxx 0.43 2.61 xxxxx xxxx xxxxx 0.05 xxxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:    xxxx xxxx 2.1 xxxxx xxxx 39.2 xxxxx xxxx xxxxx 0.1 xxxxx xxxxx
Control Del:xxxxxx xxxx 55.9 xxxxx xxxx 784.3 xxxxx xxxx xxxxx 14.4 xxxxx xxxxx
LOS by Move:  * * F * * F * * * B * *
Movement:     LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.:  xxxx xxxx xxxxx 4 xxxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxxx xxxx xxxxx 125.4 xxxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   * * * F * * * * * * * * *
ApproachDel:  55.9 xxxxxx xxxxxx xxxxxx
ApproachLOS:  F F * *
*****

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Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 3539.3 Worst Case Level Of Service: F[15952.5]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Base Vol:	389	0	715	0	0	0	0	1961	226	0	1685	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	0	715	0	0	0	0	1961	226	0	1685	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	0	715	0	0	0	0	1961	226	0	1685	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	389	0	715	0	0	0	0	1961	226	0	1685	0

Critical Gap Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Cnflct Vol:	3759	xxxx	2074	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	5	xxxx	69	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	5	xxxx	69	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	80.49	xxxx	10.43	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
2Way95thQ:	50.9	xxxx	84.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	37259	xxxx	4360	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	F	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	F	*	*	*	*	*	*	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0

Volume Module:	Elm Ave. NB			Elm Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Base Vol:	178	169	45	33	128	139	176	926	217	36	665	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	169	45	33	128	139	176	926	217	36	665	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	169	45	33	128	139	176	926	217	36	665	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	178	169	45	33	128	139	176	926	217	36	665	54

Critical Gap Module:	Elm Ave. NB			Elm Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Elm Ave. NB			Elm Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Cnflct Vol:	2284	2178	1035	2258	2259	692	719	xxxx	xxxxx	1143	xxxx	xxxxx
Potent Cap.:	28	47	284	30	42	447	892	xxxx	xxxxx	619	xxxx	xxxxx
Move Cap.:	0	35	284	0	31	447	892	xxxx	xxxxx	619	xxxx	xxxxx
Volume/Cap:	xxxx	4.77	0.16	xxxx	4.07	0.31	0.20	xxxx	xxxx	0.06	xxxx	xxxx

Level Of Service Module:	Elm Ave. NB			Elm Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	11.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 12 Average Delay (sec/veh): 23.5
Optimal Cycle: 42 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Base Vol:	107	465	115	76	333	108	128	837	51	102	570	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	465	115	76	333	108	128	837	51	102	570	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	465	115	76	333	108	128	837	51	102	570	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	465	115	76	333	108	128	837	51	102	570	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	465	115	76	333	108	128	837	51	102	570	92

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.91	0.91	0.32	0.94	0.94	0.22	0.93	0.93
Lanes:	1.00	1.60	0.40	1.00	1.51	0.49	1.00	1.89	0.11	1.00	1.72	0.28
Final Sat.:	1805	2807	694	1805	2625	851	616	3372	205	426	3043	491

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Vol/Sat:	0.06	0.17	0.17	0.04	0.13	0.13	0.21	0.25	0.25	0.24	0.19	0.19
Crit Moves:	****			****			****					
Green/Cycle:	0.14	0.32	0.32	0.08	0.26	0.26	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.42	0.52	0.52	0.52	0.49	0.49	0.43	0.52	0.52	0.50	0.39	0.39
Delay/Veh:	40.2	28.2	28.2	47.3	31.9	31.9	18.2	18.3	18.3	19.8	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	28.2	28.2	47.3	31.9	31.9	18.2	18.3	18.3	19.8	16.8	16.8
LOS by Move:	D	C	C	D	C	C	B	B	B	B	B	B
HCM2kAvgQ:	3	8	8	3	6	6	3	10	10	3	7	7

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.093
Loss Time (sec): 0 Average Delay (sec/veh): 63.5
Optimal Cycle: 0 Level Of Service: F

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	0	0	0	1	0	0	1

Volume Module:												
Base Vol:	158	708	33	40	419	36	51	176	111	20	345	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	708	33	40	419	36	51	176	111	20	345	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	708	33	40	419	36	51	176	111	20	345	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	708	33	40	419	36	51	176	111	20	345	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	708	33	40	419	36	51	176	111	20	345	47

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	1.58	0.07	0.16	1.69	0.15	0.15	0.52	0.33	0.05	0.84	0.11
Final Sat.:	145	658	31	64	678	59	63	216	136	21	362	49

Capacity Analysis Module:												
Vol/Sat:	1.09	1.08	1.06	0.62	0.62	0.61	0.81	0.81	0.81	0.95	0.95	0.95
Crit Moves:	****			****			****			****		
Delay/Veh:	101.2	95.3	91.3	24.9	24.4	23.9	37.6	37.6	37.6	60.4	60.4	60.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.2	95.3	91.3	24.9	24.4	23.9	37.6	37.6	37.6	60.4	60.4	60.4
LOS by Move:	F	F	F	C	C	C	E	E	E	F	F	F
ApproachDel:	96.2			24.4			37.6			60.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	96.2			24.4			37.6			60.4		
LOS by Appr:	F			C			E			F		
AllWayAvgQ:	10.3	9.4	9.4	1.5	1.4	1.4	3.0	3.0	3.0	5.9	5.9	5.9

Note: Queue reported is the number of cars per lane.

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

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 12 Average Delay (sec/veh): 22.4
Optimal Cycle: 67 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	0	0	0	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Base Vol:	326	1592	0	0	943	202	0	0	0	206	1	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1592	0	0	943	202	0	0	0	206	1	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1592	0	0	943	202	0	0	0	206	1	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1592	0	0	943	202	0	0	0	206	1	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1592	0	0	943	202	0	0	0	206	1	248

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.93	0.93	0.85
Lanes:	1.00	2.00	0.00	0.00	1.65	0.35	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	2896	620	0	0	0	1762	9	1615

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Vol/Sat:	0.18	0.44	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.12	0.12	0.15
Crit Moves:	****			****								****
Green/Cycle:	0.24	0.68	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	0.75	0.65	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.57	0.57	0.75
Delay/Veh:	42.3	10.1	0.0	0.0	25.8	25.8	0.0	0.0	0.0	38.0	38.0	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	10.1	0.0	0.0	25.8	25.8	0.0	0.0	0.0	38.0	38.0	46.5
LOS by Move:	D	B	A	A	C	C	A	A	A	D	D	D
HCM2kAvgQ:	9	14	0	0	17	17	0	0	0	6	6	9

Note: Queue reported is the number of cars per lane.

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

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 12 Average Delay (sec/veh): 36.6
Optimal Cycle: 124 Level Of Service: D

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB Ramps			I-10 WB Ramps		
Base Vol:	0	1192	248	214	915	0	663	0	363	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1192	248	214	915	0	663	0	363	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1192	248	214	915	0	663	0	363	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1192	248	214	915	0	663	0	363	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1192	248	214	915	0	663	0	363	0	0	0

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB Ramps			I-10 WB Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB Ramps			I-10 WB Ramps		
Vol/Sat:	0.00	0.33	0.15	0.12	0.25	0.00	0.37	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.36	0.36	0.13	0.48	0.00	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.93	0.43	0.93	0.52	0.00	0.93	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	42.6	25.0	83.0	18.1	0.0	47.0	0.0	24.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.6	25.0	83.0	18.1	0.0	47.0	0.0	24.7	0.0	0.0	0.0
LOS by Move:	A	D	C	F	B	A	D	A	C	A	A	A
HCM2kAvgQ:	0	17	5	7	10	0	24	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 12 Average Delay (sec/veh): 56.0
Optimal Cycle: 180 Level Of Service: E

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Base Vol:	30	899	203	273	874	101	200	344	36	336	366	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	899	203	273	874	101	200	344	36	336	366	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	899	203	273	874	101	200	344	36	336	366	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	899	203	273	874	101	200	344	36	336	366	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	899	203	273	874	101	200	344	36	336	366	196

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.23	0.99	0.99	0.40	0.95	0.95
Lanes:	1.00	1.63	0.37	1.00	1.79	0.21	1.00	0.91	0.09	1.00	0.65	0.35
Final Sat.:	1805	2863	646	1805	3184	368	441	1696	177	764	1173	628

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.02	0.31	0.31	0.15	0.27	0.27	0.45	0.20	0.20	0.44	0.31	0.31
Crit Moves:	****			****			****					
Green/Cycle:	0.09	0.30	0.30	0.14	0.36	0.36	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.18	1.04	1.04	1.04	0.77	0.77	1.04	0.47	0.47	1.01	0.72	0.72
Delay/Veh:	42.6	75.0	75.0	110.5	31.7	31.7	105.5	20.5	20.5	80.9	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	75.0	75.0	110.5	31.7	31.7	105.5	20.5	20.5	80.9	26.5	26.5
LOS by Move:	D	E	E	F	C	C	F	C	C	F	C	C
HCM2kAvgQ:	1	26	26	11	14	14	11	8	8	16	15	15

Note: Queue reported is the number of cars per lane.

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

Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Beaumont Ave.						Mellon Lane						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	0	1	0	1	0	1	0	0	1	0	0	0	
Volume Module:													
Base Vol:	18	630	295	61	694	295	264	282	9	228	139	101	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	18	630	295	61	694	295	264	282	9	228	139	101	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	18	630	295	61	694	295	264	282	9	228	139	101	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	18	630	295	61	694	295	264	282	9	228	139	101	
Critical Gap Module:													
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9	
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3	
Capacity Module:													
Cnflct Vol:	989	xxxx	xxxxxx	925	xxxx	xxxxxx	1384	1925	495	1424	1925	463	
Potent Cap.:	707	xxxx	xxxxxx	747	xxxx	xxxxxx	105	68	526	98	68	552	
Move Cap.:	707	xxxx	xxxxxx	747	xxxx	xxxxxx	0	59	526	0	59	552	
Volume/Cap:	0.03	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	4.79	0.02	xxxx	2.36	0.18	
Level Of Service Module:													
2Way95thQ:	0.1	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Control Del:	10.2	xxxx	xxxxxx	10.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx	
SharedQueue:	0.1	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shrd ConDel:	10.2	xxxx	xxxxxx	10.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shared LOS:	B	*	*	B	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	*			*			F			F			

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:												
Base Vol:	252	882	13	118	819	1	1	78	294	5	38	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	882	13	118	819	1	1	78	294	5	38	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	882	13	118	819	1	1	78	294	5	38	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	252	882	13	118	819	1	1	78	294	5	38	63

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	820	xxxx	xxxxx	895	xxxx	xxxxx	2020	2455	410	2077	2449	448
Potent Cap.:	818	xxxx	xxxxx	767	xxxx	xxxxx	35	31	596	32	32	564
Move Cap.:	818	xxxx	xxxxx	767	xxxx	xxxxx	0	18	596	0	18	564
Volume/Cap:	0.31	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	4.32	0.49	xxxx	2.09	0.11

Level Of Service Module:												
2Way95thQ:	1.3	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	2.7	xxxx	xxxx	xxxxx
Control Del:	11.4	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	16.8	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.946
Loss Time (sec): 0 Average Delay (sec/veh): 221.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	81	184	133	44	165	56	88	764	158	35	592	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	184	133	44	165	56	88	764	158	35	592	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	184	133	44	165	56	88	764	158	35	592	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	184	133	44	165	56	88	764	158	35	592	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	184	133	44	165	56	88	764	158	35	592	168

Saturation Flow Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	1.00	1.00	1.00	0.10	0.90	1.00	0.06	0.94	1.00
Final Sat.:	124	281	446	340	359	384	45	393	476	25	415	476

Capacity Analysis Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.66	0.66	0.30	0.13	0.46	0.15	1.95	1.95	0.33	1.43	1.43	0.35
Crit Moves:	****			****			****			****		
Delay/Veh:	26.5	26.5	14.0	14.6	20.5	13.4	452.8	453	13.8	227.0	227	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	26.5	14.0	14.6	20.5	13.4	452.8	453	13.8	227.0	227	14.1
LOS by Move:	D	D	B	B	C	B	F	F	B	F	F	B
ApproachDel:	22.3			18.0			384.1			182.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.3			18.0			384.1			182.0		
LOS by Appr:	C			C			F			F		
AllWayAvgQ:	1.7	1.7	0.4	0.1	0.8	0.2	53.7	53.7	0.5	26.4	26.4	0.5

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.116
Loss Time (sec): 0 Average Delay (sec/veh): 58.1
Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1!	0	0	1!	0	0	0	0	0	1!

Volume Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Base Vol:	17	324	61	34	256	68	33	175	50	100	301	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	324	61	34	256	68	33	175	50	100	301	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	324	61	34	256	68	33	175	50	100	301	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	324	61	34	256	68	33	175	50	100	301	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	324	61	34	256	68	33	175	50	100	301	141

Saturation Flow Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.81	0.15	0.09	0.72	0.19	0.13	0.68	0.19	0.18	0.56	0.26
Final Sat.:	19	371	70	43	320	85	53	279	80	90	270	126

Capacity Analysis Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Vol/Sat:	0.87	0.87	0.87	0.80	0.80	0.80	0.63	0.63	0.63	1.12	1.12	1.12
Crit Moves:	****			****			****			****		
Delay/Veh:	42.4	42.4	42.4	33.4	33.4	33.4	22.3	22.3	22.3	103.0	103	103.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	42.4	42.4	33.4	33.4	33.4	22.3	22.3	22.3	103.0	103	103.0
LOS by Move:	E	E	E	D	D	D	C	C	C	F	F	F
ApproachDel:	42.4			33.4			22.3			103.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	42.4			33.4			22.3			103.0		
LOS by Appr:	E			D			C			F		
AllWayAvgQ:	4.0	4.0	4.0	2.8	2.8	2.8	1.3	1.3	1.3	12.5	12.5	12.5

Note: Queue reported is the number of cars per lane.

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

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.450
Loss Time (sec): 0 Average Delay (sec/veh): 137.7
Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Base Vol:	122	0	195	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	0	195	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	0	195	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	122	0	195	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	0	195	0	0	0

Saturation Flow Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.00	0.62	0.00	0.00	0.00
Final Sat.:	214	0	342	0	0	0

Capacity Analysis Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.57	xxxx	0.57	xxxx	xxxx	xxxx
Crit Moves:	0.57	xxxx	0.57	xxxx	xxxx	xxxx
Delay/Veh:	17.7	0.0	17.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	0.0	17.7	0.0	0.0	0.0
LOS by Move:	C	*	C	*	*	*
ApproachDel:	17.7		xxxxxx			229.2
Delay Adj:	1.00		xxxxxx			1.00
ApprAdjDel:	17.7		xxxxxx			229.2
LOS by Appr:	C		*			F
AllWayAvgQ:	1.3	1.3	1.3	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.610
Loss Time (sec): 0 Average Delay (sec/veh): 198.4
Optimal Cycle: 0 Level Of Service: F

Street Name: Pennsylvania Ave. 8th St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 88 296 352 84 166 24 20 336 20 76 455 118
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 88 296 352 84 166 24 20 336 20 76 455 118
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 88 296 352 84 166 24 20 336 20 76 455 118
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 88 296 352 84 166 24 20 336 20 76 455 118
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 88 296 352 84 166 24 20 336 20 76 455 118
-----|-----|-----|-----|

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.12 0.40 0.48 0.31 0.60 0.09 0.05 0.90 0.05 0.12 0.70 0.18
Final Sat.: 55 184 219 122 242 35 23 383 23 52 313 81
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 1.61 1.61 1.61 0.69 0.69 0.69 0.88 0.88 0.88 1.45 1.45 1.45
Crit Moves: ****
Delay/Veh: 304.8 305 304.8 28.2 28.2 28.2 46.8 46.8 46.8 237.5 238 237.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 304.8 305 304.8 28.2 28.2 28.2 46.8 46.8 46.8 237.5 238 237.5
LOS by Move: F F F D D D E E E F F F
ApproachDel: 304.8 28.2 46.8 237.5
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 304.8 28.2 46.8 237.5
LOS by Appr: F D E F
AllWayAvgQ: 37.3 37.3 37.3 1.8 1.8 1.8 4.2 4.2 4.2 28.1 28.1 28.1

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 524.8 Worst Case Level Of Service: F[2636.5]

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0

Volume Module:												
Base Vol:	0	828	259	241	650	0	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	828	259	241	650	0	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	828	259	241	650	0	0	0	0	225	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	828	259	241	650	0	0	0	0	225	0	265

Critical Gap Module:												
Critical Gp:xxxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:xxxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1087	xxxx	xxxx	xxxx	xxxx	xxxx	2090	2090	958
Potent Cap.:	xxxx	xxxx	xxxx	649	xxxx	xxxx	xxxx	xxxx	xxxx	59	53	315
Move Cap.:	xxxx	xxxx	xxxx	649	xxxx	xxxx	xxxx	xxxx	xxxx	39	30	315
Volume/Cap:	xxxx	xxxx	xxxx	0.37	xxxx	xxxx	xxxx	xxxx	xxxx	5.77	0.00	0.84

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	1.7	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:xxxxx	xxxx	xxxx	xxxx	13.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	74	xxxx	xxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxx	1.7	xxxx	xxxx	xxxx	xxxx	xxxx	55.3	xxxx	xxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxx	13.8	xxxx	xxxx	xxxx	xxxx	xxxx	2636	xxxx	xxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	F	*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*			

Note: Queue reported is the number of cars per lane.

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

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	824	89	173	637	0	266	0	322	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	824	89	173	637	0	266	0	322	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	824	89	173	637	0	266	0	322	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	824	89	173	637	0	266	0	322	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
FollowUpTim:xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	693	161	1150	854	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	369	889	177	298	xxxxx	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	299	889	0	241	xxxxx	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	2.76	0.10	xxxx	2.64	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	53.9	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	xxxxx	781	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	F	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	320	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	78.5	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	869.1	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	F	*	*	*	*	*	*	*	*	*
ApproachDel:	869.1				+Inf		xxxxxx			xxxxxx		
ApproachLOS:	F				F		*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: F[68.2]

Street Name:	Pennsylvania Ave.						3rd St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	1	0	0	0	0	1	0	1	0	0	1	0	0
	-----			-----			-----			-----					

Volume Module:															
Base Vol:	36	883	0	0	947	39	21	0	2	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	36	883	0	0	947	39	21	0	2	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	36	883	0	0	947	39	21	0	2	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	36	883	0	0	947	39	21	0	2	0	0	0			
	-----			-----			-----			-----					

Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx			
	-----			-----			-----			-----					

Capacity Module:															
Cnflct Vol:	986	xxxx	xxxxx	xxxx	xxxx	xxxxx	1902	1902	947	xxxx	xxxx	xxxxx			
Potent Cap.:	709	xxxx	xxxxx	xxxx	xxxx	xxxxx	77	70	319	xxxx	xxxx	xxxxx			
Move Cap.:	709	xxxx	xxxxx	xxxx	xxxx	xxxxx	74	66	319	xxxx	xxxx	xxxxx			
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.28	0.00	0.01	xxxx	xxxx	xxxx			
	-----			-----			-----			-----					

Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	79	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	68.2	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			68.2			xxxxxx					
ApproachLOS:	*			*			F			*					

Note: Queue reported is the number of cars per lane.

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

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.447
Loss Time (sec): 0 Average Delay (sec/veh): 92.2
Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.				Oak Valley Pkwy.-14th St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Min. Green:	7	7	7	7	7	7	7	7	
Lanes:	0	0	0	1	0	1	0	0	

Volume Module:	Cherry Ave.				Oak Valley Pkwy.-14th St.			
Base Vol:	0	43	4	238	24	131	297	712
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	43	4	238	24	131	297	712
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	43	4	238	24	131	297	712
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	43	4	238	24	131	297	712
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	43	4	238	24	131	297	712

Saturation Flow Module:	Cherry Ave.				Oak Valley Pkwy.-14th St.			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.91	0.09	1.00	0.15	0.85	1.00	1.00
Final Sat.:	0	359	33	407	71	390	456	492

Capacity Analysis Module:	Cherry Ave.				Oak Valley Pkwy.-14th St.			
Vol/Sat:	xxxx	0.12	0.12	0.58	0.34	0.34	0.65	1.45
Crit Moves:		****	****	****	****	****	****	****
Delay/Veh:	0.0	13.1	13.1	22.4	13.9	13.9	23.6	232
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	13.1	22.4	13.9	13.9	23.6	232
LOS by Move:	*	B	B	C	B	B	C	F
ApproachDel:	13.1			19.0			171.0	
Delay Adj:	1.00			1.00			1.00	
ApprAdjDel:	13.1			19.0			171.0	
LOS by Appr:	B			C			F	
AllWayAvgQ:	0.1	0.1	0.1	1.2	0.5	0.5	1.7	30.4

Note: Queue reported is the number of cars per lane.

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

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 0 Average Delay (sec/veh): 23.8
Optimal Cycle: 0 Level Of Service: C

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Starlight Ave. NB			Starlight Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Base Vol:	200	79	13	57	32	49	79	489	197	4	456	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	79	13	57	32	49	79	489	197	4	456	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	79	13	57	32	49	79	489	197	4	456	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	79	13	57	32	49	79	489	197	4	456	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	79	13	57	32	49	79	489	197	4	456	88

Saturation Flow Module:	Starlight Ave. NB			Starlight Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.43	0.57	1.00	1.68	0.32
Final Sat.:	362	642	107	326	340	365	408	648	270	383	716	140

Capacity Analysis Module:	Starlight Ave. NB			Starlight Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Vol/Sat:	0.55	0.12	0.12	0.17	0.09	0.13	0.19	0.75	0.73	0.01	0.64	0.63
Crit Moves:	****			****			****			****		
Delay/Veh:	22.4	12.8	12.6	14.7	13.2	12.8	13.0	30.1	27.2	11.6	23.5	22.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	12.8	12.6	14.7	13.2	12.8	13.0	30.1	27.2	11.6	23.5	22.7
LOS by Move:	C	B	B	B	B	B	B	D	D	B	C	C
ApproachDel:	19.4			13.7			27.6			23.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.4			13.7			27.6			23.3		
LOS by Appr:	C			B			D			C		
AllWayAvgQ:	1.0	0.1	0.1	0.2	0.1	0.1	0.2	2.6	2.2	0.0	1.5	1.4

Note: Queue reported is the number of cars per lane.

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

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	151	484	284	121	253	64	142	246	113	168	238	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	484	284	121	253	64	142	246	113	168	238	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	484	284	121	253	64	142	246	113	168	238	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	151	484	284	121	253	64	142	246	113	168	238	113

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

Capacity Module:												
Cnflct Vol:	317	xxxx	xxxxxx	768	xxxx	xxxxxx	1631	1597	285	1635	1487	626
Potent Cap.:	1255	xxxx	xxxxxx	855	xxxx	xxxxxx	82	108	759	82	126	488
Move Cap.:	1255	xxxx	xxxxxx	855	xxxx	xxxxxx	0	80	759	0	94	488
Volume/Cap:	0.12	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	3.06	0.15	xxxx	2.54	0.23

Level Of Service Module:															
2Way95thQ:	0.4	xxxx	xxxxxx	0.5	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	8.3	xxxx	xxxxxx	9.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx	xxxx	xxxxxx	
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[17.0]

Street Name:	Highland Springs Ave.						16th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	1	393	0	0	240	70	127	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	393	0	0	240	70	127	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	393	0	0	240	70	127	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	393	0	0	240	70	127	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	310	xxxx	xxxxx	xxxx	xxxx	xxxxx	670	670	275	xxxx	xxxx	xxxxx
Potent Cap.:	1262	xxxx	xxxxx	xxxx	xxxx	xxxxx	425	381	769	xxxx	xxxx	xxxxx
Move Cap.:	1262	xxxx	xxxxx	xxxx	xxxx	xxxxx	425	380	769	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	427	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.0			xxxxxx		
ApproachLOS:		*			*		C				*	

Note: Queue reported is the number of cars per lane.

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

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	437	0	0	265	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	437	0	0	265	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	437	0	0	265	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	437	0	0	265	0	0	0	0	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 12 Average Delay (sec/veh): 24.9
Optimal Cycle: 77 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	1	0	0	0	0

Volume Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Base Vol:	534	367	0	0	251	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	534	367	0	0	251	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	534	367	0	0	251	4
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	534	367	0	0	251	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	534	367	0	0	251	4

Saturation Flow Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.98	0.02
Final Sat.:	1805	1900	0	0	1866	30

Capacity Analysis Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Vol/Sat:	0.30	0.19	0.00	0.00	0.13	0.13
Crit Moves:	****			****		
Green/Cycle:	0.37	0.54	0.00	0.00	0.17	0.17
Volume/Cap:	0.80	0.36	0.00	0.00	0.80	0.80
Delay/Veh:	35.2	13.5	0.0	0.0	53.5	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	13.5	0.0	0.0	53.5	53.5
LOS by Move:	D	B	A	A	D	D
HCM2kAvgQ:	14	6	0	0	10	10

Note: Queue reported is the number of cars per lane.

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

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): 46.8 Worst Case Level Of Service: F[354.3]

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	0	1	0	0

Volume Module:												
Base Vol:	247	874	0	0	652	119	113	0	166	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	874	0	0	652	119	113	0	166	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	874	0	0	652	119	113	0	166	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	247	874	0	0	652	119	113	0	166	0	0	0

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

Capacity Module:												
Cnflct Vol:	771	xxxx	xxxxx	xxxx	xxxx	xxxxx	2080	xxxx	712	xxxx	xxxx	xxxxx
Potent Cap.:	853	xxxx	xxxxx	xxxx	xxxx	xxxxx	59	xxxx	436	xxxx	xxxx	xxxxx
Move Cap.:	853	xxxx	xxxxx	xxxx	xxxx	xxxxx	46	xxxx	436	xxxx	xxxx	xxxxx
Volume/Cap:	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	2.45	xxxx	0.38	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	11.9	xxxx	1.8	xxxx	xxxx	xxxxx
Control Del:	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	847.9	xxxx	18.2	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			354.3			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 16 Average Delay (sec/veh): 38.1
Optimal Cycle: 80 Level Of Service: D

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	26	607	179	246	376	73	64	402	49	151	298	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	607	179	246	376	73	64	402	49	151	298	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	607	179	246	376	73	64	402	49	151	298	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	607	179	246	376	73	64	402	49	151	298	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	607	179	246	376	73	64	402	49	151	298	246

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.67	0.33	1.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	2951	573	1805	3166	386	1805	3610	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.32	0.11	0.14	0.13	0.13	0.04	0.13	0.13	0.08	0.08	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.40	0.51	0.17	0.37	0.37	0.07	0.16	0.16	0.10	0.19	0.19
Volume/Cap:	0.07	0.79	0.22	0.79	0.34	0.34	0.51	0.80	0.80	0.80	0.43	0.79
Delay/Veh:	32.2	31.6	13.7	52.4	22.7	22.7	48.2	48.6	48.6	65.0	35.9	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	31.6	13.7	52.4	22.7	22.7	48.2	48.6	48.6	65.0	35.9	51.2
LOS by Move:	C	C	B	D	C	C	D	D	D	E	D	D
HCM2kAvgQ:	1	16	3	7	5	5	3	9	9	7	5	9

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2032 Without Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	456	297	445	460	166	347	641	421	191	524	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Flt	1.00	0.94		1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4784		1770	3398		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4784		1770	3398		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	140	456	297	445	460	166	347	641	421	191	524	102
RTOR Reduction (vph)	0	176	0	0	66	0	0	0	196	0	0	73
Lane Group Flow (vph)	140	577	0	445	560	0	347	641	225	191	524	29
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Effective Green, g (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Actuated g/C Ratio	0.07	0.29		0.07	0.29		0.07	0.29	0.29	0.07	0.29	0.29
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	126	1367		126	971		126	1011	452	126	1011	452
v/s Ratio Prot	0.08	0.12		c0.25	c0.16		c0.20	c0.18		0.11	0.15	
v/s Ratio Perm									0.14			0.02
v/c Ratio	1.11	0.42		3.53	0.58		2.75	0.63	0.50	1.52	0.52	0.06
Uniform Delay, d1	26.0	16.2		26.0	17.1		26.0	17.4	16.6	26.0	16.8	14.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	113.1	1.0		1158.9	2.5		811.1	3.0	3.9	268.4	1.9	0.3
Delay (s)	139.1	17.2		1184.9	19.6		837.1	20.5	20.5	294.4	18.7	14.8
Level of Service	F	B		F	B		F	C	C	F	B	B
Approach Delay (s)		36.3			503.8			221.6			82.7	
Approach LOS		D			F			F			F	
Intersection Summary												
HCM Average Control Delay			227.1			HCM Level of Service			F			
HCM Volume to Capacity ratio			1.11									
Actuated Cycle Length (s)			56.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			87.2%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2032 Without Project

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	343	0	490	274	985	0	0	939	348
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	343	0	490	274	985	0	0	939	348
RTOR Reduction (vph)	0	0	0	0	0	53	0	0	0	0	0	232
Lane Group Flow (vph)	0	0	0	0	343	437	274	985	0	0	939	116
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.19		c0.15	0.28			c0.27	
v/s Ratio Perm						c0.28						0.07
v/c Ratio					0.58	0.83	1.85	0.56			0.80	0.22
Uniform Delay, d1					13.2	14.7	22.0	8.3			14.5	11.5
Progression Factor					1.00	1.00	1.09	1.07			1.00	1.00
Incremental Delay, d2					4.1	13.9	399.4	0.8			5.6	1.0
Delay (s)					17.4	28.7	423.4	9.7			20.1	12.5
Level of Service					B	C	F	A			C	B
Approach Delay (s)		0.0			24.0			99.7			18.1	
Approach LOS		A			C			F			B	
Intersection Summary												
HCM Average Control Delay			49.9				HCM Level of Service				D	
HCM Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			48.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			70.1%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2032 Without Project

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	278	0	360	0	0	0	0	979	374	291	993	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	278	0	360	0	0	0	0	979	374	291	993	0
RTOR Reduction (vph)	0	0	52	0	0	0	0	0	249	0	0	0
Lane Group Flow (vph)	0	278	308	0	0	0	0	979	125	291	993	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		0.16						c0.28		c0.16	0.28	
v/s Ratio Perm			c0.19						0.08			
v/c Ratio		0.47	0.58					0.83	0.24	1.97	0.56	
Uniform Delay, d1		12.7	13.2					14.7	11.6	22.0	8.3	
Progression Factor		1.00	1.00					1.00	1.00	1.05	1.03	
Incremental Delay, d2		2.7	4.7					6.8	1.1	450.5	0.9	
Delay (s)		15.3	17.9					21.6	12.6	473.6	9.5	
Level of Service		B	B					C	B	F	A	
Approach Delay (s)		16.8			0.0			19.1			114.7	
Approach LOS		B			A			B			F	
Intersection Summary												
HCM Average Control Delay			56.1									
HCM Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			48.0									
Intersection Capacity Utilization			70.1%									
Analysis Period (min)			15									
c Critical Lane Group												

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.941
Loss Time (sec): 16 Average Delay (sec/veh): 54.4
Optimal Cycle: 135 Level Of Service: D

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Base Vol:	126	431	175	308	512	43	70	607	178	225	555	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	431	175	308	512	43	70	607	178	225	555	267
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	126	431	175	308	512	0	70	607	178	225	555	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	431	175	308	512	0	70	607	178	225	555	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	126	431	175	308	512	0	70	607	178	225	555	0

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	1.00	0.95	0.92	0.92	0.94	0.94	1.00
Lanes:	1.00	1.42	0.58	1.00	2.00	1.00	1.00	1.55	0.45	0.58	1.42	1.00
Final Sat.:	1805	2457	998	1805	3610	1900	1805	2697	791	1027	2533	1900

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Vol/Sat:	0.07	0.18	0.18	0.17	0.14	0.00	0.04	0.23	0.23	0.22	0.22	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.19	0.19	0.18	0.25	0.00	0.24	0.24	0.24	0.23	0.23	0.00
Volume/Cap:	0.57	0.94	0.94	0.94	0.58	0.00	0.16	0.94	0.94	0.94	0.94	0.00
Delay/Veh:	45.2	62.1	62.1	74.9	34.0	0.0	30.3	55.7	55.7	56.1	56.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	62.1	62.1	74.9	34.0	0.0	30.3	55.7	55.7	56.1	56.1	0.0
LOS by Move:	D	E	E	E	C	A	C	E	E	E	E	A
HCM2kAvgQ:	5	14	14	11	7	0	2	17	17	17	17	0

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Mellon Lane

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: D[34.0]

Street Name:	Highland Springs Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	82	484	0	0	598	230	150	0	98	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	484	0	0	598	230	150	0	98	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	484	0	0	598	230	150	0	98	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	82	484	0	0	598	230	150	0	98	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	828	xxxx	xxxxx	xxxx	xxxx	xxxxx	1004	xxxx	299	xxxx	xxxx	xxxxx
Potent Cap.:	812	xxxx	xxxxx	xxxx	xxxx	xxxxx	242	xxxx	703	xxxx	xxxx	xxxxx
Move Cap.:	812	xxxx	xxxxx	xxxx	xxxx	xxxxx	223	xxxx	703	xxxx	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.67	xxxx	0.14	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.2	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	49.0	xxxx	10.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	E	*	B	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			34.0			xxxxxx		
ApproachLOS:		*			*		D				*	

Note: Queue reported is the number of cars per lane.

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

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: E[35.4]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	1	1	0	0
Volume Module:												
Base Vol:	1	0	0	0	0	0	0	859	4	0	730	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	0	0	0	0	859	4	0	730	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	0	0	0	0	859	4	0	730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	0	0	0	0	0	859	4	0	730	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	1591	xxxx	xxxxx	1591	1593	730	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	119	xxxx	xxxxx	88	108	426	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	119	xxxx	xxxxx	88	108	426	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	35.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	35.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Base Vol:	0	518	0	0	639	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	518	0	0	639	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	518	0	0	639	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	518	0	0	639	0	0	0	0	0	0	0

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1157	1157	639	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	219	198	480	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	219	198	480	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 62.8 Worst Case Level Of Service: F[269.5]

Street Name:	Beaumont Rd.-G St					Highland Home Rd.						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

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Volume Module:

Base Vol:	0	316	145	392	247	0	0	0	0	113	0	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	316	145	392	247	0	0	0	0	113	0	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	316	145	392	247	0	0	0	0	113	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	316	145	392	247	0	0	0	0	113	0	202

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Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

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Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	461	xxxx	xxxxx	xxxx	xxxx	xxxxx	1420	1420	389
Potent Cap.:	xxxx	xxxx	xxxxx	1111	xxxx	xxxxx	xxxx	xxxx	xxxxx	152	138	664
Move Cap.:	xxxx	xxxx	xxxxx	1111	xxxx	xxxxx	xxxx	xxxx	xxxxx	98	76	664
Volume/Cap:	xxxx	xxxx	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	xxxx	1.15	0.00	0.30

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Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	217	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.6	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	270	xxxxx	
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			269.5			
ApproachLOS:	*			*			*			F			

Note: Queue reported is the number of cars per lane.

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

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
Base Vol:	0	416	0	0	360	0	0	0	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	416	0	0	360	0	0	0	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	416	0	0	360	0	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	416	0	0	360	0	0	0	0	0	0	

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	776	776	360	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	369	331	689	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	369	331	689	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	0	444	0	0	350	0	0	0	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	444	0	0	350	0	0	0	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	444	0	0	350	0	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	444	0	0	350	0	0	0	0	0	0	

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	794	794	350	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	360	323	698	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	360	323	698	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1

Volume Module:	Highland Home Rd.			Wilson St.		
Base Vol:	61	201	139	153	170	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	201	139	153	170	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	201	139	153	170	26
Reduct Vol:	0	0	0	0	0	0
Final Volume:	61	201	139	153	170	26

Critical Gap Module:	Highland Home Rd.			Wilson St.		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Wilson St.		
Cnflct Vol:	196	xxxx	xxxxx	340	xxxx	xxxxx
Potent Cap.:	1389	xxxx	xxxxx	1230	xxxx	xxxxx
Move Cap.:	1389	xxxx	xxxxx	1230	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	0.12	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Wilson St.		
2Way95thQ:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	+Inf			
ApproachLOS:	*	*	F			

Note: Queue reported is the number of cars per lane.

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

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	0	0	0	198	0	74	241	734	1	9	776	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	198	0	74	241	734	1	9	776	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	198	0	74	241	734	1	9	776	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	198	0	74	241	734	1	9	776	219
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	0	xxxx	xxxx	894	396	0	801	470	0
Potent Cap.:	xxxx	xxxx	xxxx	1636	xxxx	xxxx	264	544	1091	305	495	1091
Move Cap.:	xxxx	xxxx	xxxx	1636	xxxx	xxxx	0	470	1091	0	427	1091
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	1.56	0.00	xxxx	1.82	0.20
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxx	6.9	xxxx	xxxx	9.9	xxxx
Control Del:	xxxx	xxxx	xxxx	7.5	xxxx	xxxx	xxxx	34.9	xxxx	xxxx	55.0	xxxx
LOS by Move:	*	*	*	A	*	*	*	D	*	*	F	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	471	xxxx	xxxx	547	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxx	7.0	xxxx	xxxx	19.3	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	7.5	xxxx	xxxx	xxxx	34.9	xxxx	xxxx	98.4	xxxx
Shared LOS:	*	*	*	A	*	*	*	D	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			+Inf		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.216
Loss Time (sec): 0 Average Delay (sec/veh): 462.1
Optimal Cycle: 0 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	Sunset Ave.			Wilson St.		
Base Vol:	252	517	54	90	283	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	517	54	90	283	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	517	54	90	283	131
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	252	517	54	90	283	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	517	54	90	283	131

Saturation Flow Module:	Sunset Ave.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.18	0.56	0.26
Final Sat.:	125	256	421	71	222	103

Capacity Analysis Module:	Sunset Ave.			Wilson St.		
Vol/Sat:	2.02	2.02	0.13	1.27	1.27	1.27
Crit Moves:	****			****		
Delay/Veh:	486.4	486	12.5	168.9	169	168.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	486.4	486	12.5	168.9	169	168.9
LOS by Move:	F	F	B	F	F	F
ApproachDel:	455.3			168.9		527.5
Delay Adj:	1.00			1.00		1.00
ApprAdjDel:	455.3			168.9		527.5
LOS by Appr:	F			F		F
AllWayAvgQ:	50.3	50.3	0.1	17.2	17.2	17.2

Note: Queue reported is the number of cars per lane.

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

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 12 Average Delay (sec/veh): 37.3
Optimal Cycle: 116 Level Of Service: D

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	164	909	143	104	671	164	142	600	147	360	503	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	909	143	104	671	164	142	600	147	360	503	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	909	143	104	671	164	142	600	147	360	503	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	909	143	104	671	164	142	600	147	360	503	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	909	143	104	671	164	142	600	147	360	503	64

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.93	0.93	0.14	0.92	0.92	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.73	0.27	1.00	1.61	0.39	1.00	1.61	0.39	1.00	1.77	0.23
Final Sat.:	426	3057	481	266	2817	688	1805	2813	689	1805	3148	401

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.39	0.30	0.30	0.39	0.24	0.24	0.08	0.21	0.21	0.20	0.16	0.16
Crit Moves:				****			****			****		
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.15	0.23	0.23	0.22	0.30	0.30
Volume/Cap:	0.90	0.69	0.69	0.91	0.56	0.56	0.53	0.91	0.91	0.91	0.53	0.53
Delay/Veh:	66.3	24.7	24.7	84.7	21.9	21.9	41.2	51.9	51.9	63.3	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	24.7	24.7	84.7	21.9	21.9	41.2	51.9	51.9	63.3	29.4	29.4
LOS by Move:	E	C	C	F	C	C	D	D	D	E	C	C
HCM2kAvgQ:	8	15	15	6	10	10	5	16	16	15	8	8

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): 101.2 Worst Case Level Of Service: F[1254.3]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	1	1	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	266	1133	0	0	477	705	0	0	0	66	15	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1133	0	0	477	705	0	0	0	66	15	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1133	0	0	477	705	0	0	0	66	15	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	266	1133	0	0	477	705	0	0	0	66	15	142

Critical Gap Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Critical Gap:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Cnflct Vol:	1182	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1904	2847	567
Potent Cap.:	598	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	62	17	472
Move Cap.:	598	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	40	10	472
Volume/Cap:	0.44	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.63	1.55	0.30

Level Of Service Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
2Way95thQ:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	15.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	64	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1254	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			1254.3		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 644.6 Worst Case Level Of Service: F[1387.0]

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	0	1	0	0	0

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Volume Module:

Base Vol:	0	684	50	113	463	0	714	4	418	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	684	50	113	463	0	714	4	418	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	684	50	113	463	0	714	4	418	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	684	50	113	463	0	714	4	418	0	0	0

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Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

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Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	734	xxxx	xxxxx	1031	1423	232	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	880	xxxx	xxxxx	232	137	777	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	880	xxxx	xxxxx	208	118	777	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	3.43	0.03	0.54	xxxx	xxxx	xxxx

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Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	284	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	110	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	1387	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1387.0			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sunrise Ave.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:															
Base Vol:	84	57	98	20	23	33	40	575	28	74	756	31			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	84	57	98	20	23	33	40	575	28	74	756	31			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	84	57	98	20	23	33	40	575	28	74	756	31			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	84	57	98	20	23	33	40	575	28	74	756	31			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3			
Capacity Module:															
Cnflct Vol:	56	xxxx	xxxxx	155	xxxx	xxxxx	747	403	40	655	370	106			
Potent Cap.:	1562	xxxx	xxxxx	1438	xxxx	xxxxx	332	540	1038	382	563	954			
Move Cap.:	1562	xxxx	xxxxx	1438	xxxx	xxxxx	0	502	1038	0	524	954			
Volume/Cap:	0.05	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	1.15	0.03	xxxx	1.44	0.03			
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	36.8	0.1			
Control Del:	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	232	8.9			
LOS by Move:	A	*	*	A	*	*	*	*	*	*	F	A			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			+Inf					
ApproachLOS:	*			*			F			F					

Note: Queue reported is the number of cars per lane.

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

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[14.9]

Street Name:	16th St.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0
Volume Module:															
Base Vol:	19	0	110	0	0	0	0	557	92	66	776	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	19	0	110	0	0	0	0	557	92	66	776	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	19	0	110	0	0	0	0	557	92	66	776	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	19	0	110	0	0	0	0	557	92	66	776	0			
Critical Gap Module:															
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx			
Capacity Module:															
Cnflct Vol:	1123	1511	325	1187	1557	388	xxxx	xxxx	xxxxx	649	xxxx	xxxxx			
Potent Cap.:	203	121	677	146	114	616	xxxx	xxxx	xxxxx	947	xxxx	xxxxx			
Move Cap.:	192	113	677	116	106	616	xxxx	xxxx	xxxxx	947	xxxx	xxxxx			
Volume/Cap:	0.10	0.00	0.16	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.07	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx			
Control Del:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	493	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	14.9			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	B			*			*			*					

Note: Queue reported is the number of cars per lane.

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

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.563
Loss Time (sec): 0 Average Delay (sec/veh): 145.3
Optimal Cycle: 0 Level Of Service: F

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1	1	0	0 1 0

Volume Module:	8th St.			8th St.			Wilson St.			Wilson St.		
Base Vol:	169	151	56	103	81	71	52	508	35	46	588	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	151	56	103	81	71	52	508	35	46	588	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	151	56	103	81	71	52	508	35	46	588	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	151	56	103	81	71	52	508	35	46	588	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	151	56	103	81	71	52	508	35	46	588	96

Saturation Flow Module:	8th St.			8th St.			Wilson St.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.40	0.15	0.40	0.32	0.28	1.00	1.00	1.00	1.00	0.86	0.14
Final Sat.:	195	174	65	163	128	112	409	433	473	408	376	61

Capacity Analysis Module:	8th St.			8th St.			Wilson St.			Wilson St.		
Vol/Sat:	0.87	0.87	0.87	0.63	0.63	0.63	0.13	1.17	0.07	0.11	1.56	1.56
Crit Moves:	****			****			****			****		
Delay/Veh:	44.8	44.8	44.8	24.8	24.8	24.8	12.8	126	10.9	12.6	285	285.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	44.8	44.8	24.8	24.8	24.8	12.8	126	10.9	12.6	285	285.4
LOS by Move:	E	E	E	C	C	C	B	F	B	B	F	F
ApproachDel:	44.8			24.8			109.7			268.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	44.8			24.8			109.7			268.2		
LOS by Appr:	E			C			F			F		
AllWayAvgQ:	4.0	4.0	4.0	1.5	1.5	1.5	0.1	13.9	0.1	0.1	33.4	33.4

Note: Queue reported is the number of cars per lane.

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

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.013
Loss Time (sec): 16 Average Delay (sec/veh): 73.5
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:												
Base Vol:	429	278	405	26	167	53	80	458	223	362	351	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	429	278	405	26	167	53	80	458	223	362	351	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	429	278	405	26	167	53	80	458	223	362	351	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	278	405	26	167	53	80	458	223	362	351	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	429	278	405	26	167	53	80	458	223	362	351	63

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	0.41	0.59	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1805	705	1026	1805	1390	441	1805	1900	1615	1805	2990	537

Capacity Analysis Module:												
Vol/Sat:	0.24	0.39	0.39	0.01	0.12	0.12	0.04	0.24	0.14	0.20	0.12	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.29	0.36	0.36	0.07	0.15	0.15	0.15	0.22	0.22	0.18	0.25	0.25
Volume/Cap:	0.83	1.09	1.09	0.21	0.83	0.83	0.29	1.09	0.62	1.09	0.46	0.46
Delay/Veh:	43.7	93.3	93.3	44.7	60.1	60.1	38.2	108	38.5	115.0	31.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	93.3	93.3	44.7	60.1	60.1	38.2	108	38.5	115.0	31.8	31.8
LOS by Move:	D	F	F	D	E	E	D	F	D	F	C	C
HCM2kAvgQ:	15	32	32	1	9	9	2	23	7	19	6	6

Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
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Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): 338.9 Worst Case Level Of Service: F[1880.3]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	0	0	1	0

Volume Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Base Vol:	484	773	0	0	330	365	0	0	0	77	0	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	773	0	0	330	365	0	0	0	77	0	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	484	773	0	0	330	365	0	0	0	77	0	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	484	773	0	0	330	365	0	0	0	77	0	348

Critical Gap Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Cnflct Vol:	695	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2254	2436	773
Potent Cap.:	910	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	46	32	402
Move Cap.:	910	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	19	9	402
Volume/Cap:	0.53	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.09	0.00	0.87

Level of Service Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
2Way95thQ:	3.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	13.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	86	xxxxxx
SharedQueue:	3.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	45.9	xxxxxx
Shrd ConDel:	13.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1880	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			1880.3		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 592.0 Worst Case Level Of Service: F[1451.2]

Street Name:	8th St.					I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	822	91	156	253	0	434	1	474	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	822	91	156	253	0	434	1	474	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	822	91	156	253	0	434	1	474	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	822	91	156	253	0	434	1	474	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	913	xxxx	xxxxx	1433	1478	253	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	755	xxxx	xxxxx	149	127	791	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	755	xxxx	xxxxx	123	98	791	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.21	xxxx	xxxx	3.52	0.01	0.60	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	220	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	89.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	1451	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1451.2			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.279
Loss Time (sec): 0 Average Delay (sec/veh): 102.7
Optimal Cycle: 0 Level Of Service: F

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	4th St.			Wilson St.		
Base Vol:	15	112	76	53	33	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	112	76	53	33	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	112	76	53	33	8
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	15	112	76	53	33	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	112	76	53	33	8

Saturation Flow Module:	4th St.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.88	1.00	0.56	0.35	0.09
Final Sat.:	54	400	501	252	157	38

Capacity Analysis Module:	4th St.			Wilson St.		
Vol/Sat:	0.28	0.28	0.15	0.21	0.21	0.21
Crit Moves:	****			****		
Delay/Veh:	13.6	13.6	11.1	12.9	12.9	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	11.1	12.9	12.9	12.9
LOS by Move:	B	B	B	B	B	B
ApproachDel:	12.6			12.9		
Delay Adj:	1.00			1.00		
ApprAdjDel:	12.6			12.9		
LOS by Appr:	B			B		
AllWayAvgQ:	0.4	0.4	0.2	0.3	0.3	0.3

 Note: Queue reported is the number of cars per lane.

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

 Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.328
 Loss Time (sec): 0 Average Delay (sec/veh): 127.1
 Optimal Cycle: 0 Level Of Service: F

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:	San Gorgonio NB			San Gorgonio SB			Wilson St EB			Wilson St WB		
Base Vol:	60	169	41	10	72	150	231	361	91	39	543	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	169	41	10	72	150	231	361	91	39	543	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	169	41	10	72	150	231	361	91	39	543	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	169	41	10	72	150	231	361	91	39	543	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	169	41	10	72	150	231	361	91	39	543	69

Saturation Flow Module:	San Gorgonio NB			San Gorgonio SB			Wilson St EB			Wilson St WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	0.04	0.31	0.65	0.34	0.53	0.13	0.06	0.83	0.11
Final Sat.:	401	347	84	19	140	292	174	272	69	31	431	55

Capacity Analysis Module:	San Gorgonio NB			San Gorgonio SB			Wilson St EB			Wilson St WB		
Vol/Sat:	0.15	0.49	0.49	0.51	0.51	0.51	1.33	1.33	1.33	1.26	1.26	1.26
Crit Moves:	****			****			****			****		
Delay/Veh:	13.1	18.3	18.3	18.6	18.6	18.6	182.0	182	182.0	153.9	154	153.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	18.3	18.3	18.6	18.6	18.6	182.0	182	182.0	153.9	154	153.9
LOS by Move:	B	C	C	C	C	C	F	F	F	F	F	F
ApproachDel:	17.1			18.6			182.0			153.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.1			18.6			182.0			153.9		
LOS by Appr:	C			C			F			F		
AllWayAvgQ:	0.2	0.9	0.9	1.0	1.0	1.0	24.6	24.6	24.6	20.7	20.7	20.7

Paths: Default Path
 Routes: Default Route
 Configuration: buildout

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

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 3698.3 Worst Case Level Of Service: F[20813.3]

Street Name:	I-10 Eastbound Ramp		San Timeteo Canyon Dr.	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled

Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
----- ----- ----- -----																				
Volume Module:																				
Base Vol:	0	0		19		351	7		398		0	1652		16		31	1419		362	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0		19		351	7		398		0	1652		16		31	1419		362	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0		19		351	7		398		0	1652		16		31	1419		362	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	0	0		19		351	7		398		0	1652		16		31	1419		362	
----- ----- ----- -----																				
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		6.2		7.1	6.5		6.2		xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		3.3		3.5	4.0		3.3		xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx	
----- ----- ----- -----																				
Capacity Module:																				
Cnflct Vol:	xxxx	xxxx		1660		3332	3330		1600		xxxx	xxxx		xxxxx		1668	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		122		5	8		132		xxxx	xxxx		xxxxx		390	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		122		4	8		132		xxxx	xxxx		xxxxx		390	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		0.16		91.24	0.91		3.01		xxxx	xxxx		xxxxx		0.08	xxxx		xxxxx	
----- ----- ----- -----																				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		0.5		xxxx	xxxx		37.2		xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		40.0		xxxxx	xxxx		975.9		xxxxx	xxxx		xxxxx		15.0	xxxx		xxxxx	
LOS by Move:	*	*		E		*	*		F		*	*		*		C	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		4	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		47.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		42867	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		F	*		*		*	*		*		*	*		*	
ApproachDel:		40.0				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		E					F					*					*			

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
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 Year 2042 With Project Conditions - AM Peak Hour

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

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 1655.4 Worst Case Level Of Service: F[14080.2]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0

Volume Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Base Vol:	282	0	248	0	0	0	0	991	484	0	2503	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	0	248	0	0	0	0	991	484	0	2503	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	0	248	0	0	0	0	991	484	0	2503	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	282	0	248	0	0	0	0	991	484	0	2503	0

Critical Gap Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Cnflct Vol:	3736	xxxx	1233	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	5	xxxx	218	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	5	xxxx	218	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	56.32	xxxx	1.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
2Way95thQ:	37.4	xxxx	11.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	26331	xxxx	149.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	F	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			*			*			*		

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	0 1 0	1	0	0 1 0

Volume Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	188	53	53	26	76	163	90	581	134	90	952	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	53	53	26	76	163	90	581	134	90	952	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	53	53	26	76	163	90	581	134	90	952	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	188	53	53	26	76	163	90	581	134	90	952	26

Critical Gap Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Cnflct Vol:	2093	1986	648	2026	2040	965	978	xxxx	xxxxx	715	xxxx	xxxxx
Potent Cap.:	39	62	474	43	57	312	714	xxxx	xxxxx	895	xxxx	xxxxx
Move Cap.:	0	49	474	0	45	312	714	xxxx	xxxxx	895	xxxx	xxxxx
Volume/Cap:	xxxx	1.09	0.11	xxxx	1.69	0.52	0.13	xxxx	xxxx	0.10	xxxx	xxxx

Level Of Service Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	F	F	F	F	F	F	*	*	*	*	*	

 Note: Queue reported is the number of cars per lane.

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

Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
 Loss Time (sec): 12 Average Delay (sec/veh): 24.9
 Optimal Cycle: 56 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Beaumont Ave.			Beaumont Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	34	286	31	166	481	281	145	484	55	71	794	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	286	31	166	481	281	145	484	55	71	794	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	286	31	166	481	281	145	484	55	71	794	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	286	31	166	481	281	145	484	55	71	794	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	286	31	166	481	281	145	484	55	71	794	131

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.90	0.90	0.22	0.94	0.94	0.40	0.93	0.93
Lanes:	1.00	1.80	0.20	1.00	1.26	0.74	1.00	1.80	0.20	1.00	1.72	0.28
Final Sat.:	1805	3208	348	1805	2153	1258	412	3193	363	756	3034	501

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.02	0.09	0.09	0.09	0.22	0.22	0.35	0.15	0.15	0.09	0.26	0.26
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.19	0.19	0.20	0.31	0.31	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.27	0.47	0.47	0.47	0.71	0.71	0.71	0.31	0.31	0.19	0.53	0.53
Delay/Veh:	45.2	36.6	36.6	36.7	32.5	32.5	30.7	15.1	15.1	14.3	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	36.6	36.6	36.7	32.5	32.5	30.7	15.1	15.1	14.3	17.6	17.6
LOS by Move:	D	D	D	D	C	C	C	B	B	B	B	B
HCM2kAvgQ:	1	5	5	5	12	12	5	5	5	1	10	10

 Note: Queue reported is the number of cars per lane.

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

 Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
 Loss Time (sec): 0 Average Delay (sec/veh): 14.7
 Optimal Cycle: 0 Level Of Service: B

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	13	247	22	53	568	31	20	119	12	16	218	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	247	22	53	568	31	20	119	12	16	218	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	247	22	53	568	31	20	119	12	16	218	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	247	22	53	568	31	20	119	12	16	218	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	247	22	53	568	31	20	119	12	16	218	23

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.75	0.16	0.16	1.74	0.10	0.13	0.79	0.08	0.06	0.85	0.09
Final Sat.:	47	898	81	91	990	55	67	397	40	34	458	48

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.28	0.27	0.27	0.58	0.57	0.57	0.30	0.30	0.30	0.48	0.48	0.48
Crit Moves:	****			****			****			****		
Delay/Veh:	11.9	11.7	11.6	17.1	16.7	16.3	12.1	12.1	12.1	14.5	14.5	14.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.7	11.6	17.1	16.7	16.3	12.1	12.1	12.1	14.5	14.5	14.5
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	11.7			16.7			12.1			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.7			16.7			12.1			14.5		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.3	0.3	0.3	1.3	1.2	1.2	0.4	0.4	0.4	0.8	0.8	0.8

 Note: Queue reported is the number of cars per lane.

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

 Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
 Loss Time (sec): 12 Average Delay (sec/veh): 31.4
 Optimal Cycle: 80 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Base Vol:	461	530	0	0	808	194	0	0	0	229	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	461	530	0	0	808	194	0	0	0	229	0	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	461	530	0	0	808	194	0	0	0	229	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	530	0	0	808	194	0	0	0	229	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	461	530	0	0	808	194	0	0	0	229	0	280

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.92	0.92	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.61	0.39	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2827	679	0	0	0	1809	0	1615

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Vol/Sat:	0.26	0.15	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.13	0.00	0.17
Crit Moves:	****				****							****
Green/Cycle:	0.31	0.67	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.81	0.22	0.00	0.00	0.81	0.81	0.00	0.00	0.00	0.59	0.00	0.81
Delay/Veh:	40.2	6.6	0.0	0.0	33.6	33.6	0.0	0.0	0.0	37.9	0.0	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	6.6	0.0	0.0	33.6	33.6	0.0	0.0	0.0	37.9	0.0	51.0
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	13	3	0	0	17	17	0	0	0	7	0	11

 Note: Queue reported is the number of cars per lane.

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

 Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
 Loss Time (sec): 12 Average Delay (sec/veh): 24.7
 Optimal Cycle: 52 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB			I-10 WB		
Base Vol:	0	797	197	244	782	0	197	0	334	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	797	197	244	782	0	197	0	334	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	797	197	244	782	0	197	0	334	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	797	197	244	782	0	197	0	334	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	797	197	244	782	0	197	0	334	0	0	0

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB			I-10 WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB			I-10 WB		
Vol/Sat:	0.00	0.22	0.12	0.14	0.22	0.00	0.11	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.35	0.35	0.21	0.56	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.35	0.64	0.39	0.00	0.34	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	28.6	24.8	39.6	12.7	0.0	26.0	0.0	31.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.6	24.8	39.6	12.7	0.0	26.0	0.0	31.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	4	7	7	0	5	0	10	0	0	0

 Note: Queue reported is the number of cars per lane.

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

 Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
 Loss Time (sec): 12 Average Delay (sec/veh): 26.1
 Optimal Cycle: 59 Level Of Service: C

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Base Vol:	56	833	291	136	735	98	39	54	9	296	150	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	833	291	136	735	98	39	54	9	296	150	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	833	291	136	735	98	39	54	9	296	150	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	833	291	136	735	98	39	54	9	296	150	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	833	291	136	735	98	39	54	9	296	150	123

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.93	0.93	0.43	0.98	0.98	0.72	0.93	0.93
Lanes:	1.00	1.48	0.52	1.00	1.76	0.24	1.00	0.86	0.14	1.00	0.55	0.45
Final Sat.:	1805	2571	898	1805	3128	417	813	1594	266	1362	973	798

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.03	0.32	0.32	0.08	0.23	0.23	0.05	0.03	0.03	0.22	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.46	0.46	0.11	0.44	0.44	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.24	0.70	0.70	0.70	0.54	0.54	0.15	0.11	0.11	0.70	0.50	0.50
Delay/Veh:	39.5	22.8	22.8	53.9	20.9	20.9	25.3	24.7	24.7	35.6	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	22.8	22.8	53.9	20.9	20.9	25.3	24.7	24.7	35.6	28.8	28.8
LOS by Move:	D	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	2	15	15	4	10	10	1	1	1	9	7	7

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): 206.8 Worst Case Level Of Service: F[1523.7]

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0

Volume Module:	Beaumont Ave.			Beaumont Ave.			Mellon Lane			Mellon Lane		
Base Vol:	32	623	48	29	704	249	214	22	4	102	40	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	623	48	29	704	249	214	22	4	102	40	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	623	48	29	704	249	214	22	4	102	40	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	623	48	29	704	249	214	22	4	102	40	156

Critical Gap Module:	Beaumont Ave.			Beaumont Ave.			Mellon Lane			Mellon Lane		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Beaumont Ave.			Beaumont Ave.			Mellon Lane			Mellon Lane		
Cnflct Vol:	953	xxxx	xxxxxx	671	xxxx	xxxxxx	1282	1622	477	1132	1722	336
Potent Cap.:	729	xxxx	xxxxxx	929	xxxx	xxxxxx	125	104	540	160	90	666
Move Cap.:	729	xxxx	xxxxxx	929	xxxx	xxxxxx	56	95	540	123	83	666
Volume/Cap:	0.04	xxxx	xxxx	0.03	xxxx	xxxx	3.83	0.23	0.01	0.83	0.48	0.23

Level Of Service Module:	Beaumont Ave.			Beaumont Ave.			Mellon Lane			Mellon Lane		
2Way95thQ:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	10.2	xxxx	xxxxxx	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	59	xxxxxx	xxxx	193	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	26.1	xxxxxx	xxxxxx	19.0	xxxxxx
Shrd ConDel:	10.2	xxxx	xxxxxx	9.0	xxxx	xxxxxx	xxxxxx	1524	xxxxxx	xxxxxx	314	xxxxxx
Shared LOS:	B	*	*	A	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			1523.7			313.7		
ApproachLOS:	*			*			F			F		

 Note: Queue reported is the number of cars per lane.

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

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Base Vol:	325	532	3	35	754	1	1	9	183	13	56	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	532	3	35	754	1	1	9	183	13	56	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	532	3	35	754	1	1	9	183	13	56	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	325	532	3	35	754	1	1	9	183	13	56	116

Critical Gap Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Cnflct Vol:	755	xxxx	xxxxx	535	xxxx	xxxxx	1769	2010	378	1635	2009	268
Potent Cap.:	865	xxxx	xxxxx	1043	xxxx	xxxxx	54	60	626	68	60	737
Move Cap.:	865	xxxx	xxxxx	1043	xxxx	xxxxx	0	36	626	27	36	737
Volume/Cap:	0.38	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	0.25	0.29	0.48	1.55	0.16

Level Of Service Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
2Way95thQ:	1.8	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	1.2	xxxx	xxxx	
Control Del:	11.7	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxxx	13.1	xxxxx	xxxxx	
LOS by Move:	B	*	*	A	*	*	*	*	B	*	*	
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	85	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	16.7	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	650	xxxxx	
Shared LOS:	*	*	*	A	*	*	*	*	*	F	*	
ApproachDel:	xxxxxx			xxxxxx			+Inf		650.3			
ApproachLOS:	*			*			F		F			

 Note: Queue reported is the number of cars per lane.

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

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.046
 Loss Time (sec): 0 Average Delay (sec/veh): 246.0
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	1	0	1	0	1	0

Volume Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	103	117	61	108	105	98	51	537	115	141	787	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	117	61	108	105	98	51	537	115	141	787	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	117	61	108	105	98	51	537	115	141	787	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	117	61	108	105	98	51	537	115	141	787	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	117	61	108	105	98	51	537	115	141	787	103

Saturation Flow Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	1.00	1.00	1.00	0.09	0.91	1.00	0.15	0.85	1.00
Final Sat.:	188	214	446	362	381	411	40	416	496	69	385	495

Capacity Analysis Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.55	0.55	0.14	0.30	0.28	0.24	1.29	1.29	0.23	2.05	2.05	0.21
Crit Moves:	****			****			****			****		
Delay/Veh:	21.6	21.6	11.9	16.5	15.4	13.9	169.2	169	11.9	495.6	496	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.6	11.9	16.5	15.4	13.9	169.2	169	11.9	495.6	496	11.7
LOS by Move:	C	C	B	C	C	B	F	F	B	F	F	B
ApproachDel:	19.5			15.3			143.4			447.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.5			15.3			143.4			447.3		
LOS by Appr:	C			C			F			F		
AllWayAvgQ:	1.1	1.1	0.2	0.4	0.4	0.3	20.1	20.1	0.3	61.1	61.1	0.3

 Note: Queue reported is the number of cars per lane.

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

 Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
 Loss Time (sec): 0 Average Delay (sec/veh): 17.4
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Palm Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Base Vol:	19	140	78	56	281	12	30	146	43	110	260	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	140	78	56	281	12	30	146	43	110	260	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	140	78	56	281	12	30	146	43	110	260	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	140	78	56	281	12	30	146	43	110	260	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	140	78	56	281	12	30	146	43	110	260	27

Saturation Flow Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.59	0.33	0.16	0.81	0.03	0.14	0.67	0.19	0.28	0.65	0.07
Final Sat.:	41	304	169	87	438	19	69	336	99	156	368	38

Capacity Analysis Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Vol/Sat:	0.46	0.46	0.46	0.64	0.64	0.64	0.43	0.43	0.43	0.71	0.71	0.71
Crit Moves:	****			****			****			****		
Delay/Veh:	13.7	13.7	13.7	18.3	18.3	18.3	13.4	13.4	13.4	20.9	20.9	20.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	13.7	18.3	18.3	18.3	13.4	13.4	13.4	20.9	20.9	20.9
LOS by Move:	B	B	B	C	C	C	B	B	B	C	C	C
ApproachDel:	13.7			18.3			13.4			20.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.7			18.3			13.4			20.9		
LOS by Appr:	B			C			B			C		
AllWayAvgQ:	0.6	0.6	0.6	1.4	1.4	1.4	0.6	0.6	0.6	1.8	1.8	1.8

 Note: Queue reported is the number of cars per lane.

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

 Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.404
 Loss Time (sec): 0 Average Delay (sec/veh): 123.9
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.								
Base Vol:	100	0	94	0	0	0	0	599	96	148	862	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	94	0	0	0	0	599	96	148	862	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	94	0	0	0	0	599	96	148	862	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	94	0	0	0	0	599	96	148	862	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	0	94	0	0	0	0	599	96	148	862	0

Saturation Flow Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	0.86	0.14	1.00	1.00	0.00
Final Sat.:	282	0	265	0	0	0	0	567	91	566	614	0

Capacity Analysis Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.								
Vol/Sat:	0.35	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	1.06	1.06	0.26	1.40	xxxx
Crit Moves:	****							****				
Delay/Veh:	13.1	0.0	13.1	0.0	0.0	0.0	0.0	73.8	73.8	11.3	209	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	0.0	13.1	0.0	0.0	0.0	0.0	73.8	73.8	11.3	209	0.0
LOS by Move:	B	*	B	*	*	*	*	F	F	B	F	*
ApproachDel:	13.1			xxxxxx				73.8			179.8	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	13.1			xxxxxx				73.8			179.8	
LOS by Appr:	B			*				F			F	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	11.9	11.9	11.9	0.4	34.1	0.0

 Note: Queue reported is the number of cars per lane.

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

 Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
 Loss Time (sec): 0 Average Delay (sec/veh): 23.2
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Pennsylvania Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	29	171	30	83	312	35	25	242	22	45	278	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	171	30	83	312	35	25	242	22	45	278	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	171	30	83	312	35	25	242	22	45	278	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	171	30	83	312	35	25	242	22	45	278	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	171	30	83	312	35	25	242	22	45	278	53

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.74	0.13	0.19	0.73	0.08	0.09	0.84	0.07	0.12	0.74	0.14
Final Sat.:	56	333	58	102	382	43	41	397	36	61	377	72

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.51	0.51	0.51	0.82	0.82	0.82	0.61	0.61	0.61	0.74	0.74	0.74
Crit Moves:	****			****			****			****		
Delay/Veh:	15.8	15.8	15.8	29.9	29.9	29.9	18.3	18.3	18.3	23.7	23.7	23.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	15.8	15.8	29.9	29.9	29.9	18.3	18.3	18.3	23.7	23.7	23.7
LOS by Move:	C	C	C	D	D	D	C	C	C	C	C	C
ApproachDel:	15.8			29.9			18.3			23.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.8			29.9			18.3			23.7		
LOS by Appr:	C			D			C			C		
AllWayAvgQ:	0.7	0.7	0.7	3.0	3.0	3.0	1.1	1.1	1.1	2.0	2.0	2.0

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
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Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 173.7 Worst Case Level Of Service: F[1148.6]

Street Name:	Pennsylvania Ave.					I-10 Westbound Ramp							
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	0	1	0	0	0	0	0	0	0	1	0

Volume Module:	Pennsylvania Ave.			I-10 Westbound Ramp		
Base Vol:	0	475	180	371	676	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	475	180	371	676	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	475	180	371	676	0
Reduct Vol:	0	0	0	0	0	0
FinalVolume:	0	475	180	371	676	0

Critical Gap Module:	Pennsylvania Ave.			I-10 Westbound Ramp		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Pennsylvania Ave.			I-10 Westbound Ramp		
Cnflct Vol:	xxxx	xxxx	xxxxx	655	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	942	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	942	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.39	xxxx	xxxx

Level of Service Module:	Pennsylvania Ave.			I-10 Westbound Ramp		
2Way95thQ:	xxxx	xxxx	xxxxx	1.9	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.9	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): 144.9 Worst Case Level Of Service: F[616.4]

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	1	0	0	0

Volume Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Base Vol:	0	465	112	215	585	0	195	0	224	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	465	112	215	585	0	195	0	224	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	465	112	215	585	0	195	0	224	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	465	112	215	585	0	195	0	224	0	0	0

Critical Gap Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Cnflct Vol:	xxxx	xxxx	xxxxx	577	xxxx	xxxxx	1536	1592	585	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1006	xxxx	xxxxx	129	108	515	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1006	xxxx	xxxxx	108	85	515	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.21	xxxx	xxxx	1.81	0.00	0.44	xxxx	xxxx	xxxx

Level Of Service Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	187	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	33.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	616	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			616.4			xxxxxxx		
ApproachLOS:	*			*			F			*		

 Note: Queue reported is the number of cars per lane.

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

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: D[29.1]

Street Name:	Pennsylvania Ave.						3rd St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	7	573	0	0	801	26	17	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	573	0	0	801	26	17	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	573	0	0	801	26	17	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	573	0	0	801	26	17	0	2	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	827	xxxx	xxxxx	xxxx	xxxx	xxxxx	1388	1388	801	xxxx	xxxx	xxxxx
Potent Cap.:	813	xxxx	xxxxx	xxxx	xxxx	xxxxx	159	144	388	xxxx	xxxx	xxxxx
Move Cap.:	813	xxxx	xxxxx	xxxx	xxxx	xxxxx	158	143	388	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.01	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	168	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			29.1			xxxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.213
Loss Time (sec): 0 Average Delay (sec/veh): 64.7
Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	1	1	0	0	0	1	0

Volume Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	0	15	1	289	40	343	124	538	0	4	659	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	15	1	289	40	343	124	538	0	4	659	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	15	1	289	40	343	124	538	0	4	659	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	15	1	289	40	343	124	538	0	4	659	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	15	1	289	40	343	124	538	0	4	659	229

Saturation Flow Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.94	0.06	1.00	0.10	0.90	1.00	1.00	0.00	0.01	1.48	0.51
Final Sat.:	0	350	23	422	51	436	403	443	0	4	703	252

Capacity Analysis Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	xxxx	0.04	0.04	0.68	0.79	0.79	0.31	1.21	xxxx	0.95	0.94	0.91
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	12.9	12.9	27.4	31.7	31.7	14.9	141	0.0	58.1	54.7	47.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.9	12.9	27.4	31.7	31.7	14.9	141	0.0	58.1	54.7	47.7
LOS by Move:	*	B	B	D	D	D	B	F	*	F	F	E
ApproachDel:	12.9			29.9			117.3			52.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.9			29.9			117.3			52.9		
LOS by Appr:	B			D			F			F		
AllWayAvgQ:	0.0	0.0	0.0	1.9	2.9	2.9	0.4	16.0	16.0	6.2	5.1	5.1

 Note: Queue reported is the number of cars per lane.

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

 Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
 Loss Time (sec): 0 Average Delay (sec/veh): 20.8
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	160	10	9	81	64	78	28	469	162	15	500	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	10	9	81	64	78	28	469	162	15	500	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	10	9	81	64	78	28	469	162	15	500	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	10	9	81	64	78	28	469	162	15	500	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	10	9	81	64	78	28	469	162	15	500	46

Saturation Flow Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.05	0.95	1.00	1.00	1.00	1.00	1.49	0.51	1.00	1.83	0.17
Final Sat.:	358	388	374	357	374	404	414	687	245	403	816	76

Capacity Analysis Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.45	0.03	0.02	0.23	0.17	0.19	0.07	0.68	0.66	0.04	0.61	0.61
Crit Moves:	****			****			****			****		
Delay/Veh:	18.9	11.9	11.2	14.6	13.3	12.7	11.5	24.6	22.8	11.4	21.6	21.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	11.9	11.2	14.6	13.3	12.7	11.5	24.6	22.8	11.4	21.6	21.3
LOS by Move:	C	B	B	B	B	B	B	C	C	B	C	C
ApproachDel:	18.1			13.5			23.6			21.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.1			13.5			23.6			21.3		
LOS by Appr:	C			B			C			C		
AllWayAvgQ:	0.7	0.0	0.0	0.2	0.2	0.2	0.1	1.9	1.7	0.0	1.4	1.3

 Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level of Service: F[xxxxx]

Street Name:	Highland Springs Ave.					Brookside Ave.					
Approach:	North Bound		South Bound			East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Uncontrolled		Uncontrolled			Stop Sign		Stop Sign			
Rights:	Include		Include			Include		Include			
Lanes:	1	0	0	1	0	0	0	0	1	0	0

Volume Module:	Highland Springs Ave.					Brookside Ave.						
Base Vol:	198	126	71	170	258	71	29	144	198	178	272	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	126	71	170	258	71	29	144	198	178	272	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	126	71	170	258	71	29	144	198	178	272	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	198	126	71	170	258	71	29	144	198	178	272	233

Critical Gap Module:	Highland Springs Ave.					Brookside Ave.						
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Highland Springs Ave.					Brookside Ave.						
Cnflct Vol:	329	xxxx	xxxxxx	197	xxxx	xxxxxx	1444	1227	294	1362	1227	162
Potent Cap.:	1242	xxxx	xxxxxx	1388	xxxx	xxxxxx	111	180	751	126	180	889
Move Cap.:	1242	xxxx	xxxxxx	1388	xxxx	xxxxxx	0	131	751	0	131	889
Volume/Cap:	0.16	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	1.10	0.26	xxxx	2.08	0.26

Level of Service Module:	Highland Springs Ave.					Brookside Ave.									
2Way95thQ:	0.6	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	8.4	xxxx	xxxxxx	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	*			*			F			F					

 Note: Queue reported is the number of cars per lane.

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

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[12.8]

Street Name:	Highland Springs Ave.						16th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			16th St.			16th St.		
Base Vol:	23	273	0	0	372	30	16	0	14	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	273	0	0	372	30	16	0	14	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	273	0	0	372	30	16	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	273	0	0	372	30	16	0	14	0	0	0

Critical Gap Module:	Highland Springs Ave.			Highland Springs Ave.			16th St.			16th St.		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Springs Ave.			Highland Springs Ave.			16th St.			16th St.		
Cnflct Vol:	402	xxxx	xxxxx	xxxx	xxxx	xxxxx	706	706	387	xxxx	xxxx	xxxxx
Potent Cap.:	1168	xxxx	xxxxx	xxxx	xxxx	xxxxx	405	363	665	xxxx	xxxx	xxxxx
Move Cap.:	1168	xxxx	xxxxx	xxxx	xxxx	xxxxx	399	356	665	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.02	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Springs Ave.			Highland Springs Ave.			16th St.			16th St.		
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	491	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.8			xxxxxx		
ApproachLOS:		*			*			B			*	

 Note: Queue reported is the number of cars per lane.

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

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 20.3 Worst Case Level Of Service: F[70.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	261	193	13	410	0	0	0	0	330	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	261	193	13	410	0	0	0	0	330	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	261	193	13	410	0	0	0	0	330	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	261	193	13	410	0	0	0	0	330	0	22

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	454	xxxx	xxxxx	xxxx	xxxx	xxxxx	794	794	358
Potent Cap.:	xxxx	xxxx	xxxxx	1117	xxxx	xxxxx	xxxx	xxxx	xxxxx	360	323	691
Move Cap.:	xxxx	xxxx	xxxxx	1117	xxxx	xxxxx	xxxx	xxxx	xxxxx	357	319	691
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.92	0.00	0.03

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	368	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	70.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				70.6	
ApproachLOS:	*			*			*				F	

 Note: Queue reported is the number of cars per lane.

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

 Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
 Loss Time (sec): 12 Average Delay (sec/veh): 58.6
 Optimal Cycle: 65 Level Of Service: E

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	0	1

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.			Oak Valley Pkwy.-14th St.-F St.		
Base Vol:	286	391	64	26	675	31	19	116	442	110	198	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	391	64	26	675	31	19	116	442	110	198	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	391	64	26	675	31	19	116	442	110	198	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	391	64	26	675	31	19	116	442	110	198	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	391	64	26	675	31	19	116	442	110	198	44

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.			Oak Valley Pkwy.-14th St.-F St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.99	0.99	0.76	1.00	0.85	0.84	0.84	0.84
Lanes:	1.00	0.86	0.14	1.00	0.96	0.04	1.00	1.00	1.00	0.31	0.56	0.13
Final Sat.:	1805	1598	262	1805	1804	83	1440	1900	1615	501	902	201

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.			Oak Valley Pkwy.-14th St.-F St.		
Vol/Sat:	0.16	0.24	0.24	0.01	0.37	0.37	0.01	0.06	0.27	0.22	0.22	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.56	0.56	0.16	0.51	0.51	0.16	0.16	0.37	0.16	0.16	0.16
Volume/Cap:	0.74	0.43	0.43	0.09	0.74	0.74	0.08	0.39	0.74	1.40	1.40	1.40
Delay/Veh:	43.8	13.0	13.0	35.8	22.3	22.3	36.2	38.7	31.9	245.2	245	245.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	13.0	13.0	35.8	22.3	22.3	36.2	38.7	31.9	245.2	245	245.2
LOS by Move:	D	B	B	D	C	C	D	D	C	F	F	F
HCM2kAvgQ:	8	7	7	1	18	18	1	4	13	25	25	25

 Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level of Service: F[xxxxx]

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			Starlight Ave.			Starlight Ave.		
Base Vol:	147	591	103	39	1008	229	72	64	270	176	110	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	591	103	39	1008	229	72	64	270	176	110	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	591	103	39	1008	229	72	64	270	176	110	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	147	591	103	39	1008	229	72	64	270	176	110	66

Critical Gap Module:	Highland Springs Ave.			Highland Springs Ave.			Starlight Ave.			Starlight Ave.		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Highland Springs Ave.			Highland Springs Ave.			Starlight Ave.			Starlight Ave.		
Cnflct Vol:	1237	xxxx	xxxxxx	694	xxxx	xxxxxx	2225	2189	1123	2304	2252	643
Potent Cap.:	570	xxxx	xxxxxx	911	xxxx	xxxxxx	31	46	253	27	42	477
Move Cap.:	570	xxxx	xxxxxx	911	xxxx	xxxxxx	0	33	253	0	30	477
Volume/Cap:	0.26	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	1.95	1.07	xxxx	3.68	0.14

Level of Service Module:	Highland Springs Ave.			Highland Springs Ave.			Starlight Ave.			Starlight Ave.		
2Way95thQ:	1.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	13.5	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	110	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	31.9	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	994.4	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

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

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
 Loss Time (sec): 16 Average Delay (sec/veh): 44.6
 Optimal Cycle: 119 Level Of Service: D

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.		
Base Vol:	57	554	231	187	970	137	54	146	101	531	224	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	554	231	187	970	137	54	146	101	531	224	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	554	231	187	970	137	54	146	101	531	224	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	554	231	187	970	137	54	146	101	531	224	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	554	231	187	970	137	54	146	101	531	224	133

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.89	0.89	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.18	0.82	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	3103	438	1805	2004	1386	1805	3610	1615

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.		
Vol/Sat:	0.03	0.29	0.14	0.10	0.31	0.31	0.03	0.07	0.07	0.29	0.06	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.32	0.65	0.11	0.36	0.36	0.19	0.08	0.08	0.32	0.22	0.22
Volume/Cap:	0.40	0.91	0.22	0.91	0.88	0.88	0.16	0.91	0.91	0.91	0.28	0.38
Delay/Veh:	45.5	49.9	7.4	81.9	37.5	37.5	34.4	77.1	77.1	50.3	32.7	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	49.9	7.4	81.9	37.5	37.5	34.4	77.1	77.1	50.3	32.7	33.9
LOS by Move:	D	D	A	F	D	D	C	E	E	D	C	C
HCM2kAvgQ:	2	17	3	6	17	17	1	7	7	20	3	4

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2032 With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	87	185	257	316	127	83	186	937	349	174	1398	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4642		1770	3329		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4642		1770	3329		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	87	185	257	316	127	83	186	937	349	174	1398	70
RTOR Reduction (vph)	0	164	0	0	67	0	0	0	207	0	0	27
Lane Group Flow (vph)	87	278	0	316	143	0	186	937	142	174	1398	43
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.6	10.8		12.5	15.7		8.5	33.0	33.0	10.5	35.0	35.0
Effective Green, g (s)	7.6	10.8		12.5	15.7		8.5	33.0	33.0	10.5	35.0	35.0
Actuated g/C Ratio	0.09	0.13		0.15	0.19		0.10	0.39	0.39	0.13	0.42	0.42
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	161	598		264	624		180	1394	623	222	1478	661
v/s Ratio Prot	0.05	c0.06		c0.18	0.04		c0.11	0.26		0.10	c0.40	
v/s Ratio Perm									0.09			0.03
v/c Ratio	0.54	0.47		1.20	0.23		1.03	0.67	0.23	0.78	0.95	0.06
Uniform Delay, d1	36.4	33.8		35.6	28.9		37.6	20.9	16.9	35.5	23.5	14.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.7	0.6		119.4	0.2		76.1	2.6	0.8	16.4	13.6	0.2
Delay (s)	40.1	34.4		155.0	29.1		113.8	23.5	17.8	51.9	37.1	14.8
Level of Service	D	C		F	C		F	C	B	D	D	B
Approach Delay (s)		35.3			104.8			33.6			37.7	
Approach LOS		D			F			C			D	
Intersection Summary												
HCM Average Control Delay			44.4			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			83.8			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			90.8%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2032 With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↖	↗	↖	↗			↗	↖
Volume (vph)	0	0	0	297	0	352	419	1135	0	0	1089	869
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Flt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	297	0	352	419	1135	0	0	1089	869
RTOR Reduction (vph)	0	0	0	0	0	35	0	0	0	0	0	579
Lane Group Flow (vph)	0	0	0	0	297	317	419	1135	0	0	1089	290
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.17		c0.24	0.32			c0.31	
v/s Ratio Perm						c0.20						0.18
v/c Ratio					0.50	0.60	2.83	0.64			0.92	0.55
Uniform Delay, d1					12.8	13.3	22.0	8.8			15.4	13.1
Progression Factor					1.00	1.00	0.92	0.93			1.00	1.00
Incremental Delay, d2					3.1	5.0	836.0	1.2			13.2	4.1
Delay (s)					15.9	18.3	856.2	9.4			28.6	17.1
Level of Service					B	B	F	A			C	B
Approach Delay (s)		0.0			17.2			237.7			23.5	
Approach LOS		A			B			F			C	
Intersection Summary												
HCM Average Control Delay			102.5				HCM Level of Service			F		
HCM Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			48.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			132.2%				ICU Level of Service		H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2032 With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	585	0	355	0	0	0	0	827	289	319	731	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	585	0	355	0	0	0	0	827	289	319	731	0
RTOR Reduction (vph)	0	0	107	0	0	0	0	0	193	0	0	0
Lane Group Flow (vph)	0	585	248	0	0	0	0	827	96	319	731	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.33						c0.23		c0.18	0.21	
v/s Ratio Perm			0.16						0.06			
v/c Ratio		0.99	0.47					0.70	0.18	2.16	0.41	
Uniform Delay, d1		15.9	12.6					13.9	11.4	22.0	7.6	
Progression Factor		1.00	1.00					1.00	1.00	1.08	1.21	
Incremental Delay, d2		35.0	3.0					3.5	0.8	531.6	0.4	
Delay (s)		51.0	15.6					17.4	12.1	555.4	9.5	
Level of Service		D	B					B	B	F	A	
Approach Delay (s)		37.6			0.0			16.0			175.4	
Approach LOS		D			A			B			F	
Intersection Summary												
HCM Average Control Delay			76.4									
HCM Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			48.0									
Intersection Capacity Utilization			132.2%									
Analysis Period (min)			15									
c Critical Lane Group												

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

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

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 16 Average Delay (sec/veh): 27.9
Optimal Cycle: 49 Level Of Service: C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Base Vol:	104	711	47	171	441	32	75	77	36	49	189	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	711	47	171	441	32	75	77	36	49	189	269
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	104	711	47	171	441	0	75	77	36	49	189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	711	47	171	441	0	75	77	36	49	189	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	104	711	47	171	441	0	75	77	36	49	189	0

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.90	0.90	0.94	0.94	1.00
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.36	0.64	0.41	1.59	1.00
Final Sat.:	1805	3356	222	1805	3610	1900	1805	2342	1095	736	2838	1900

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Vol/Sat:	0.06	0.21	0.21	0.09	0.12	0.00	0.04	0.03	0.03	0.07	0.07	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.23	0.43	0.43	0.19	0.39	0.00	0.08	0.08	0.08	0.13	0.13	0.00
Volume/Cap:	0.25	0.49	0.49	0.49	0.31	0.00	0.49	0.39	0.39	0.49	0.49	0.00
Delay/Veh:	32.1	20.9	20.9	37.2	21.0	0.0	46.3	44.2	44.2	40.9	40.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	20.9	20.9	37.2	21.0	0.0	46.3	44.2	44.2	40.9	40.9	0.0
LOS by Move:	C	C	C	D	C	A	D	D	D	D	D	A
HCM2kAvgQ:	3	9	9	5	5	0	3	2	2	4	4	0

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

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

 Intersection #30 Highland Springs Ave./Mellon Lane

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: D[33.0]

Street Name:	Highland Springs Ave.						Mellon Lane								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	2	0	0	1	1	0	0	0	1	0	0	0	0

Volume Module:	Highland Springs Ave.						Mellon Lane					
Base Vol:	61	573	0	0	387	83	218	0	52	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	573	0	0	387	83	218	0	52	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	573	0	0	387	83	218	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	573	0	0	387	83	218	0	52	0	0	0

Critical Gap Module:	Highland Springs Ave.						Mellon Lane					
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Highland Springs Ave.						Mellon Lane					
Cnflct Vol:	470	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	796	xxxx	194	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1102	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	329	xxxx	822	xxxxxx	xxxx	xxxxxx
Move Cap.:	1102	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	315	xxxx	822	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.06	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.69	xxxx	0.06	xxxxxx	xxxx	xxxxxx

Level Of Service Module:	Highland Springs Ave.						Mellon Lane					
2Way95thQ:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.8	xxxx	0.2	xxxxxx	xxxx	xxxxxx
Control Del:	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	38.6	xxxx	9.7	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	E	*	A	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx		33.0			xxxxxx		
ApproachLOS:	*				*		D			*		

 Note: Queue reported is the number of cars per lane.

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

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 30.0 Worst Case Level Of Service: F[193.9]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	1	1	0	0

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	6	0	0	88	0	154	90	449	1	0	772	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	88	0	154	90	449	1	0	772	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	88	0	154	90	449	1	0	772	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	0	88	0	154	90	449	1	0	772	52

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

Capacity Module:	C St.			C St.			Wilson St.			Wilson St.		
Cnflct Vol:	1505	xxxx	xxxxx	1428	1428	798	824	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	101	xxxx	xxxxx	114	136	389	815	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	55	xxxx	xxxxx	104	120	389	815	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	xxxx	0.85	0.00	0.40	0.11	xxxx	xxxx	xxxxx	xxxx	xxxx

Level Of Service Module:	C St.			C St.			Wilson St.			Wilson St.		
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	77.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	195	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	12.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	194	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	77.7			193.9			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

 Note: Queue reported is the number of cars per lane.

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

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 42.0 Worst Case Level Of Service: F[136.2]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			Northern Loop		
Base Vol:	116	452	0	0	264	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	452	0	0	264	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	452	0	0	264	129
Reduct Vol:	0	0	0	0	0	0
FinalVolume:	116	452	0	0	264	129

Critical Gap Module:	Highland Home Rd.			Northern Loop		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Northern Loop		
Cnflct Vol:	393	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	1177	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	1177	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:	Highland Home Rd.			Northern Loop		
2Way95thQ:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	357	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	16.9	xxxxx
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	136	xxxxx
Shared LOS:	A	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	136.2	xxxxxx		
ApproachLOS:	*	*	F	*		

 Note: Queue reported is the number of cars per lane.

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

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 63.2 Worst Case Level Of Service: F[142.7]

Street Name:	Beaumont Rd.-G St					Highland Home Rd.						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Base Vol:	0	210	96	114	348	0	0	0	0	242	0	357
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	210	96	114	348	0	0	0	0	242	0	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	210	96	114	348	0	0	0	0	242	0	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	210	96	114	348	0	0	0	0	242	0	357

Critical Gap Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Cnflct Vol:	xxxx	xxxx	xxxxx	306	xxxx	xxxxx	xxxx	xxxx	xxxxx	834	834	258
Potent Cap.:	xxxx	xxxx	xxxxx	1266	xxxx	xxxxx	xxxx	xxxx	xxxxx	341	306	786
Move Cap.:	xxxx	xxxx	xxxxx	1266	xxxx	xxxxx	xxxx	xxxx	xxxxx	316	277	786
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.77	0.00	0.45

Level Of Service Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	491	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	143	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	142.7		
ApproachLOS:	*	*	*	*	*	*	*	*	*	F		

Note: Queue reported is the number of cars per lane.

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

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: C[16.1]

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	0	1	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
Base Vol:	103	298	0	0	607	0	0	0	176	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	298	0	0	607	0	0	0	176	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	298	0	0	607	0	0	0	176	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	103	298	0	0	607	0	0	0	176	0	0	0

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
Cnflct Vol:	607	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	607	xxxxx	xxxx	xxxxx
Potent Cap.:	981	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	500	xxxxx	xxxx	xxxxx
Move Cap.:	981	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	500	xxxxx	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0.35	xxxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
2Way95thQ:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.6	xxxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.1			xxxxxx		
ApproachLOS:		*			*		C				*	

 Note: Queue reported is the number of cars per lane.

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

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: D[26.7]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Home Rd. NB			Highland Home Rd. SB			D St. EB			D St. WB		
Base Vol:	90	379	0	0	764	13	22	0	154	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	379	0	0	764	13	22	0	154	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	379	0	0	764	13	22	0	154	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	379	0	0	764	13	22	0	154	0	0	0

Critical Gap Module:	Highland Home Rd. NB			Highland Home Rd. SB			D St. EB			D St. WB		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd. NB			Highland Home Rd. SB			D St. EB			D St. WB		
Cnflct Vol:	777	xxxx	xxxxx	xxxx	xxxx	xxxxx	1330	1330	771	xxxx	xxxx	xxxxx
Potent Cap.:	848	xxxx	xxxxx	xxxx	xxxx	xxxxx	172	156	404	xxxx	xxxx	xxxxx
Move Cap.:	848	xxxx	xxxxx	xxxx	xxxx	xxxxx	158	139	404	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.38	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd. NB			Highland Home Rd. SB			D St. EB			D St. WB		
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	338	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			26.7			xxxxxx		
ApproachLOS:		*			*		D				*	

 Note: Queue reported is the number of cars per lane.

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

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1

Volume Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Base Vol:	66	170	30	423	389	106	113	274	131	89	659	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	170	30	423	389	106	113	274	131	89	659	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	170	30	423	389	106	113	274	131	89	659	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	66	170	30	423	389	106	113	274	131	89	659	187

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Cnflct Vol:	1268	1590	203	1379	1562	423	846	xxxx	xxxxx	405	xxxx	xxxxx
Potent Cap.:	128	109	811	106	113	585	800	xxxx	xxxxx	1165	xxxx	xxxxx
Move Cap.:	0	86	811	0	90	585	800	xxxx	xxxxx	1165	xxxx	xxxxx
Volume/Cap:	xxxx	1.97	0.04	xxxx	4.34	0.18	0.14	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
2Way95thQ:	xxxx	14.8	0.1	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	557	9.6	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	F	A	*	*	*	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	+Inf			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

 Note: Queue reported is the number of cars per lane.

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

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 66.1 Worst Case Level Of Service: F[179.6]

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Base Vol:	0	0	0	486	2	141	22	481	0	0	341	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	486	2	141	22	481	0	0	341	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	486	2	141	22	481	0	0	341	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	486	2	141	22	481	0	0	341	239

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Cnflct Vol:	697	1105	241	745	986	290	580	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	332	213	767	354	250	713	1004	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	260	208	767	348	244	713	1004	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	1.40	0.01	0.20	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.7	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.3	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	347	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	24.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	228.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			179.6			xxxxxxx			xxxxxxx		
ApproachLOS:	*			F			*			*		

 Note: Queue reported is the number of cars per lane.

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

 Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.960
 Loss Time (sec): 16 Average Delay (sec/veh): 293.4
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	Sunset Ave.			Wilson St.		
Base Vol:	120	174	36	88	522	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	174	36	88	522	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	174	36	88	522	115
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	120	174	36	88	522	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	174	36	88	522	115

Saturation Flow Module:	Sunset Ave.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	1.00	0.12	0.72	0.16
Final Sat.:	158	229	428	52	309	68

Capacity Analysis Module:	Sunset Ave.			Wilson St.		
Vol/Sat:	0.76	0.76	0.08	1.69	1.69	1.69
Crit Moves:	****			****		
Delay/Veh:	35.3	35.3	11.8	340.0	340	340.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	35.3	11.8	340.0	340	340.0
LOS by Move:	E	E	B	F	F	F
ApproachDel:	32.7			340.0		
Delay Adj:	1.00			1.00		
ApprAdjDel:	32.7			340.0		
LOS by Appr:	D			F		
AllWayAvgQ:	2.5	2.5	0.1	39.2	39.2	39.2

 Note: Queue reported is the number of cars per lane.

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

 Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
 Loss Time (sec): 12 Average Delay (sec/veh): 36.4
 Optimal Cycle: 73 Level Of Service: D

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sunset Ave. NB			Sunset Ave. SB			Ramsey St. EB			Ramsey St. WB		
Base Vol:	326	342	119	111	854	85	47	334	340	77	198	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	342	119	111	854	85	47	334	340	77	198	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	342	119	111	854	85	47	334	340	77	198	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	342	119	111	854	85	47	334	340	77	198	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	326	342	119	111	854	85	47	334	340	77	198	41

Saturation Flow Module:	Sunset Ave. NB			Sunset Ave. SB			Ramsey St. EB			Ramsey St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.94	0.94	0.95	0.88	0.88	0.95	0.93	0.93
Lanes:	1.00	1.48	0.52	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.66	0.34
Final Sat.:	1805	2574	896	1805	3237	322	1805	1668	1668	1805	2913	603

Capacity Analysis Module:	Sunset Ave. NB			Sunset Ave. SB			Ramsey St. EB			Ramsey St. WB		
Vol/Sat:	0.18	0.13	0.13	0.06	0.26	0.26	0.03	0.20	0.20	0.04	0.07	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.23	0.37	0.37	0.19	0.33	0.33	0.16	0.25	0.25	0.07	0.16	0.16
Volume/Cap:	0.80	0.36	0.36	0.32	0.80	0.80	0.16	0.80	0.81	0.61	0.42	0.42
Delay/Veh:	46.8	23.4	23.4	35.3	34.2	34.2	36.4	40.3	41.2	53.6	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	23.4	23.4	35.3	34.2	34.2	36.4	40.3	41.2	53.6	38.3	38.3
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	12	5	5	3	16	16	1	12	13	3	4	4

 Note: Queue reported is the number of cars per lane.

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

 Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): 119.0 Worst Case Level Of Service: F[892.1]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	0	0	1	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	371	540	0	0	684	599	0	0	0	71	7	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	540	0	0	684	599	0	0	0	71	7	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	540	0	0	684	599	0	0	0	71	7	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	371	540	0	0	684	599	0	0	0	71	7	248

Critical Gap Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Cnflct Vol:	1283	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1624	2565	270
Potent Cap.:	548	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	95	27	734
Move Cap.:	548	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	43	9	734
Volume/Cap:	0.68	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1.65	0.82	0.34

Level Of Service Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
2Way95thQ:	5.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	24.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	116	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	30.2	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	892	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			892.1		
ApproachLOS:	*			*			*			F		

 Note: Queue reported is the number of cars per lane.

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

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 351.5 Worst Case Level Of Service: F[1390.2]

Street Name:	Sunset Ave.					I-10 Eastbound Ramps							
Approach:	North Bound			South Bound		East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1	1	0	0	0	0	1	0	0	0	

Volume Module:	Sunset Ave.					I-10 Eastbound Ramps						
Base Vol:	0	626	146	344	412	0	287	2	224	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	626	146	344	412	0	287	2	224	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	626	146	344	412	0	287	2	224	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	626	146	344	412	0	287	2	224	0	0	0

Critical Gap Module:	Sunset Ave.					I-10 Eastbound Ramps						
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Sunset Ave.					I-10 Eastbound Ramps						
Cnflct Vol:	xxxx	xxxx	xxxxx	772	xxxx	xxxxx	1413	1872	206	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	852	xxxx	xxxxx	131	73	807	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	852	xxxx	xxxxx	80	36	807	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.40	xxxx	xxxx	3.60	0.05	0.28	xxxx	xxxx	xxxx

Level Of Service Module:	Sunset Ave.					I-10 Eastbound Ramps						
2Way95thQ:	xxxx	xxxx	xxxxx	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	130	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	2.0	xxxx	xxxxx	xxxxx	51.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	1390	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1390.2			xxxxxx		
ApproachLOS:	*			*			F			*		

 Note: Queue reported is the number of cars per lane.

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

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: D[34.2]

Street Name:	Sunrise Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1

Volume Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Base Vol:	42	15	26	13	72	23	18	520	119	31	321	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	15	26	13	72	23	18	520	119	31	321	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	15	26	13	72	23	18	520	119	31	321	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	42	15	26	13	72	23	18	520	119	31	321	5

Critical Gap Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Cnflct Vol:	1049	1004	580	1019	1058	321	326	xxxx	xxxxx	639	xxxx	xxxxx
Potent Cap.:	207	244	518	217	227	724	1245	xxxx	xxxxx	955	xxxx	xxxxx
Move Cap.:	144	233	518	189	216	724	1245	xxxx	xxxxx	955	xxxx	xxxxx
Volume/Cap:	0.29	0.06	0.05	0.07	0.33	0.03	0.01	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	204	xxxxx	xxxx	249	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.8	xxxxx	xxxxx	2.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	34.2	xxxxx	xxxxx	30.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	D	*	*	*	*	*	*	*
ApproachDel:	34.2			30.1			xxxxxxx			xxxxxxx		
ApproachLOS:	D			D			*			*		

 Note: Queue reported is the number of cars per lane.

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

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[15.0]

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0

Volume Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	33	0	38	0	0	0	1	462	34	105	289	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	0	38	0	0	0	1	462	34	105	289	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	0	38	0	0	0	1	462	34	105	289	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	0	38	0	0	0	1	462	34	105	289	0

Critical Gap Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Cnflct Vol:	836	980	248	732	997	145	289	xxxx	xxxxx	496	xxxx	xxxxx
Potent Cap.:	310	252	758	313	246	883	1284	xxxx	xxxxx	1078	xxxx	xxxxx
Move Cap.:	287	227	758	275	222	883	1284	xxxx	xxxxx	1078	xxxx	xxxxx
Volume/Cap:	0.12	0.00	0.05	0.00	0.00	0.00	0.00	xxxx	xxxx	0.10	xxxx	xxxx

Level Of Service Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	430	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

 Note: Queue reported is the number of cars per lane.

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

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
 Loss Time (sec): 0 Average Delay (sec/veh): 25.8
 Optimal Cycle: 0 Level Of Service: D

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	118	48	19	110	171	47	21	454	68	41	275	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	48	19	110	171	47	21	454	68	41	275	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	48	19	110	171	47	21	454	68	41	275	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	48	19	110	171	47	21	454	68	41	275	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	48	19	110	171	47	21	454	68	41	275	29

Saturation Flow Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.26	0.10	0.34	0.52	0.14	1.00	1.00	1.00	1.00	0.90	0.10
Final Sat.:	279	113	45	164	255	70	475	511	563	441	432	46

Capacity Analysis Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.42	0.42	0.42	0.67	0.67	0.67	0.04	0.89	0.12	0.09	0.64	0.64
Crit Moves:	****					****		****			****	
Delay/Veh:	15.1	15.1	15.1	21.4	21.4	21.4	10.5	41.3	9.8	11.2	20.5	20.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	15.1	15.1	21.4	21.4	21.4	10.5	41.3	9.8	11.2	20.5	20.5
LOS by Move:	C	C	C	C	C	C	B	E	A	B	C	C
ApproachDel:	15.1			21.4			36.2			19.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.1			21.4			36.2			19.4		
LOS by Appr:	C			C			E			C		
AllWayAvgQ:	0.6	0.6	0.6	1.5	1.5	1.5	0.0	4.5	0.1	0.1	1.4	1.4

 Note: Queue reported is the number of cars per lane.

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

 Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
 Loss Time (sec): 16 Average Delay (sec/veh): 49.9
 Optimal Cycle: 108 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:												
Base Vol:	111	197	413	38	331	31	17	183	101	473	98	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	197	413	38	331	31	17	183	101	473	98	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	197	413	38	331	31	17	183	101	473	98	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	197	413	38	331	31	17	183	101	473	98	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	197	413	38	331	31	17	183	101	473	98	26

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	0.32	0.68	1.00	0.91	0.09	1.00	1.00	1.00	1.00	1.58	0.42
Final Sat.:	1805	551	1155	1805	1715	161	1805	1900	1615	1805	2765	733

Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.02	0.19	0.19	0.01	0.10	0.06	0.26	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.38	0.38	0.07	0.33	0.33	0.19	0.10	0.10	0.28	0.19	0.19
Volume/Cap:	0.51	0.93	0.93	0.30	0.58	0.58	0.05	0.93	0.60	0.93	0.18	0.18
Delay/Veh:	43.1	49.3	49.3	45.5	28.9	28.9	33.0	89.0	49.0	58.7	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	49.3	49.3	45.5	28.9	28.9	33.0	89.0	49.0	58.7	33.9	33.9
LOS by Move:	D	D	D	D	C	C	C	F	D	E	C	C
HCM2kAvgQ:	4	23	23	1	10	10	0	9	4	19	2	2

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #46 8th St./I-10 Westbound Ramps

 Average Delay (sec/veh): 136.9 Worst Case Level Of Service: F[1828.2]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	0	0	0	1

Volume Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Base Vol:	489	556	0	0	331	593	0	0	0	44	2	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	556	0	0	331	593	0	0	0	44	2	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	489	556	0	0	331	593	0	0	0	44	2	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	489	556	0	0	331	593	0	0	0	44	2	108

Critical Gap Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Cnflct Vol:	924	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2162	2458	556
Potent Cap.:	748	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	53	31	534
Move Cap.:	748	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	3	534
Volume/Cap:	0.65	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.70	0.63	0.20

Level Of Service Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
2Way95thQ:	4.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	18.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	34	xxxxx
SharedQueue:	4.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.2	xxxxx
Shrd ConDel:	18.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1828	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1828.2		
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	F	

Note: Queue reported is the number of cars per lane.

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

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 516.7 Worst Case Level Of Service: F[1124.1]

Street Name:	8th St.					I-10 Eastbound Ramps											
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign							
Rights:	Include			Include			Include			Include							
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound			
Base Vol:	0	588	79	222	165	0	452	0	441	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	588	79	222	165	0	452	0	441	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	588	79	222	165	0	452	0	441	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	588	79	222	165	0	452	0	441	0	0	0	

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound			
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	

Capacity Module:	North Bound			South Bound			East Bound			West Bound			
Cnflct Vol:	xxxx	xxxx	xxxxx	667	xxxx	xxxxx	1237	1276	165	xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx	932	xxxx	xxxxx	196	168	885	xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx	932	xxxx	xxxxx	155	122	885	xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx	0.24	xxxx	xxxx	2.92	0.00	0.50	xxxx	xxxx	xxxx	

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound			
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*	
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	262	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	83.0	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	1124	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	B	*	*	*	F	*	*	*	*	
ApproachDel:	xxxxxxx			xxxxxxx			1124.1			xxxxxxx			
ApproachLOS:	*			*			F			*			

 Note: Queue reported is the number of cars per lane.

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.872
 Loss Time (sec): 0 Average Delay (sec/veh): 23.1
 Optimal Cycle: 0 Level Of Service: C

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	16	21	16	72	132	33	9	546	24	45	280	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	21	16	72	132	33	9	546	24	45	280	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	21	16	72	132	33	9	546	24	45	280	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	21	16	72	132	33	9	546	24	45	280	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	21	16	72	132	33	9	546	24	45	280	23

Saturation Flow Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.57	1.00	0.30	0.56	0.14	0.02	0.94	0.04	0.13	0.80	0.07
Final Sat.:	186	244	482	160	294	73	10	626	28	79	491	40

Capacity Analysis Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.09	0.09	0.03	0.45	0.45	0.45	0.87	0.87	0.87	0.57	0.57	0.57
Crit Moves:	****			****			****			****		
Delay/Veh:	10.9	10.9	9.5	14.0	14.0	14.0	32.6	32.6	32.6	15.4	15.4	15.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	9.5	14.0	14.0	14.0	32.6	32.6	32.6	15.4	15.4	15.4
LOS by Move:	B	B	A	B	B	B	D	D	D	C	C	C
ApproachDel:	10.5			14.0			32.6			15.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.5			14.0			32.6			15.4		
LOS by Appr:	B			B			D			C		
AllWayAvgQ:	0.1	0.1	0.0	0.7	0.7	0.7	4.5	4.5	4.5	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

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

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 12 Average Delay (sec/veh): 34.2
Optimal Cycle: 0 Level Of Service: D

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	San Gorgonio NB			San Gorgonio SB			Wilson St EB			Wilson St WB		
Base Vol:	40	37	33	13	166	137	72	471	95	19	166	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	37	33	13	166	137	72	471	95	19	166	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	37	33	13	166	137	72	471	95	19	166	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	37	33	13	166	137	72	471	95	19	166	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	37	33	13	166	137	72	471	95	19	166	3

Saturation Flow Module:	San Gorgonio NB			San Gorgonio SB			Wilson St EB			Wilson St WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.53	0.47	0.04	0.53	0.43	0.11	0.74	0.15	0.10	0.88	0.02
Final Sat.:	435	256	228	23	296	244	73	480	97	55	480	9

Capacity Analysis Module:	San Gorgonio NB			San Gorgonio SB			Wilson St EB			Wilson St WB		
Vol/Sat:	0.09	0.14	0.14	0.56	0.56	0.56	0.98	0.98	0.98	0.35	0.35	0.35
Crit Moves:	****			****			****			****		
Delay/Veh:	11.4	10.9	10.9	16.5	16.5	16.5	53.4	53.4	53.4	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	10.9	10.9	16.5	16.5	16.5	53.4	53.4	53.4	12.4	12.4	12.4
LOS by Move:	B	B	B	C	C	C	F	F	F	B	B	B
ApproachDel:	11.1			16.5			53.4			12.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.1			16.5			53.4			12.4		
LOS by Appr:	B			C			F			B		
AllWayAvgQ:	0.1	0.2	0.2	1.1	1.1	1.1	8.1	8.1	8.1	0.5	0.5	0.5

Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: buildout

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 42506.2 Worst Case Level Of Service: F[139178.5]

Street Name:	I-10 Eastbound Ramp		San Timeteo Canyon Dr.	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
-----	-----	-----	-----	-----

Control: Rights: Lanes:	Stop Sign Include					Stop Sign Include					Uncontrolled Include					Uncontrolled Include				
	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
----- ----- ----- -----																				
Volume Module:																				
Base Vol:	0	0	59	1030	5	452	0	1728	12	19	1395	169								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	59	1030	5	452	0	1728	12	19	1395	169								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	59	1030	5	452	0	1728	12	19	1395	169								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	59	1030	5	452	0	1728	12	19	1395	169								
----- ----- ----- -----																				
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
----- ----- ----- -----																				
Capacity Module:																				
Cnflct Vol:	xxxx	xxxx	1734	3281	3258	1480	xxxx	xxxx	xxxxx	1740	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	110	5	9	156	xxxx	xxxx	xxxxx	366	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	110	2	9	156	xxxx	xxxx	xxxxx	366	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.54	xxxx	0.56	2.90	xxxx	xxxx	xxxx	0.05	xxxx	xxxx								
----- ----- ----- -----																				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	2.5	xxxx	xxxx	41.1	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	70.5	xxxxx	xxxx	916.5	xxxxx	xxxx	xxxxx	15.4	xxxx	xxxxx								
LOS by Move:	*	*	F	*	*	F	*	*	*	C	*	*								
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT								
Shared Cap.:	xxxx	xxxx	xxxxx	2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	132.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*								
ApproachDel:	70.5			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	F			F			*			*		*								

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	0 1 0	1	0	0 1 0

Volume Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Base Vol:	178	169	45	33	128	139	176	1133	217	36	818	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	169	45	33	128	139	176	1133	217	36	818	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	169	45	33	128	139	176	1133	217	36	818	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	178	169	45	33	128	139	176	1133	217	36	818	54

Critical Gap Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Cnflct Vol:	2644	2538	1242	2618	2619	845	872	xxxx	xxxxx	1350	xxxx	xxxxx
Potent Cap.:	16	28	215	16	24	366	782	xxxx	xxxxx	516	xxxx	xxxxx
Move Cap.:	0	20	215	0	18	366	782	xxxx	xxxxx	516	xxxx	xxxxx
Volume/Cap:	xxxx	8.49	0.21	xxxx	7.25	0.38	0.23	xxxx	xxxx	0.07	xxxx	xxxx

Level Of Service Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	12.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:		F			F			*			*	

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
 Loss Time (sec): 12 Average Delay (sec/veh): 23.7
 Optimal Cycle: 50 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:												
Base Vol:	107	465	115	102	333	108	128	1044	51	102	723	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	465	115	102	333	108	128	1044	51	102	723	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	465	115	102	333	108	128	1044	51	102	723	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	465	115	102	333	108	128	1044	51	102	723	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	465	115	102	333	108	128	1044	51	102	723	111

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.91	0.91	0.26	0.94	0.94	0.17	0.93	0.93
Lanes:	1.00	1.60	0.40	1.00	1.51	0.49	1.00	1.91	0.09	1.00	1.73	0.27
Final Sat.:	1805	2807	694	1805	2625	851	494	3418	167	317	3067	471

Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.06	0.13	0.13	0.26	0.31	0.31	0.32	0.24	0.24
Crit Moves:	****			****						****		
Green/Cycle:	0.13	0.27	0.27	0.09	0.23	0.23	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.46	0.62	0.62	0.62	0.55	0.55	0.50	0.59	0.59	0.62	0.45	0.45
Delay/Veh:	41.9	33.4	33.4	50.7	34.6	34.6	17.0	17.1	17.1	23.9	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	33.4	33.4	50.7	34.6	34.6	17.0	17.1	17.1	23.9	15.2	15.2
LOS by Move:	D	C	C	D	C	C	B	B	B	C	B	B
HCM2kAvgQ:	4	9	9	4	7	7	3	12	12	3	8	8

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

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

 Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.236
 Loss Time (sec): 0 Average Delay (sec/veh): 105.1
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	158	708	33	40	419	36	51	305	111	20	440	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	708	33	40	419	36	51	305	111	20	440	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	708	33	40	419	36	51	305	111	20	440	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	708	33	40	419	36	51	305	111	20	440	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	708	33	40	419	36	51	305	111	20	440	47

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	1.58	0.07	0.16	1.69	0.15	0.11	0.65	0.24	0.04	0.87	0.09
Final Sat.:	137	624	29	62	658	57	45	270	98	16	356	38

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	1.15	1.13	1.12	0.64	0.64	0.63	1.13	1.13	1.13	1.24	1.24	1.24
Crit Moves:	****			****					****			
Delay/Veh:	122.6	116	111.8	27.5	26.9	26.3	113.3	113	113.3	152.6	153	152.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.6	116	111.8	27.5	26.9	26.3	113.3	113	113.3	152.6	153	152.6
LOS by Move:	F	F	F	D	D	D	F	F	F	F	F	F
ApproachDel:	117.2			26.9			113.3			152.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	117.2			26.9			113.3			152.6		
LOS by Appr:	F			D			F			F		
AllWayAvgQ:	12.0	11.1	11.1	1.6	1.6	1.6	11.7	11.7	11.7	16.0	16.0	16.0

 Note: Queue reported is the number of cars per lane.

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

 Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
 Loss Time (sec): 12 Average Delay (sec/veh): 22.8
 Optimal Cycle: 67 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Base Vol:	326	1592	0	0	943	202	0	0	0	244	1	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1592	0	0	943	202	0	0	0	244	1	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1592	0	0	943	202	0	0	0	244	1	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1592	0	0	943	202	0	0	0	244	1	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	326	1592	0	0	943	202	0	0	0	244	1	248

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.93	0.93	0.85
Lanes:	1.00	2.00	0.00	0.00	1.65	0.35	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	2896	620	0	0	0	1752	7	1615

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Vol/Sat:	0.18	0.44	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.14	0.14	0.15
Crit Moves:	****				****							****
Green/Cycle:	0.24	0.68	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	0.75	0.65	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.68	0.68	0.75
Delay/Veh:	42.3	10.1	0.0	0.0	25.8	25.8	0.0	0.0	0.0	41.9	41.9	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	10.1	0.0	0.0	25.8	25.8	0.0	0.0	0.0	41.9	41.9	46.5
LOS by Move:	D	B	A	A	C	C	A	A	A	D	D	D
HCM2kAvgQ:	9	14	0	0	17	17	0	0	0	8	8	9

 Note: Queue reported is the number of cars per lane.

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

 Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927
 Loss Time (sec): 12 Average Delay (sec/veh): 36.4
 Optimal Cycle: 124 Level Of Service: D

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB Ramps			I-10 WB Ramps		
Base Vol:	0	1192	300	214	953	0	663	0	363	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1192	300	214	953	0	663	0	363	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1192	300	214	953	0	663	0	363	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1192	300	214	953	0	663	0	363	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1192	300	214	953	0	663	0	363	0	0	0

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB Ramps			I-10 WB Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB Ramps			I-10 WB Ramps		
Vol/Sat:	0.00	0.33	0.19	0.12	0.26	0.00	0.37	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.36	0.36	0.13	0.48	0.00	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.93	0.52	0.93	0.55	0.00	0.93	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	42.6	26.3	83.0	18.5	0.0	47.0	0.0	24.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.6	26.3	83.0	18.5	0.0	47.0	0.0	24.7	0.0	0.0	0.0
LOS by Move:	A	D	C	F	B	A	D	A	C	A	A	A
HCM2kAvgQ:	0	17	7	7	10	0	24	0	9	0	0	0

 Note: Queue reported is the number of cars per lane.

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

 Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.056
 Loss Time (sec): 12 Average Delay (sec/veh): 57.9
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Base Vol:	30	951	203	273	912	101	200	344	36	336	366	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	951	203	273	912	101	200	344	36	336	366	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	951	203	273	912	101	200	344	36	336	366	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	951	203	273	912	101	200	344	36	336	366	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	951	203	273	912	101	200	344	36	336	366	196

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.23	0.99	0.99	0.40	0.95	0.95
Lanes:	1.00	1.65	0.35	1.00	1.80	0.20	1.00	0.91	0.09	1.00	0.65	0.35
Final Sat.:	1805	2898	619	1805	3201	355	445	1696	177	766	1173	628

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.02	0.33	0.33	0.15	0.28	0.28	0.45	0.20	0.20	0.44	0.31	0.31
Crit Moves:	****			****			****					
Green/Cycle:	0.09	0.31	0.31	0.14	0.36	0.36	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.19	1.06	1.06	1.06	0.78	0.78	1.06	0.48	0.48	1.03	0.73	0.73
Delay/Veh:	42.7	77.7	77.7	114.3	31.4	31.4	109.7	21.1	21.1	86.5	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	77.7	77.7	114.3	31.4	31.4	109.7	21.1	21.1	86.5	27.6	27.6
LOS by Move:	D	E	E	F	C	C	F	C	C	F	C	C
HCM2kAvgQ:	1	28	28	12	15	15	11	8	8	16	16	16

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
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Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): OVERFLOW Worst Case Level of Service: F[xxxxx]

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	1	0	0	0	1	0	0	0	0

Volume Module:	Beaumont Ave.			Beaumont Ave.			Mellon Lane			Mellon Lane		
Base Vol:	18	682	295	61	732	295	264	282	9	228	139	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	682	295	61	732	295	264	282	9	228	139	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	682	295	61	732	295	264	282	9	228	139	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	682	295	61	732	295	264	282	9	228	139	101

Critical Gap Module:	Beaumont Ave.			Beaumont Ave.			Mellon Lane			Mellon Lane		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Beaumont Ave.			Beaumont Ave.			Mellon Lane			Mellon Lane		
Cnflct Vol:	1027	xxxx	xxxxxx	977	xxxx	xxxxxx	1448	2015	514	1495	2015	489
Potent Cap.:	684	xxxx	xxxxxx	714	xxxx	xxxxxx	94	59	511	87	59	531
Move Cap.:	684	xxxx	xxxxxx	714	xxxx	xxxxxx	0	51	511	0	51	531
Volume/Cap:	0.03	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	5.49	0.02	xxxx	2.71	0.19

Level of Service Module:	Beaumont Ave.			Beaumont Ave.			Mellon Lane			Mellon Lane		
2Way95thQ:	0.1	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	10.4	xxxx	xxxxxx	10.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	10.4	xxxx	xxxxxx	10.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	B	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

 Note: Queue reported is the number of cars per lane.

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

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Base Vol:	252	908	13	118	838	1	1	78	294	5	38	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	908	13	118	838	1	1	78	294	5	38	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	908	13	118	838	1	1	78	294	5	38	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	252	908	13	118	838	1	1	78	294	5	38	63

Critical Gap Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Cnflct Vol:	839	xxxx	xxxxx	921	xxxx	xxxxx	2052	2500	420	2113	2494	461
Potent Cap.:	804	xxxx	xxxxx	750	xxxx	xxxxx	33	29	588	30	29	553
Move Cap.:	804	xxxx	xxxxx	750	xxxx	xxxxx	0	17	588	0	17	553
Volume/Cap:	0.31	xxxx	xxxx	0.16	xxxx	xxxx	xxxx	4.67	0.50	xxxx	2.26	0.11

Level Of Service Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
2Way95thQ:	1.3	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	2.8	xxxx	xxxx	xxxxx
Control Del:	11.5	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxxx	17.1	xxxxx	xxxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

 Note: Queue reported is the number of cars per lane.

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

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.535
 Loss Time (sec): 0 Average Delay (sec/veh): 394.3
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	1	0	1	0	1	0

Volume Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	81	184	133	44	165	56	88	1023	158	35	783	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	184	133	44	165	56	88	1023	158	35	783	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	184	133	44	165	56	88	1023	158	35	783	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	184	133	44	165	56	88	1023	158	35	783	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	184	133	44	165	56	88	1023	158	35	783	168

Saturation Flow Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	1.00	1.00	1.00	0.08	0.92	1.00	0.04	0.96	1.00
Final Sat.:	124	281	446	340	359	384	35	403	476	19	421	476

Capacity Analysis Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.66	0.66	0.30	0.13	0.46	0.15	2.54	2.54	0.33	1.86	1.86	0.35
Crit Moves:	****			****			****			****		
Delay/Veh:	26.5	26.5	14.0	14.6	20.5	13.4	714.1	714	13.8	414.4	414	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	26.5	14.0	14.6	20.5	13.4	714.1	714	13.8	414.4	414	14.1
LOS by Move:	D	D	B	B	C	B	F	F	B	F	F	B
ApproachDel:	22.3			18.0			626.9			346.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.3			18.0			626.9			346.2		
LOS by Appr:	C			C			F			F		
AllWayAvgQ:	1.7	1.7	0.4	0.1	0.8	0.2	85.6	85.6	0.5	49.3	49.3	0.5

 Note: Queue reported is the number of cars per lane.

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

 Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.650
 Loss Time (sec): 0 Average Delay (sec/veh): 164.4
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	Palm Ave. NB			Palm Ave. SB			8th St. EB			8th St. WB		
Base Vol:	17	324	87	34	256	68	33	330	50	119	415	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	324	87	34	256	68	33	330	50	119	415	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	324	87	34	256	68	33	330	50	119	415	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	324	87	34	256	68	33	330	50	119	415	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	324	87	34	256	68	33	330	50	119	415	141

Saturation Flow Module:	Palm Ave. NB			Palm Ave. SB			8th St. EB			8th St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.76	0.20	0.09	0.72	0.19	0.08	0.80	0.12	0.18	0.61	0.21
Final Sat.:	16	311	83	38	285	76	33	326	49	72	252	85

Capacity Analysis Module:	Palm Ave. NB			Palm Ave. SB			8th St. EB			8th St. WB		
Vol/Sat:	1.04	1.04	1.04	0.90	0.90	0.90	1.01	1.01	1.01	1.65	1.65	1.65
Crit Moves:	****			****			****			****		
Delay/Veh:	86.5	86.5	86.5	53.7	53.7	53.7	78.4	78.4	78.4	325.2	325	325.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.5	86.5	86.5	53.7	53.7	53.7	78.4	78.4	78.4	325.2	325	325.2
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	86.5			53.7			78.4			325.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	86.5			53.7			78.4			325.2		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	8.5	8.5	8.5	4.6	4.6	4.6	7.5	7.5	7.5	35.6	35.6	35.6

 Note: Queue reported is the number of cars per lane.

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

 Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.927
 Loss Time (sec): 0 Average Delay (sec/veh): 295.0
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Base Vol:	122	0	195	0	0	0	0	1090	69	136	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	0	195	0	0	0	0	1090	69	136	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	0	195	0	0	0	0	1090	69	136	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	0	195	0	0	0	0	1090	69	136	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	0	195	0	0	0	0	1090	69	136	840	0

Saturation Flow Module:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.00	0.62	0.00	0.00	0.00	0.00	0.94	0.06	1.00	1.00	0.00
Final Sat.:	214	0	343	0	0	0	0	566	36	523	563	0

Capacity Analysis Module:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Vol/Sat:	0.57	xxxx	0.57	xxxx	xxxx	xxxx	1.93	1.93	0.26	1.49	xxxx	xxxx
Crit Moves:	****						****			****		
Delay/Veh:	17.7	0.0	17.7	0.0	0.0	0.0	0.0	438	438.1	12.0	248	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	0.0	17.7	0.0	0.0	0.0	0.0	438	438.1	12.0	248	0.0
LOS by Move:	C	*	C	*	*	*	F	F	B	F	*	*
ApproachDel:	17.7			xxxxxx			438.1			215.0		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	17.7			xxxxxx			438.1			215.0		
LOS by Appr:	C			*			F			F		
AllWayAvgQ:	1.3	1.3	1.3	0.0	0.0	0.0	71.7	71.7	71.7	0.3	37.4	0.0

 Note: Queue reported is the number of cars per lane.

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

 Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.861
 Loss Time (sec): 0 Average Delay (sec/veh): 297.3
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	88	296	378	84	166	24	20	517	20	95	588	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	296	378	84	166	24	20	517	20	95	588	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	296	378	84	166	24	20	517	20	95	588	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	296	378	84	166	24	20	517	20	95	588	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	296	378	84	166	24	20	517	20	95	588	118

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.39	0.50	0.31	0.60	0.09	0.03	0.93	0.04	0.12	0.73	0.15
Final Sat.:	51	171	219	121	239	35	15	397	15	51	316	63

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	1.73	1.73	1.73	0.69	0.69	0.69	1.30	1.30	1.30	1.86	1.86	1.86
Crit Moves:	****			****			****			****		
Delay/Veh:	356.3	356	356.3	30.5	30.5	30.5	177.1	177	177.1	416.2	416	416.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	356.3	356	356.3	30.5	30.5	30.5	177.1	177	177.1	416.2	416	416.2
LOS by Move:	F	F	F	D	D	D	F	F	F	F	F	F
ApproachDel:	356.3			30.5			177.1			416.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	356.3			30.5			177.1			416.2		
LOS by Appr:	F			D			F			F		
AllWayAvgQ:	42.3	42.3	42.3	2.0	2.0	2.0	19.7	19.7	19.7	48.4	48.4	48.4

 Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 681.9 Worst Case Level Of Service: F[3677.5]

Street Name:	Pennsylvania Ave.					I-10 Westbound Ramp						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:	Pennsylvania Ave.			I-10 Westbound Ramp		
Base Vol:	0	932	259	241	726	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	932	259	241	726	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	932	259	241	726	0
Reduct Vol:	0	0	0	0	0	0
FinalVolume:	0	932	259	241	726	0

Critical Gap Module:	Pennsylvania Ave.			I-10 Westbound Ramp		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Pennsylvania Ave.			I-10 Westbound Ramp		
Cnflct Vol:	xxxx	xxxx	xxxxx	1191	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	593	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	593	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.41	xxxx	xxxx

Level of Service Module:	Pennsylvania Ave.			I-10 Westbound Ramp		
2Way95thQ:	xxxx	xxxx	xxxxx	2.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.2	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	2.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	15.2	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*
ApproachDel:	xxxxxx			xxxxxx		
ApproachLOS:	*			*		

 Note: Queue reported is the number of cars per lane.

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

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): 542.9 Worst Case Level Of Service: F[2296.4]

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	1	0	0	0

Volume Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Base Vol:	0	928	89	173	713	0	266	0	322	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	928	89	173	713	0	266	0	322	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	928	89	173	713	0	266	0	322	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	928	89	173	713	0	266	0	322	0	0	0

Critical Gap Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Cnflct Vol:	xxxx	xxxx	xxxxx	1017	xxxx	xxxxx	2032	2076	713	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	690	xxxx	xxxxx	64	54	435	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	690	xxxx	xxxxx	51	41	435	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.25	xxxx	xxxx	5.18	0.00	0.74	xxxx	xxxx	xxxx

Level Of Service Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
2Way95thQ:	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	99	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	64.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2296	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			2296.4			xxxxxxx		
ApproachLOS:	*			*			F			*		

 Note: Queue reported is the number of cars per lane.

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

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: F[96.0]

Street Name:	Pennsylvania Ave.						3rd St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0

Volume Module:	Pennsylvania Ave.			Pennsylvania Ave.			3rd St.			3rd St.		
Base Vol:	36	987	0	0	1023	39	21	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	987	0	0	1023	39	21	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	987	0	0	1023	39	21	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	987	0	0	1023	39	21	0	2	0	0	0

Critical Gap Module:	Pennsylvania Ave.			Pennsylvania Ave.			3rd St.			3rd St.		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Pennsylvania Ave.			Pennsylvania Ave.			3rd St.			3rd St.		
Cnflct Vol:	1062	xxxx	xxxxx	xxxx	xxxx	xxxxx	2082	2082	1023	xxxx	xxxx	xxxxx
Potent Cap.:	664	xxxx	xxxxx	xxxx	xxxx	xxxxx	59	54	289	xxxx	xxxx	xxxxx
Move Cap.:	664	xxxx	xxxxx	xxxx	xxxx	xxxxx	57	51	289	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	0.00	0.01	xxxx	xxxx	xxxx

Level Of Service Module:	Pennsylvania Ave.			Pennsylvania Ave.			3rd St.			3rd St.		
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	61	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	96.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			96.0			xxxxxx		
ApproachLOS:	*			*			F			*		

 Note: Queue reported is the number of cars per lane.

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

 Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.121
 Loss Time (sec): 0 Average Delay (sec/veh): 224.9
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	1	1	0	0	0	1	0

Volume Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	0	43	4	238	24	131	297	997	0	2	839	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	43	4	238	24	131	297	997	0	2	839	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	43	4	238	24	131	297	997	0	2	839	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	43	4	238	24	131	297	997	0	2	839	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	43	4	238	24	131	297	997	0	2	839	129

Saturation Flow Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.91	0.09	1.00	0.15	0.85	1.00	1.00	0.00	0.01	1.73	0.26
Final Sat.:	0	358	33	395	69	377	438	470	0	2	842	131

Capacity Analysis Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	xxxx	0.12	0.12	0.60	0.35	0.35	0.68	2.12	xxxx	1.01	1.00	0.98
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	13.3	13.3	24.3	14.7	14.7	26.1	529	0.0	70.0	66.9	62.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	13.3	24.3	14.7	14.7	26.1	529	0.0	70.0	66.9	62.8
LOS by Move:	*	B	B	C	B	B	D	F	*	F	F	F
ApproachDel:	13.3			20.6			413.6			66.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.3			20.6			413.6			66.4		
LOS by Appr:	B			C			F			F		
AllWayAvgQ:	0.1	0.1	0.1	1.4	0.5	0.5	1.9	67.7	67.7	8.0	7.2	7.2

 Note: Queue reported is the number of cars per lane.

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

 Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.235
 Loss Time (sec): 0 Average Delay (sec/veh): 95.6
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	200	79	13	83	32	49	79	800	197	4	685	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	79	13	83	32	49	79	800	197	4	685	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	79	13	83	32	49	79	800	197	4	685	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	79	13	83	32	49	79	800	197	4	685	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	79	13	83	32	49	79	800	197	4	685	107

Saturation Flow Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.73	0.27
Final Sat.:	322	580	97	306	319	340	366	648	163	357	681	108

Capacity Analysis Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.62	0.14	0.13	0.27	0.10	0.14	0.22	1.23	1.21	0.01	1.01	0.99
Crit Moves:	****			****			****			****		
Delay/Veh:	30.2	14.9	14.7	18.5	15.0	14.8	14.7	152	142.7	12.5	77.5	73.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	14.9	14.7	18.5	15.0	14.8	14.7	152	142.7	12.5	77.5	73.9
LOS by Move:	D	B	B	C	C	B	B	F	F	B	F	F
ApproachDel:	25.3			16.7			140.6			76.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	25.3			16.7			140.6			76.7		
LOS by Appr:	D			C			F			F		
AllWayAvgQ:	1.5	0.2	0.2	0.4	0.1	0.2	0.3	16.3	15.0	0.0	7.4	6.9

 Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level of Service: F[xxxxx]

Street Name:	Highland Springs Ave.					Brookside Ave.					
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign				
Rights:	Include		Include		Include		Include				
Lanes:	1	0	0	1	0	0	0	0	1	0	0

Volume Module:	Highland Springs Ave.					Brookside Ave.						
Base Vol:	170	503	336	328	279	64	142	298	139	206	276	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	503	336	328	279	64	142	298	139	206	276	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	503	336	328	279	64	142	298	139	206	276	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	170	503	336	328	279	64	142	298	139	206	276	266

Critical Gap Module:	Highland Springs Ave.					Brookside Ave.						
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Highland Springs Ave.					Brookside Ave.						
Cnflct Vol:	343	xxxx	xxxxxx	839	xxxx	xxxxxx	2249	2146	311	2197	2010	671
Potent Cap.:	1227	xxxx	xxxxxx	804	xxxx	xxxxxx	30	49	734	33	60	460
Move Cap.:	1227	xxxx	xxxxxx	804	xxxx	xxxxxx	0	21	734	0	26	460
Volume/Cap:	0.14	xxxx	xxxx	0.41	xxxx	xxxx	xxxxx	14.06	0.19	xxxxx	10.69	0.58

Level of Service Module:	Highland Springs Ave.					Brookside Ave.									
2Way95thQ:	0.5	xxxx	xxxxxx	2.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	8.4	xxxx	xxxxxx	12.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	*			*			F			F					

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[23.5]

Street Name:	Highland Springs Ave.						16th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			16th St.			16th St.		
Base Vol:	20	483	0	0	330	70	127	0	27	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	483	0	0	330	70	127	0	27	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	483	0	0	330	70	127	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	483	0	0	330	70	127	0	27	0	0	0

Critical Gap Module:	Highland Springs Ave.			Highland Springs Ave.			16th St.			16th St.		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Springs Ave.			Highland Springs Ave.			16th St.			16th St.		
Cnflct Vol:	400	xxxx	xxxxx	xxxx	xxxx	xxxxx	888	888	365	xxxx	xxxx	xxxxx
Potent Cap.:	1170	xxxx	xxxxx	xxxx	xxxx	xxxxx	317	285	685	xxxx	xxxx	xxxxx
Move Cap.:	1170	xxxx	xxxxx	xxxx	xxxx	xxxxx	313	280	685	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.41	0.00	0.04	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Springs Ave.			Highland Springs Ave.			16th St.			16th St.		
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	345	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			23.5			xxxxxx		
ApproachLOS:		*			*			C			*	

 Note: Queue reported is the number of cars per lane.

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

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 41.8 Worst Case Level Of Service: F[218.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	527	388	26	355	0	0	0	0	286	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	527	388	26	355	0	0	0	0	286	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	527	388	26	355	0	0	0	0	286	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	527	388	26	355	0	0	0	0	286	0	19

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	915	xxxx	xxxxx	xxxx	xxxx	xxxxx	1128	1128	721
Potent Cap.:	xxxx	xxxx	xxxxx	754	xxxx	xxxxx	xxxx	xxxx	xxxxx	228	206	431
Move Cap.:	xxxx	xxxx	xxxxx	754	xxxx	xxxxx	xxxx	xxxx	xxxxx	222	199	431
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	1.29	0.00	0.04

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	229	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	218	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			218.3		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.014
Loss Time (sec): 12 Average Delay (sec/veh): 49.9
Optimal Cycle: 180 Level Of Service: D

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	0	1

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.			Oak Valley Pkwy.-14th St.-F St.		
Base Vol:	591	781	129	52	556	23	94	233	522	95	172	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	591	781	129	52	556	23	94	233	522	95	172	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	591	781	129	52	556	23	94	233	522	95	172	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	591	781	129	52	556	23	94	233	522	95	172	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	591	781	129	52	556	23	94	233	522	95	172	38

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.			Oak Valley Pkwy.-14th St.-F St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.99	0.99	0.81	1.00	0.85	0.62	0.62	0.62
Lanes:	1.00	0.86	0.14	1.00	0.96	0.04	1.00	1.00	1.00	0.31	0.57	0.12
Final Sat.:	1805	1596	264	1805	1814	75	1545	1900	1615	368	666	147

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.			Oak Valley Pkwy.-14th St.-F St.		
Vol/Sat:	0.33	0.49	0.49	0.03	0.31	0.31	0.06	0.12	0.32	0.26	0.26	0.26
Crit Moves:	****			****						****		
Green/Cycle:	0.32	0.55	0.55	0.08	0.30	0.30	0.25	0.25	0.58	0.25	0.25	0.25
Volume/Cap:	1.01	0.89	0.89	0.37	1.01	1.01	0.24	0.48	0.56	1.01	1.01	1.01
Delay/Veh:	74.7	30.3	30.3	45.4	76.1	76.1	29.9	32.4	13.9	92.8	92.8	92.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	30.3	30.3	45.4	76.1	76.1	29.9	32.4	13.9	92.8	92.8	92.8
LOS by Move:	E	C	C	D	E	E	C	C	B	F	F	F
HCM2kAvgQ:	19	23	23	2	25	25	2	6	10	15	15	15

 Note: Queue reported is the number of cars per lane.

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

 Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.					Starlight Ave.						
Approach:	North Bound		South Bound			East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled					Uncontrolled			Stop Sign		Stop Sign	
Rights:	Include					Include			Include		Include	
Lanes:	1	0	0	1	0	0	0	1	0	0	0	0

Volume Module:	Highland Springs Ave.					Starlight Ave.						
Base Vol:	247	1314	207	78	976	195	217	129	166	153	95	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1314	207	78	976	195	217	129	166	153	95	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1314	207	78	976	195	217	129	166	153	95	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	247	1314	207	78	976	195	217	129	166	153	95	57

Critical Gap Module:	Highland Springs Ave.					Starlight Ave.						
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Highland Springs Ave.					Starlight Ave.						
Cnflct Vol:	1171	xxxx	xxxxxx	1521	xxxx	xxxxxx	3217	3245	1074	3289	3239	1418
Potent Cap.:	604	xxxx	xxxxxx	445	xxxx	xxxxxx	6	10	270	5	10	170
Move Cap.:	604	xxxx	xxxxxx	445	xxxx	xxxxxx	0	5	270	0	5	170
Volume/Cap:	0.41	xxxx	xxxx	0.18	xxxx	xxxx	xxxx	28.06	0.62	xxxx	20.48	0.34

Level Of Service Module:	Highland Springs Ave.					Starlight Ave.							
2Way95thQ:	2.0	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Control Del:	15.0	xxxx	xxxxxx	14.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	10	xxxx	0	xxxxxx	
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	38.5	xxxxxx	xxxx	xxxxxx	
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	13162	xxxxxx	xxxx	xxxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx			
ApproachLOS:	*			*			F			F			

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.276
Loss Time (sec): 16 Average Delay (sec/veh): 109.1
Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	2

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.		
Base Vol:	26	1177	360	265	795	111	116	480	49	284	355	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1177	360	265	795	111	116	480	49	284	355	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1177	360	265	795	111	116	480	49	284	355	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1177	360	265	795	111	116	480	49	284	355	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1177	360	265	795	111	116	480	49	284	355	272

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	3111	434	1805	3230	330	1805	3610	1615

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.		
Vol/Sat:	0.01	0.62	0.22	0.15	0.26	0.26	0.06	0.15	0.15	0.16	0.10	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.49	0.61	0.12	0.47	0.47	0.07	0.12	0.12	0.12	0.17	0.17
Volume/Cap:	0.11	1.28	0.37	1.28	0.54	0.54	0.91	1.28	1.28	1.28	0.58	0.99
Delay/Veh:	38.7	159	10.1	200.5	19.1	19.1	100.1	186	186.2	198.3	39.7	94.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	159	10.1	200.5	19.1	19.1	100.1	186	186.2	198.3	39.7	94.4
LOS by Move:	D	F	B	F	B	B	F	F	F	F	D	F
HCM2kAvgQ:	1	65	5	15	9	9	6	19	19	19	6	13

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2032 With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	166	456	297	445	460	218	347	1314	421	229	1020	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4784		1770	3369		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4784		1770	3369		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	166	456	297	445	460	218	347	1314	421	229	1020	121
RTOR Reduction (vph)	0	134	0	0	101	0	0	0	195	0	0	86
Lane Group Flow (vph)	166	619	0	445	577	0	347	1314	226	229	1020	35
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Effective Green, g (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Actuated g/C Ratio	0.07	0.29		0.07	0.29		0.07	0.29	0.29	0.07	0.29	0.29
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	126	1367		126	963		126	1011	452	126	1011	452
v/s Ratio Prot	0.09	0.13		c0.25	c0.17		c0.20	c0.37		0.13	0.29	
v/s Ratio Perm									0.14			0.02
v/c Ratio	1.32	0.45		3.53	0.60		2.75	1.30	0.50	1.82	1.01	0.08
Uniform Delay, d1	26.0	16.4		26.0	17.2		26.0	20.0	16.7	26.0	20.0	14.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	187.9	1.1		1158.9	2.8		811.1	142.2	3.9	397.3	30.5	0.3
Delay (s)	213.9	17.5		1184.9	20.0		837.1	162.2	20.6	423.3	50.5	14.9
Level of Service	F	B		F	B		F	F	C	F	D	B
Approach Delay (s)		53.0			481.6			246.0			109.7	
Approach LOS		D			F			F			F	
Intersection Summary												
HCM Average Control Delay			227.9			HCM Level of Service			F			
HCM Volume to Capacity ratio			1.39									
Actuated Cycle Length (s)			56.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			102.5%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2032 With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	339	0	416	372	1375	0	0	969	581
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	339	0	416	372	1375	0	0	969	581
RTOR Reduction (vph)	0	0	0	0	0	17	0	0	0	0	0	387
Lane Group Flow (vph)	0	0	0	0	339	399	372	1375	0	0	969	194
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.19		c0.21	c0.39			0.27	
v/s Ratio Perm						c0.25						0.12
v/c Ratio					0.57	0.76	2.51	0.78			0.82	0.37
Uniform Delay, d1					13.2	14.3	22.0	9.8			14.7	12.2
Progression Factor					1.00	1.00	0.94	1.05			1.00	1.00
Incremental Delay, d2					4.0	9.7	686.2	0.9			6.5	2.0
Delay (s)					17.2	23.9	706.9	11.2			21.2	14.1
Level of Service					B	C	F	B			C	B
Approach Delay (s)		0.0			20.9			159.3			18.5	
Approach LOS		A			C			F			B	
Intersection Summary												
HCM Average Control Delay			79.7		HCM Level of Service					E		
HCM Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			48.0		Sum of lost time (s)					8.0		
Intersection Capacity Utilization			128.0%		ICU Level of Service					H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2032 With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	604	0	487	0	0	0	0	1139	348	258	1054	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	604	0	487	0	0	0	0	1139	348	258	1054	0
RTOR Reduction (vph)	0	0	43	0	0	0	0	0	232	0	0	0
Lane Group Flow (vph)	0	604	444	0	0	0	0	1139	116	258	1054	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.34						c0.32		c0.15	0.30	
v/s Ratio Perm			0.28						0.07			
v/c Ratio		1.02	0.84					0.97	0.22	1.74	0.60	
Uniform Delay, d1		16.0	14.8					15.7	11.5	22.0	8.5	
Progression Factor		1.00	1.00					1.00	1.00	1.05	1.04	
Incremental Delay, d2		43.2	14.9					19.1	1.0	351.7	0.9	
Delay (s)		59.2	29.7					34.8	12.5	374.8	9.8	
Level of Service		E	C					C	B	F	A	
Approach Delay (s)		46.0			0.0			29.6			81.6	
Approach LOS		D			A			C			F	
Intersection Summary												
HCM Average Control Delay			51.7									HCM Level of Service
HCM Volume to Capacity ratio			1.08									D
Actuated Cycle Length (s)			48.0									Sum of lost time (s)
Intersection Capacity Utilization			128.0%									12.0
Analysis Period (min)			15									ICU Level of Service
c Critical Lane Group												H

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 16 Average Delay (sec/veh): 63.8
Optimal Cycle: 174 Level Of Service: E

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			1st St.-Sun Lakes Blvd.		
Base Vol:	126	560	175	327	607	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	560	175	327	607	43
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	126	560	175	327	607	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	126	560	175	327	607	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	126	560	175	327	607	0

Saturation Flow Module:	Highland Springs Ave.			1st St.-Sun Lakes Blvd.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	1.00
Lanes:	1.00	1.52	0.48	1.00	2.00	1.00
Final Sat.:	1805	2651	829	1805	3610	1900

Capacity Analysis Module:	Highland Springs Ave.			1st St.-Sun Lakes Blvd.		
Vol/Sat:	0.07	0.21	0.21	0.18	0.17	0.00
Crit Moves:	****			****		
Green/Cycle:	0.12	0.21	0.21	0.18	0.28	0.00
Volume/Cap:	0.60	1.00	1.00	1.00	0.60	0.00
Delay/Veh:	46.9	71.4	71.4	89.4	32.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	71.4	71.4	89.4	32.4	0.0
LOS by Move:	D	E	E	F	C	A

HCM2kAvgQ: 5 18 18 12 8 0 2 19 19 18 18 0

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

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

 Intersection #30 Highland Springs Ave./Mellon Lane

 Average Delay (sec/veh): 10.2 Worst Case Level Of Service: F[64.7]

Street Name:	Highland Springs Ave.						Mellon Lane								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	1
	1	0	2	0	0	0	0	2	0	1	1	0	0	0	1

Volume Module:															
Base Vol:	82	562	0	0	655	249	176	0	98	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	82	562	0	0	655	249	176	0	98	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	82	562	0	0	655	249	176	0	98	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	82	562	0	0	655	249	176	0	98	0	0	0			

Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx			

Capacity Module:															
Cnflct Vol:	904	xxxx	xxxxx	xxxx	xxxx	xxxxx	1100	xxxx	328	xxxx	xxxx	xxxxx			
Potent Cap.:	761	xxxx	xxxxx	xxxx	xxxx	xxxxx	210	xxxx	674	xxxx	xxxx	xxxxx			
Move Cap.:	761	xxxx	xxxxx	xxxx	xxxx	xxxxx	192	xxxx	674	xxxx	xxxx	xxxxx			
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.91	xxxx	0.15	xxxx	xxxx	xxxx			

Level Of Service Module:															
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	7.2	xxxx	0.5	xxxx	xxxx	xxxxx			
Control Del:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	94.4	xxxx	11.2	xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			64.7			xxxxxx					
ApproachLOS:	*			*			F			*					

 Note: Queue reported is the number of cars per lane.

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

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 106.7 Worst Case Level Of Service: F[1146.3]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	1	1	0	0

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	1	0	0	76	0	133	181	956	4	0	813	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	76	0	133	181	956	4	0	813	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	76	0	133	181	956	4	0	813	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	0	76	0	133	181	956	4	0	813	104

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

Capacity Module:	C St.			C St.			Wilson St.			Wilson St.		
Cnflct Vol:	2252	xxxx	xxxxx	2185	2187	865	917	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	30	xxxx	xxxxx	33	46	356	752	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	15	xxxx	xxxxx	26	34	356	752	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	2.87	0.00	0.37	0.24	xxxx	xxxx	xxxxx	xxxx	xxxx

Level Of Service Module:	C St.			C St.			Wilson St.			Wilson St.		
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	264.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	64	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	21.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	1146	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	264.0			1146.3			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

 Note: Queue reported is the number of cars per lane.

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

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 222.7 Worst Case Level Of Service: F[1281.7]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			Northern Loop		
Base Vol:	233	556	0	0	691	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	556	0	0	691	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	556	0	0	691	259
Reduct Vol:	0	0	0	0	0	0
FinalVolume:	233	556	0	0	691	259

Critical Gap Module:	Highland Home Rd.			Northern Loop		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Northern Loop		
Cnflct Vol:	950	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	731	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	731	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.32	xxxx	xxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:	Highland Home Rd.			Northern Loop		
2Way95thQ:	1.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	12.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx			
SharedQueue:	1.4	xxxx	xxxxx			
Shrd ConDel:	12.2	xxxx	xxxxx			
Shared LOS:	B	*	*			
ApproachDel:	xxxxxx	xxxxxx	1281.7			
ApproachLOS:	*	*	F			

 Note: Queue reported is the number of cars per lane.

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

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 560.7 Worst Case Level Of Service: F[2574.0]

Street Name:	Beaumont Rd.-G St					Highland Home Rd.						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Base Vol:	0	523	216	463	400	0	0	0	0	177	0	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	523	216	463	400	0	0	0	0	177	0	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	523	216	463	400	0	0	0	0	177	0	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	523	216	463	400	0	0	0	0	177	0	266

Critical Gap Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Cnflct Vol:	xxxx	xxxx	xxxxx	739	xxxx	xxxxx	xxxx	xxxx	xxxxx	1957	1957	631
Potent Cap.:	xxxx	xxxx	xxxxx	876	xxxx	xxxxx	xxxx	xxxx	xxxxx	71	64	485
Move Cap.:	xxxx	xxxx	xxxxx	876	xxxx	xxxxx	xxxx	xxxx	xxxxx	30	19	485
Volume/Cap:	xxxx	xxxx	xxxx	0.53	xxxx	xxxx	xxxx	xxxx	xxxx	5.91	0.00	0.55

Level Of Service Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
2Way95thQ:	xxxx	xxxx	xxxxx	3.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	69	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	3.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	50.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	13.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2574	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	2574.0	xxxxxxx

ApproachLOS: * * * F

 Note: Queue reported is the number of cars per lane.

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

 Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[14.8]

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	0	0	0	0

Volume Module:	Highland Home Rd.						F St.					
Base Vol:	207	694	0	0	577	0	0	0	153	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	694	0	0	577	0	0	0	153	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	694	0	0	577	0	0	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	207	694	0	0	577	0	0	0	153	0	0	0

Critical Gap Module:	Highland Home Rd.						F St.					
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd.						F St.					
Cnflct Vol:	577	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	577	xxxx	xxxx	xxxxx
Potent Cap.:	1006	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	520	xxxx	xxxx	xxxxx
Move Cap.:	1006	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	520	xxxx	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.						F St.					
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.2	xxxx	xxxx	xxxxx
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.8			xxxxxx		

ApproachLOS: * * B *

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: E[43.3]

Street Name:	Highland Home Rd.						D St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0

Volume Module:													
Base Vol:	181	910	0	0	693	26	19	0	133	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	910	0	0	693	26	19	0	133	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	910	0	0	693	26	19	0	133	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	181	910	0	0	693	26	19	0	133	0	0	0	0

Critical Gap Module:													
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx

Capacity Module:													
Cnflct Vol:	719	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1978	1978	706	xxxx	xxxx	xxxxxx	xxxxxx
Potent Cap.:	892	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	69	63	439	xxxx	xxxx	xxxxxx	xxxxxx
Move Cap.:	892	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	57	48	439	xxxx	xxxx	xxxxxx	xxxxxx
Volume/Cap:	0.20	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.33	0.00	0.30	xxxx	xxxx	xxxxxx	xxxxxx

Level Of Service Module:															
2Way95thQ:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx		
Control Del:	10.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx		
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	239	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx		
SharedQueue:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx		
Shrd ConDel:	10.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	43.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx		
Shared LOS:	B	*	*	*	*	*	*	E	*	*	*	*	*		
ApproachDel:	xxxxxxx				xxxxxxx		43.3				xxxxxxx				

ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

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

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 982.4 Worst Case Level Of Service: F[5406.5]

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Base Vol:	0	0	0	465	0	74	241	772	1	9	828	581
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	465	0	74	241	772	1	9	828	581
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	465	0	74	241	772	1	9	828	581
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	465	0	74	241	772	1	9	828	581

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Cnflct Vol:	1687	2682	387	2005	2392	705	1409	xxxx	xxxxx	773	xxxx	xxxxx
Potent Cap.:	62	22	618	53	34	384	490	xxxx	xxxxx	851	xxxx	xxxxx
Move Cap.:	31	11	618	32	17	384	490	xxxx	xxxxx	851	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	14.40	0.00	0.19	0.49	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.7	2.7	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.6	19.2	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	C	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	32	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	57.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	6264	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			5406.5			xxxxxxx			xxxxxxx		

ApproachLOS: * F * *

Note: Queue reported is the number of cars per lane.

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

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.738
 Loss Time (sec): 16 Average Delay (sec/veh): 625.2
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Base Vol:	278	517	54	90	283	183	221	655	172	136	836	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	517	54	90	283	183	221	655	172	136	836	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	517	54	90	283	183	221	655	172	136	836	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	517	54	90	283	183	221	655	172	136	836	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	517	54	90	283	183	221	655	172	136	836	113

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.65	1.00	0.16	0.51	0.33	0.21	0.63	0.16	0.13	0.77	0.10
Final Sat.:	133	248	421	64	202	131	84	248	65	50	305	41

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Vol/Sat:	2.08	2.08	0.13	1.40	1.40	1.40	2.64	2.64	2.64	2.74	2.74	2.74
Crit Moves:	****			****			****			****		
Delay/Veh:	517.6	518	12.5	219.1	219	219.1	764.1	764	764.1	808.4	808	808.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	517.6	518	12.5	219.1	219	219.1	764.1	764	764.1	808.4	808	808.4
LOS by Move:	F	F	B	F	F	F	F	F	F	F	F	F
ApproachDel:	485.5			219.1			764.1			808.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	485.5			219.1			764.1			808.4		
LOS by Appr:	F			F			F			F		

AllWayAvgQ: 53.6 53.6 0.1 22.9 22.9 22.9 82.9 82.9 82.9 87.6 87.6 87.6

 Note: Queue reported is the number of cars per lane.

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

 Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.047
 Loss Time (sec): 12 Average Delay (sec/veh): 65.4
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sunset Ave. NB			Sunset Ave. SB			Ramsey St. EB			Ramsey St. WB		
Base Vol:	371	909	143	123	671	164	142	657	300	360	581	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	909	143	123	671	164	142	657	300	360	581	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	909	143	123	671	164	142	657	300	360	581	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	909	143	123	671	164	142	657	300	360	581	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	909	143	123	671	164	142	657	300	360	581	90

Saturation Flow Module:	Sunset Ave. NB			Sunset Ave. SB			Ramsey St. EB			Ramsey St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.73	0.27	1.00	1.61	0.39	1.00	1.37	0.63	1.00	1.73	0.27
Final Sat.:	1805	3057	481	1805	2817	688	1805	2362	1078	1805	3063	475

Capacity Analysis Module:	Sunset Ave. NB			Sunset Ave. SB			Ramsey St. EB			Ramsey St. WB		
Vol/Sat:	0.21	0.30	0.30	0.07	0.24	0.24	0.08	0.28	0.28	0.20	0.19	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.34	0.34	0.08	0.23	0.23	0.13	0.27	0.27	0.19	0.32	0.32
Volume/Cap:	1.05	0.87	0.87	0.84	1.05	1.05	0.59	1.05	1.05	1.05	0.59	0.59
Delay/Veh:	100.8	37.5	37.5	79.1	83.5	83.5	44.5	79.5	79.5	101.8	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.8	37.5	37.5	79.1	83.5	83.5	44.5	79.5	79.5	101.8	29.1	29.1
LOS by Move:	F	D	D	E	F	F	D	E	E	F	C	C

HCM2kAvgQ: 18 19 19 6 21 21 5 23 23 18 10 10

 Note: Queue reported is the number of cars per lane.

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

 Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): 214.7 Worst Case Level Of Service: F[2240.1]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	1	0	0	0	0	0	1

Volume Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Base Vol:	266	1262	0	0	630	705	0	0	0	66	15	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1262	0	0	630	705	0	0	0	66	15	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1262	0	0	630	705	0	0	0	66	15	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	266	1262	0	0	630	705	0	0	0	66	15	220

Critical Gap Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
Cnflct Vol:	1335	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2109	3129	631
Potent Cap.:	523	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	45	11	429
Move Cap.:	523	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	27	6	429
Volume/Cap:	0.51	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.44	2.69	0.51

Level Of Service Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 WB Ramps EB			I-10 WB Ramps WB		
2Way95thQ:	2.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	18.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	53	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	34.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2240	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	2240.1		

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Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Street Name:	Sunset Ave.										I-10 Eastbound Ramps									
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	1!	0	0	0	0	0	0	0

Base Vol:	0	813	50	170	558	0	714	4	418	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	813	50	170	558	0	714	4	418	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	813	50	170	558	0	714	4	418	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	813	50	170	558	0	714	4	418	0	0	0

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Conflict Vol.:	xxxx	xxxx	xxxxx	863	xxxx	xxxxx	1305	1761	279	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	788	xxxx	xxxxx	154	85	724	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	788	xxxx	xxxxx	126	65	724	xxxx	xxxx	xxxxx
Volume/Cap.:	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	5.66	0.06	0.58	xxxx	xxxx	xxxx

2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	180	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	123	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	2434	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	B	*	*	*	F	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			2434.3			xxxxxx					

ApproachLOS: * * F *

Note: Queue reported is the number of cars per lane.

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

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sunrise Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1

Volume Module:	Sunrise Ave. NB			Sunrise Ave. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	110	57	98	20	23	33	40	728	47	74	963	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	57	98	20	23	33	40	728	47	74	963	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	57	98	20	23	33	40	728	47	74	963	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	110	57	98	20	23	33	40	728	47	74	963	31

Critical Gap Module:	Sunrise Ave. NB			Sunrise Ave. SB			Wilson St. EB			Wilson St. WB		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Sunrise Ave. NB			Sunrise Ave. SB			Wilson St. EB			Wilson St. WB		
Cnflct Vol:	1986	1974	752	2020	1966	963	994	xxxx	xxxxx	775	xxxx	xxxxx
Potent Cap.:	46	63	414	44	64	313	704	xxxx	xxxxx	850	xxxx	xxxxx
Move Cap.:	25	54	414	0	55	313	704	xxxx	xxxxx	850	xxxx	xxxxx
Volume/Cap:	4.40	1.05	0.24	xxxx	0.42	0.11	0.06	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:	Sunrise Ave. NB			Sunrise Ave. SB			Wilson St. EB			Wilson St. WB		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx	9.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	47	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	30.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	2280	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	2280.2			xxxxxx			xxxxxx			xxxxxx		

ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

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

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: D[27.5]

Street Name:	16th St.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	1	1	0

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Volume Module:												
Base Vol:	45	0	110	0	0	0	0	671	111	66	931	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	110	0	0	0	0	671	111	66	931	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	110	0	0	0	0	671	111	66	931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	45	0	110	0	0	0	0	671	111	66	931	0

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Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

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Capacity Module:												
Cnflct Vol:	1324	1790	391	1399	1845	466	xxxx	xxxx	xxxxx	782	xxxx	xxxxx
Potent Cap.:	150	82	614	102	76	549	xxxx	xxxx	xxxxx	845	xxxx	xxxxx
Move Cap.:	141	76	614	79	70	549	xxxx	xxxx	xxxxx	845	xxxx	xxxxx
Volume/Cap:	0.32	0.00	0.18	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.08	xxxx	xxxx

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Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	311	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	2.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	27.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	27.5			xxxxxx			xxxxxx			xxxxxx					

ApproachLOS: D * * *

Note: Queue reported is the number of cars per lane.

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

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.862
 Loss Time (sec): 0 Average Delay (sec/veh): 225.3
 Optimal Cycle: 0 Level Of Service: F

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1!	0	0	0	1	0	1	0	1	0

Volume Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	169	151	56	103	81	71	52	603	35	46	717	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	151	56	103	81	71	52	603	35	46	717	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	151	56	103	81	71	52	603	35	46	717	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	151	56	103	81	71	52	603	35	46	717	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	151	56	103	81	71	52	603	35	46	717	96

Saturation Flow Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.40	0.15	0.40	0.32	0.28	1.00	1.00	1.00	1.00	0.88	0.12
Final Sat.:	195	174	65	163	128	112	409	433	473	408	385	52

Capacity Analysis Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.87	0.87	0.87	0.63	0.63	0.63	0.13	1.39	0.07	0.11	1.86	1.86
Crit Moves:	****			****			****			****		
Delay/Veh:	44.8	44.8	44.8	24.8	24.8	24.8	12.8	213	10.9	12.6	416	415.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	44.8	44.8	24.8	24.8	24.8	12.8	213	10.9	12.6	416	415.7
LOS by Move:	E	E	E	C	C	C	B	F	B	B	F	F
ApproachDel:	44.8			24.8			187.6			394.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	44.8			24.8			187.6			394.2		
LOS by Appr:	E			C			F			F		

AllWayAvgQ: 4.0 4.0 4.0 1.5 1.5 1.5 0.1 24.3 0.1 0.1 49.1 49.1

 Note: Queue reported is the number of cars per lane.

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

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
 Loss Time (sec): 16 Average Delay (sec/veh): 80.7
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	448	278	424	26	167	53	80	458	249	388	351	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	278	424	26	167	53	80	458	249	388	351	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	278	424	26	167	53	80	458	249	388	351	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	278	424	26	167	53	80	458	249	388	351	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	278	424	26	167	53	80	458	249	388	351	63

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	0.40	0.60	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1805	684	1043	1805	1390	441	1805	1900	1615	1805	2990	537

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.25	0.41	0.41	0.01	0.12	0.12	0.04	0.24	0.15	0.21	0.12	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.29	0.36	0.36	0.07	0.14	0.14	0.15	0.22	0.22	0.19	0.26	0.26
Volume/Cap:	0.85	1.12	1.12	0.21	0.85	0.85	0.29	1.12	0.72	1.12	0.46	0.46
Delay/Veh:	45.9	106	105.5	44.7	64.5	64.5	38.2	121	43.4	125.3	31.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	106	105.5	44.7	64.5	64.5	38.2	121	43.4	125.3	31.8	31.8
LOS by Move:	D	F	F	D	E	E	D	F	D	F	C	C

HCM2kAvgQ: 16 35 35 1 9 9 2 24 9 21 6 6

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): 496.0 Worst Case Level Of Service: F[2891.6]

Street Name:	8th St.								I-10 Westbound Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- ----- ----- -----																
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
----- ----- ----- ----- ----- -----																

Volume Module:															
Base Vol:	510	811	0	0	330	417	0	0	0	77	0	348			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	510	811	0	0	330	417	0	0	0	77	0	348			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	510	811	0	0	330	417	0	0	0	77	0	348			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	510	811	0	0	330	417	0	0	0	77	0	348			

Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3			

Capacity Module:															
Cnflct Vol:	747	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2370	2578	811			
Potent Cap.:	870	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	39	26	383			
Move Cap.:	870	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	5	383			
Volume/Cap:	0.59	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.22	0.00	0.91			

Level Of Service Module:												
2Way95thQ:	3.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	60	xxxxx
SharedQueue:	3.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	48.9	xxxxx
Shrd ConDel:	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2892	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				2891.6	

ApproachLOS: * * * F

 Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 699.9 Worst Case Level Of Service: F[1674.9]

Street Name:	8th St.					I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	1	0	0	0

Volume Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	848	91	156	253	0	472	1	493	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	848	91	156	253	0	472	1	493	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	848	91	156	253	0	472	1	493	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	848	91	156	253	0	472	1	493	0	0	0

Critical Gap Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Cnflct Vol:	xxxx	xxxx	xxxxx	939	xxxx	xxxxx	1459	1504	253	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	738	xxxx	xxxxx	144	123	791	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	738	xxxx	xxxxx	118	94	791	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.21	xxxx	xxxx	3.99	0.01	0.62	xxxx	xxxx	xxxx

Level Of Service Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	209	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	98.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx	xxxxx	1675	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			1674.9			xxxxxxx		

ApproachLOS: * * F *

Note: Queue reported is the number of cars per lane.

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.493
 Loss Time (sec): 0 Average Delay (sec/veh): 168.5
 Optimal Cycle: 0 Level Of Service: F

Street Name:	4th St.				Wilson St.																		
Approach:	North Bound		South Bound		East Bound		West Bound																
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign										
Rights:	Include				Include				Include				Include										
Min. Green:	7		7		7	7		7		7	7		7		7	7		7		7			
Lanes:	0	1	0	0	1	0	0	1	!	0	0	0	0	1	!	0	0	0	0	1	!	0	0

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Volume Module:

Base Vol:	15	112		76		53	33		8	42	678		14		14	810		83
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00
Initial Bse:	15	112		76		53	33		8	42	678		14		14	810		83
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00
PHF Volume:	15	112		76		53	33		8	42	678		14		14	810		83
Reduct Vol:	0	0		0		0	0		0	0	0		0		0	0		0
Reduced Vol:	15	112		76		53	33		8	42	678		14		14	810		83
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00
FinalVolume:	15	112		76		53	33		8	42	678		14		14	810		83

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Saturation Flow Module:

Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00
Lanes:	0.12	0.88		1.00		0.56	0.35		0.09	0.06	0.92		0.02		0.02	0.89		0.09
Final Sat.:	54	400		501		252	157		38	34	556		11		9	542		56

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Capacity Analysis Module:

Vol/Sat:	0.28	0.28		0.15		0.21	0.21		0.21	1.22	1.22		1.22		1.49	1.49		1.49
Crit Moves:	****					****				****					****			
Delay/Veh:	13.6	13.6		11.1		12.9	12.9		12.9	133.8	134		133.8		247.6	248		247.6
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00
AdjDel/Veh:	13.6	13.6		11.1		12.9	12.9		12.9	133.8	134		133.8		247.6	248		247.6
LOS by Move:	B	B		B		B	B		B	F	F		F		F	F		F
ApproachDel:		12.6					12.9				133.8					247.6		
Delay Adj:		1.00					1.00				1.00					1.00		
ApprAdjDel:		12.6					12.9				133.8					247.6		
LOS by Appr:		B					B				F					F		

AllWayAvgQ: 0.4 0.4 0.2 0.3 0.3 0.3 20.9 20.9 20.9 40.3 40.3 40.3

 Note: Queue reported is the number of cars per lane.

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

 Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.544
 Loss Time (sec): 12 Average Delay (sec/veh): 200.0
 Optimal Cycle: 0 Level Of Service: F

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:	San Gorgonio			Wilson St.		
Base Vol:	60	169	41	10	72	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	169	41	10	72	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	169	41	10	72	176
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	60	169	41	10	72	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	169	41	10	72	176

Saturation Flow Module:	San Gorgonio			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	0.04	0.28	0.68
Final Sat.:	396	342	83	18	127	309

Capacity Analysis Module:	San Gorgonio			Wilson St.		
Vol/Sat:	0.15	0.49	0.49	0.57	0.57	0.57
Crit Moves:	****			****		
Delay/Veh:	13.2	18.6	18.6	20.4	20.4	20.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	18.6	18.6	20.4	20.4	20.4
LOS by Move:	B	C	C	C	C	C
ApproachDel:	17.4			20.4		
Delay Adj:	1.00			1.00		
ApprAdjDel:	17.4			20.4		
LOS by Appr:	C			C		

YEAR 2042 CONDITIONS

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 27437.8 Worst Case Level Of Service: F[152705.8]

Street Name:	I-10 Eastbound Ramp					San Timeteo Canyon Dr.						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	1	0	0	0

Volume Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Base Vol:	0	0	19	408	10	565	0	2189	16	31	1842	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	19	408	10	565	0	2189	16	31	1842	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	19	408	10	565	0	2189	16	31	1842	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	19	408	10	565	0	2189	16	31	1842	391

Critical Gap Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Critical Gap:	xxxxx	xxxx	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Cnflct Vol:	xxxx	xxxx	2197	4306	4305	2038	xxxx	xxxx	xxxxx	2205	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	58	1	2	72	xxxx	xxxx	xxxxx	242	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	58	1	2	72	xxxx	xxxx	xxxxx	242	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.33	xxxx	6.29	7.83	xxxx	xxxx	xxxx	0.13	xxxx	xxxx

Level Of Service Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
2Way95thQ:	xxxx	xxxx	1.2	xxxx	xxxx	64.9	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	95.5	xxxxx	xxxx	3187	xxxxx	xxxx	xxxxx	22.1	xxxx	xxxxx
LOS by Move:	*	*	F	*	*	F	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	55.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	95.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 8592.1 Worst Case Level Of Service: F[71180.9]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	372	0	303	0	0	0	0	1205	677	0	3035	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	0	303	0	0	0	0	1205	677	0	3035	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	0	303	0	0	0	0	1205	677	0	3035	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	372	0	303	0	0	0	0	1205	677	0	3035	0

Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	4579	xxxx	1544	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1	xxxx	143	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1	xxxx	143	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	2.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	49.2	xxxx	24.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	578.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	F	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0

Volume Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	247	75	53	38	109	238	131	573	175	90	903	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	75	53	38	109	238	131	573	175	90	903	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	75	53	38	109	238	131	573	175	90	903	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	247	75	53	38	109	238	131	573	175	90	903	38

Critical Gap Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Cnflct Vol:	2198	2044	661	2089	2112	922	941	xxxx	xxxxx	748	xxxx	xxxxx
Potent Cap.:	33	57	466	39	52	330	737	xxxx	xxxxx	870	xxxx	xxxxx
Move Cap.:	0	42	466	0	38	330	737	xxxx	xxxxx	870	xxxx	xxxxx
Volume/Cap:	xxxx	1.79	0.11	xxxx	2.87	0.72	0.18	xxxx	xxxx	0.10	xxxx	xxxx

Level Of Service Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	9.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 12 Average Delay (sec/veh): 25.2
Optimal Cycle: 56 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	34	286	31	178	506	281	145	486	63	71	770	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	286	31	178	506	281	145	486	63	71	770	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	286	31	178	506	281	145	486	63	71	770	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	286	31	178	506	281	145	486	63	71	770	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	286	31	178	506	281	145	486	63	71	770	128

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.90	0.90	0.22	0.93	0.93	0.39	0.93	0.93
Lanes:	1.00	1.80	0.20	1.00	1.29	0.71	1.00	1.77	0.23	1.00	1.71	0.29
Final Sat.:	1805	3208	348	1805	2196	1219	422	3141	407	741	3030	504

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.09	0.10	0.23	0.23	0.34	0.15	0.15	0.10	0.25	0.25
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.19	0.19	0.21	0.33	0.33	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.27	0.48	0.48	0.48	0.71	0.71	0.71	0.32	0.32	0.20	0.52	0.52
Delay/Veh:	45.2	36.8	36.8	35.8	31.7	31.7	31.1	15.8	15.8	14.9	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	36.8	36.8	35.8	31.7	31.7	31.1	15.8	15.8	14.9	18.1	18.1
LOS by Move:	D	D	D	D	C	C	C	B	B	B	B	B
HCM2kAvgQ:	1	5	5	5	12	12	5	5	5	1	10	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 0 Average Delay (sec/veh): 14.6
Optimal Cycle: 0 Level Of Service: B

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	0	0	0	1	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Base Vol:	14	262	22	56	666	31	20	63	15	16	148	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	262	22	56	666	31	20	63	15	16	148	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	262	22	56	666	31	20	63	15	16	148	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	262	22	56	666	31	20	63	15	16	148	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	262	22	56	666	31	20	63	15	16	148	23

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.76	0.15	0.15	1.77	0.08	0.20	0.65	0.15	0.09	0.79	0.12
Final Sat.:	51	964	82	90	1084	51	105	332	79	47	433	67

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Vol/Sat:	0.27	0.27	0.27	0.62	0.61	0.61	0.19	0.19	0.19	0.34	0.34	0.34
Crit Moves:	****			****			****			****		
Delay/Veh:	11.4	11.2	11.1	17.4	17.0	16.7	10.8	10.8	10.8	12.2	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.2	11.1	17.4	17.0	16.7	10.8	10.8	10.8	12.2	12.2	12.2
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	11.2			17.1			10.8			12.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.2			17.1			10.8			12.2		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.3	0.3	0.3	1.5	1.4	1.4	0.2	0.2	0.2	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.063
Loss Time (sec): 12 Average Delay (sec/veh): 65.1
Optimal Cycle: 180 Level Of Service: E

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	600	663	0	0	1056	237	0	0	0	256	0	379
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	663	0	0	1056	237	0	0	0	256	0	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	663	0	0	1056	237	0	0	0	256	0	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	663	0	0	1056	237	0	0	0	256	0	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	600	663	0	0	1056	237	0	0	0	256	0	379

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.92	0.92	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.63	0.37	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2869	644	0	0	0	1809	0	1615

Capacity Analysis Module:

Vol/Sat:	0.33	0.18	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.14	0.00	0.23
Crit Moves:	****			****								****
Green/Cycle:	0.31	0.66	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	1.06	0.28	0.00	0.00	1.06	1.06	0.00	0.00	0.00	0.64	0.00	1.06
Delay/Veh:	90.0	7.2	0.0	0.0	76.9	76.9	0.0	0.0	0.0	38.9	0.0	104.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.0	7.2	0.0	0.0	76.9	76.9	0.0	0.0	0.0	38.9	0.0	104.2
LOS by Move:	F	A	A	A	E	E	A	A	A	D	A	F
HCM2kAvgQ:	24	4	0	0	31	31	0	0	0	8	0	19

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 12 Average Delay (sec/veh): 29.4
Optimal Cycle: 82 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:

Base Vol:	0	1021	211	319	990	0	242	0	426	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1021	211	319	990	0	242	0	426	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1021	211	319	990	0	242	0	426	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1021	211	319	990	0	242	0	426	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1021	211	319	990	0	242	0	426	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.13	0.18	0.27	0.00	0.13	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.34	0.34	0.22	0.56	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.82	0.38	0.82	0.49	0.00	0.42	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	34.5	25.2	50.6	13.6	0.0	27.1	0.0	41.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.5	25.2	50.6	13.6	0.0	27.1	0.0	41.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	A	D	A	A	A
HCM2kAvgQ:	0	15	5	9	9	0	6	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 12 Average Delay (sec/veh): 28.7
Optimal Cycle: 81 Level Of Service: C

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Base Vol:	68	1079	291	142	929	133	44	66	10	335	180	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1079	291	142	929	133	44	66	10	335	180	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1079	291	142	929	133	44	66	10	335	180	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1079	291	142	929	133	44	66	10	335	180	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	1079	291	142	929	133	44	66	10	335	180	123

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.38	0.98	0.98	0.71	0.94	0.94
Lanes:	1.00	1.58	0.42	1.00	1.75	0.25	1.00	0.87	0.13	1.00	0.59	0.41
Final Sat.:	1805	2752	742	1805	3098	444	726	1617	245	1343	1060	724

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.04	0.39	0.39	0.08	0.30	0.30	0.06	0.04	0.04	0.25	0.17	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.48	0.48	0.10	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.35	0.82	0.82	0.82	0.64	0.64	0.20	0.13	0.13	0.82	0.56	0.56
Delay/Veh:	42.3	25.6	25.6	69.6	21.2	21.2	26.2	25.3	25.3	44.4	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	25.6	25.6	69.6	21.2	21.2	26.2	25.3	25.3	44.4	30.4	30.4
LOS by Move:	D	C	C	E	C	C	C	C	C	D	C	C
HCM2kAvgQ:	2	21	21	5	13	13	1	2	2	12	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Beaumont Ave.						Mellon Lane						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0	
Volume Module:													
Base Vol:	46	768	69	42	859	362	312	32	5	149	58	227	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	46	768	69	42	859	362	312	32	5	149	58	227	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	46	768	69	42	859	362	312	32	5	149	58	227	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	46	768	69	42	859	362	312	32	5	149	58	227	
Critical Gap Module:													
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9	
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3	
Capacity Module:													
Cnflct Vol:	1221	xxxx	xxxxxx	837	xxxx	xxxxxx	1629	2053	611	1424	2200	419	
Potent Cap.:	578	xxxx	xxxxxx	806	xxxx	xxxxxx	69	56	442	98	45	589	
Move Cap.:	578	xxxx	xxxxxx	806	xxxx	xxxxxx	0	48	442	40	39	589	
Volume/Cap:	0.08	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	0.67	0.01	3.69	1.50	0.39	
Level Of Service Module:													
2Way95thQ:	0.3	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Control Del:	11.8	xxxx	xxxxxx	9.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*	
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	78	xxxxxx	
SharedQueue:	0.3	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	47.9	xxxxxx	
Shrd ConDel:	11.8	xxxx	xxxxxx	9.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2164	xxxxxx	
Shared LOS:	B	*	*	A	*	*	*	*	*	*	F	*	
ApproachDel:	xxxxxx	xxxxxx			xxxxxx			2164.2					
ApproachLOS:	*	*			F			F					

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	366	667	4	51	958	1	1	13	237	18	81	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	366	667	4	51	958	1	1	13	237	18	81	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	366	667	4	51	958	1	1	13	237	18	81	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	366	667	4	51	958	1	1	13	237	18	81	168

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	959	xxxx	xxxxxx	671	xxxx	xxxxxx	2167	2464	480	1989	2462	336
Potent Cap.:	725	xxxx	xxxxxx	929	xxxx	xxxxxx	27	31	538	37	31	666
Move Cap.:	725	xxxx	xxxxxx	929	xxxx	xxxxxx	0	14	538	3	14	666
Volume/Cap:	0.50	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	0.90	0.44	6.10	5.61	0.25

Level Of Service Module:

2Way95thQ:	2.9	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxxxx
Control Del:	14.9	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	16.9	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	A	*	*	*	*	C	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	xxxx	22	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	33.6	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	5267	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	+Inf	xxxxxx	xxxxxx	5266.8	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	F	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.019
Loss Time (sec): 0 Average Delay (sec/veh): 228.5
Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1			

Volume Module:

Base Vol:	131	117	76	108	105	98	51	505	146	191	699	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	117	76	108	105	98	51	505	146	191	699	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	117	76	108	105	98	51	505	146	191	699	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	117	76	108	105	98	51	505	146	191	699	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	117	76	108	105	98	51	505	146	191	699	103

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	1.00	1.00	1.00	1.00	0.09	0.91	1.00	0.21	0.79	1.00
Final Sat.:	211	188	445	354	371	400	41	405	485	95	346	482

Capacity Analysis Module:

Vol/Sat:	0.62	0.62	0.17	0.31	0.28	0.24	1.25	1.25	0.30	2.02	2.02	0.21
Crit Moves:	****			****			****			****		
Delay/Veh:	25.0	25.0	12.3	17.0	15.9	14.3	153.4	153	13.1	485.2	485	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	25.0	12.3	17.0	15.9	14.3	153.4	153	13.1	485.2	485	12.0
LOS by Move:	D	D	B	C	C	B	F	F	B	F	F	B
ApproachDel:	22.0			15.8			124.2			436.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.0			15.8			124.2			436.1		
LOS by Appr:	C			C			F			F		
AllWayAvgQ:	1.5	1.5	0.2	0.4	0.4	0.3	17.7	17.7	0.4	58.1	58.1	0.3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	0	Average Delay (sec/veh):	16.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Palm Ave.				8th St.										
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0			

Volume Module:												
Base Vol:	19	149	80	77	358	13	30	81	43	88	169	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	149	80	77	358	13	30	81	43	88	169	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	149	80	77	358	13	30	81	43	88	169	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	149	80	77	358	13	30	81	43	88	169	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	149	80	77	358	13	30	81	43	88	169	32

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.60	0.32	0.17	0.80	0.03	0.19	0.53	0.28	0.30	0.59	0.11
Final Sat.:	44	342	184	106	491	18	97	263	140	167	320	61

Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.73	0.73	0.73	0.31	0.31	0.31	0.53	0.53	0.53
Crit Moves:	****			****			****			****		
Delay/Veh:	12.7	12.7	12.7	21.2	21.2	21.2	11.6	11.6	11.6	14.8	14.8	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	12.7	21.2	21.2	21.2	11.6	11.6	11.6	14.8	14.8	14.8
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	12.7			21.2			11.6			14.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.7			21.2			11.6			14.8		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.6	0.6	0.6	2.1	2.1	2.1	0.3	0.3	0.3	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 0 Average Delay (sec/veh): 86.9
Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0			

Volume Module:

Base Vol:	100	0	94	0	0	0	0	562	96	160	769	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	94	0	0	0	0	562	96	160	769	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	94	0	0	0	0	562	96	160	769	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	94	0	0	0	0	562	96	160	769	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	0	94	0	0	0	0	562	96	160	769	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	0.85	0.15	1.00	1.00	0.00
Final Sat.:	282	0	265	0	0	0	0	562	96	566	614	0

Capacity Analysis Module:

Vol/Sat:	0.35	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	1.00	1.00	0.28	1.25	xxxx
Crit Moves:	****							****				
Delay/Veh:	13.1	0.0	13.1	0.0	0.0	0.0	0.0	57.9	57.9	11.5	146	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	0.0	13.1	0.0	0.0	0.0	0.0	57.9	57.9	11.5	146	0.0
LOS by Move:	B	*	B	*	*	*	*	F	F	B	F	*
ApproachDel:	13.1			xxxxxx			57.9			122.8		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	13.1			xxxxxx			57.9			122.8		
LOS by Appr:	B			*			F			F		
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	9.0	9.0	9.0	0.4	23.4	0.0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 0 Average Delay (sec/veh): 17.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	Pennsylvania Ave.						8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	29	171	17	83	351	38	25	186	23	23	144	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	171	17	83	351	38	25	186	23	23	144	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	171	17	83	351	38	25	186	23	23	144	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	171	17	83	351	38	25	186	23	23	144	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	171	17	83	351	38	25	186	23	23	144	53

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.79	0.08	0.18	0.74	0.08	0.11	0.79	0.10	0.10	0.66	0.24
Final Sat.:	72	427	42	109	461	50	56	418	52	55	344	127

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.40	0.40	0.40	0.76	0.76	0.76	0.44	0.44	0.44	0.42	0.42	0.42
Crit Moves:	****			****			****			****		
Delay/Veh:	12.5	12.5	12.5	22.9	22.9	22.9	13.4	13.4	13.4	12.9	12.9	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	22.9	22.9	22.9	13.4	13.4	13.4	12.9	12.9	12.9
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	12.5			22.9			13.4			12.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			22.9			13.4			12.9		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.5	0.5	0.5	2.5	2.5	2.5	0.6	0.6	0.6	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 747.7 Worst Case Level Of Service: F[5601.1]

Street Name:	Pennsylvania Ave.					I-10 Westbound Ramp						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	472	261	539	680	0	0	0	0	125	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	472	261	539	680	0	0	0	0	125	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	472	261	539	680	0	0	0	0	125	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	472	261	539	680	0	0	0	0	125	0	174

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	733	xxxx	xxxxx	xxxx	xxxx	xxxxx	2361	2361	603
Potent Cap.:	xxxx	xxxx	xxxxx	881	xxxx	xxxxx	xxxx	xxxx	xxxxx	40	36	503
Move Cap.:	xxxx	xxxx	xxxxx	881	xxxx	xxxxx	xxxx	xxxx	xxxxx	10	5	503
Volume/Cap:	xxxx	xxxx	xxxx	0.61	xxxx	xxxx	xxxx	xxxx	xxxx	12.39	0.00	0.35

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	4.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	23	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	4.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	37.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	15.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5601	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			5601.1		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	495	116	215	588	0	240	0	285	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	495	116	215	588	0	240	0	285	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	495	116	215	588	0	240	0	285	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	495	116	215	588	0	240	0	285	0	0	0
Critical Gap Module:												
Critical Gp:xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	623	143	928	765	xxxxx	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxx	405	910	250	336	xxxxx	1636	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxx	337	910	0	279	xxxxx	1636	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxx	1.47	0.13	xxxx	2.11	xxxx	0.15	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	43.7	xxxxx	0.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:xxxxx	xxxxx	xxxx	xxxxx	xxxxx	540	xxxxx	7.6	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	*	F	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	382	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	35.1	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	306.6	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	F	*	*	*	*	*	*	*	*	*
ApproachDel:	306.6			+Inf			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[33.6]

Street Name:	Pennsylvania Ave.						3rd St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0
Volume Module:												
Base Vol:	7	611	0	0	872	26	17	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	611	0	0	872	26	17	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	611	0	0	872	26	17	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	611	0	0	872	26	17	0	2	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	898	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1497	1497	872	xxxx	xxxx	xxxxxx
Potent Cap.:	765	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	136	124	353	xxxx	xxxx	xxxxxx
Move Cap.:	765	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	135	123	353	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.01	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	145	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	33.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			33.6			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.103

Loss Time (sec): 0 Average Delay (sec/veh): 52.1

Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	0	22	1	289	58	417	124	489	0	6	510	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	22	1	289	58	417	124	489	0	6	510	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	22	1	289	58	417	124	489	0	6	510	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	22	1	289	58	417	124	489	0	6	510	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	22	1	289	58	417	124	489	0	6	510	229

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	1.00	0.12	0.88	1.00	1.00	0.00	0.02	1.37	0.61
Final Sat.:	0	355	16	429	61	436	407	443	0	7	633	296

Capacity Analysis Module:

Vol/Sat:	xxxx	0.06	0.06	0.67	0.96	0.96	0.30	1.10	xxxx	0.82	0.81	0.77
Crit Moves:			****		****			****				
Delay/Veh:	0.0	13.2	13.2	26.5	56.7	56.7	14.9	102	0.0	37.1	35.4	31.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.2	13.2	26.5	56.7	56.7	14.9	102	0.0	37.1	35.4	31.0
LOS by Move:	*	B	B	D	F	F	B	F	*	E	E	D
ApproachDel:	13.2			45.3			84.0			34.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.2			45.3			84.0			34.1		
LOS by Appr:	B			E			F			D		
AllWayAvgQ:	0.1	0.1	0.1	1.8	6.4	6.4	0.4	11.2	11.2	3.4	2.8	2.8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551

Loss Time (sec): 0 Average Delay (sec/veh): 15.1

Optimal Cycle: 0 Level Of Service: C

Street Name: Starlight Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound

South Bound

East Bound

West Bound

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

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Control: Stop Sign

Stop Sign

Stop Sign

Stop Sign

Rights: Include

Include

Include

Include

Min. Green: 7 7 7

7 7 7

7 7 7

7 7 7

Lanes: 1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

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Volume Module:

Base Vol: 160 12 9 99 90 110 37 365 177 15 267 35

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 160 12 9 99 90 110 37 365 177 15 267 35

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 160 12 9 99 90 110 37 365 177 15 267 35

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 160 12 9 99 90 110 37 365 177 15 267 35

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 160 12 9 99 90 110 37 365 177 15 267 35

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.14 0.86 1.00 1.00 1.00 1.00 1.35 0.65 1.00 1.77 0.23

Final Sat.: 392 469 374 404 427 467 444 663 336 409 786 104

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Capacity Analysis Module:

Vol/Sat: 0.41 0.03 0.02 0.24 0.21 0.24 0.08 0.55 0.53 0.04 0.34 0.34

Crit Moves: ****

Delay/Veh: 16.6 11.0 10.4 13.6 12.5 11.9 11.1 17.8 16.3 11.2 14.0 13.8

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 16.6 11.0 10.4 13.6 12.5 11.9 11.1 17.8 16.3 11.2 14.0 13.8

LOS by Move: C B B B B B B C C B B B

ApproachDel: 16.0 12.7 16.9 13.8

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 16.0 12.7 16.9 13.8

LOS by Appr: C B C B

AllWayAvgQ: 0.6 0.0 0.0 0.3 0.2 0.3 0.1 1.1 1.0 0.0 0.5 0.4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.	Brookside Ave.	
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign Stop Sign
Rights:	Include	Include	Include Include
Lanes:	1 0 0 1 0	0 0 1! 0 0	0 0 1! 0 0 0 0 1! 0 0

Volume Module:			
Base Vol:	176 139 65	97 326 103	42 172 185 195 331 82
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	176 139 65	97 326 103	42 172 185 195 331 82
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	176 139 65	97 326 103	42 172 185 195 331 82
Reduct Vol:	0 0 0	0 0 0	0 0 0 0 0 0
FinalVolume:	176 139 65	97 326 103	42 172 185 195 331 82

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

Capacity Module:			
Cnflct Vol:	429 xxxx xxxxx	204 xxxx xxxxx	1302 1128 378 1274 1147 172
Potent Cap.:	1141 xxxx xxxxx	1380 xxxx xxxxx	139 206 674 146 201 877
Move Cap.:	1141 xxxx xxxxx	1380 xxxx xxxxx	0 161 674 0 157 877
Volume/Cap:	0.15 xxxx xxxxx	0.07 xxxx xxxxx	xxxx 1.07 0.27 xxxx 2.10 0.09

Level Of Service Module:			
2Way95thQ:	0.5 xxxx xxxxx	0.2 xxxx xxxxx	xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:	8.7 xxxx xxxxx	7.8 xxxx xxxxx	xxxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:	A * *	A * *	* * * * * * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 0 xxxxx xxxx 0 xxxxx
SharedQueue:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:	* * *	* * *	* * * * *
ApproachDel:	xxxxxx	xxxxxx	xxxxxx xxxxxx
ApproachLOS:	*	*	F F

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.5]

Street Name:		Highland Springs Ave.				16th St.				
Approach:	North Bound	South Bound			East Bound			West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Uncontrolled	Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include	Include			Include			Include		
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	

Volume Module:

Base Vol:	2	203	0	0	324	44	23	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	203	0	0	324	44	23	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	203	0	0	324	44	23	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	2	203	0	0	324	44	23	0	1	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	368	xxxx	xxxxx	xxxx	xxxx	xxxxx	553	553	346	xxxx	xxxx	xxxxx
Potent Cap.:	1202	xxxx	xxxxx	xxxx	xxxx	xxxxx	498	444	702	xxxx	xxxx	xxxxx
Move Cap.:	1202	xxxx	xxxxx	xxxx	xxxx	xxxxx	497	443	702	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	503	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.5		xxxxxx			
ApproachLOS:	*			*			B		*			*

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	0	191	0	0	385	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	191	0	0	385	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	191	0	0	385	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	191	0	0	385	0	0	0	0	0	0	0

Critical Gap Module:

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

Capacity Module:

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

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	*			*			*			*			

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 12 Average Delay (sec/veh): 26.6
Optimal Cycle: 65 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	263	185	0	0	364	9	6	0	494	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	185	0	0	364	9	6	0	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	185	0	0	364	9	6	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	185	0	0	364	9	6	0	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	263	185	0	0	364	9	6	0	494	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.98	0.02	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1849	46	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.15	0.10	0.00	0.00	0.20	0.20	0.00	0.00	0.31	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.20	0.46	0.00	0.00	0.27	0.27	0.42	0.00	0.61	0.00	0.00	0.00
Volume/Cap:	0.74	0.21	0.00	0.00	0.74	0.74	0.01	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	45.5	16.0	0.0	0.0	39.1	39.1	17.2	0.0	11.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	16.0	0.0	0.0	39.1	39.1	17.2	0.0	11.2	0.0	0.0	0.0
LOS by Move:	D	B	A	A	D	D	B	A	B	A	A	A
HCM2kAvgQ:	8	3	0	0	12	12	0	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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 Year 2042 With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: E[42.8]

Street Name:	Highland Springs Ave.	Starlight Ave.	
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign Stop Sign
Rights:	Include	Include	Include Include
Lanes:	1 0 1 0 0	0 0 0 1 0	1 0 0 0 1 0 0 0 0 0 0

Volume Module:

Base Vol:	202 411 0	0 689 196	22 0 316	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	202 411 0	0 689 196	22 0 316	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	202 411 0	0 689 196	22 0 316	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	202 411 0	0 689 196	22 0 316	0 0 0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	885 xxxx xxxxx	xxxx xxxx xxxxx	1602 xxxx	787 xxxx xxxx xxxxx
Potent Cap.:	773 xxxx xxxxx	xxxx xxxx xxxxx	118 xxxx	395 xxxx xxxx xxxxx
Move Cap.:	773 xxxx xxxxx	xxxx xxxx xxxxx	94 xxxx	395 xxxx xxxx xxxxx
Volume/Cap:	0.26 xxxx xxxx	xxxx xxxx xxxx	0.23 xxxx	0.80 xxxx xxxx xxxx

Level Of Service Module:

2Way95thQ:	1.0 xxxx xxxxx	xxxx xxxx xxxxx	0.8 xxxx	7.0 xxxx xxxx xxxxx
Control Del:	11.3 xxxx xxxxx	xxxxxx xxxx xxxxx	54.7 xxxx	42.0 xxxxx xxxx xxxxx
LOS by Move:	B * *	* *	F *	E * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
SharedQueue:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
Shrd ConDel:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
Shared LOS:	* *	* *	* *	* *
ApproachDel:	xxxxxx	xxxxxx	42.8	xxxxxx
ApproachLOS:	*	*	E	*

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
 Loss Time (sec): 16 Average Delay (sec/veh): 35.1
 Optimal Cycle: 71 Level Of Service: D

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0

Volume Module:

Base Vol:	57	326	152	172	524	93	32	113	101	485	189	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	326	152	172	524	93	32	113	101	485	189	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	326	152	172	524	93	32	113	101	485	189	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	326	152	172	524	93	32	113	101	485	189	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	326	152	172	524	93	32	113	101	485	189	122

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.88	0.88	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.70	0.30	1.00	1.06	0.94	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	2995	532	1805	1771	1583	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.17	0.09	0.10	0.17	0.17	0.02	0.06	0.06	0.27	0.05	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.24	0.62	0.13	0.27	0.27	0.22	0.09	0.09	0.38	0.24	0.24
Volume/Cap:	0.30	0.71	0.15	0.71	0.65	0.65	0.08	0.71	0.71	0.71	0.22	0.31
Delay/Veh:	42.0	40.1	8.2	51.2	34.2	34.2	30.7	52.2	52.2	30.2	30.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	40.1	8.2	51.2	34.2	34.2	30.7	52.2	52.2	30.2	30.5	31.5
LOS by Move:	D	D	A	D	C	C	C	D	D	C	C	C
HCM2kAvgQ:	2	9	2	5	9	9	1	5	5	14	2	3

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2042 Without Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	213	294	402	140	68	254	691	435	139	978	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4643		1770	3366		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4643		1770	3366		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	74	213	294	402	140	68	254	691	435	139	978	48
RTOR Reduction (vph)	0	206	0	0	51	0	0	0	283	0	0	28
Lane Group Flow (vph)	74	301	0	402	157	0	254	691	152	139	978	20
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.0	11.3		16.5	20.8		11.5	29.5	29.5	10.0	28.0	28.0
Effective Green, g (s)	7.0	11.3		16.5	20.8		11.5	29.5	29.5	10.0	28.0	28.0
Actuated g/C Ratio	0.08	0.13		0.20	0.25		0.14	0.35	0.35	0.12	0.33	0.33
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	147	622		346	831		241	1238	554	210	1175	526
v/s Ratio Prot	0.04	c0.06		c0.23	0.05		c0.14	0.20		0.08	c0.28	
v/s Ratio Perm									0.10			0.01
v/c Ratio	0.50	0.48		1.16	0.19		1.05	0.56	0.27	0.66	0.83	0.04
Uniform Delay, d1	37.0	33.8		33.9	25.1		36.4	22.1	19.7	35.5	26.0	19.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7	0.6		100.0	0.1		72.9	1.8	1.2	7.6	7.0	0.1
Delay (s)	39.7	34.4		133.9	25.2		109.3	24.0	20.9	43.1	32.9	19.2
Level of Service	D	C		F	C		F	C	C	D	C	B
Approach Delay (s)		35.1			96.8			38.7			33.6	
Approach LOS		D			F			D			C	
Intersection Summary												
HCM Average Control Delay			46.0			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			84.3			Sum of lost time (s)			17.0			
Intersection Capacity Utilization			89.1%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2042 Without Project

AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰	↰	↰	↰			↰	↰
Volume (vph)	0	0	0	369	0	391	545	993	0	0	958	714
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	369	0	391	545	993	0	0	958	714
RTOR Reduction (vph)	0	0	0	0	0	52	0	0	0	0	0	476
Lane Group Flow (vph)	0	0	0	0	369	339	545	993	0	0	958	238
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.21		c0.31	0.28			c0.27	
v/s Ratio Perm						c0.21						0.15
v/c Ratio					0.63	0.64	3.68	0.56			0.81	0.45
Uniform Delay, d1					13.5	13.6	22.0	8.3			14.6	12.6
Progression Factor					1.00	1.00	0.95	1.08			1.00	1.00
Incremental Delay, d2					4.9	5.9	1214.8	0.6			6.1	2.8
Delay (s)					18.4	19.5	1235.8	9.6			20.8	15.3
Level of Service					B	B	F	A			C	B
Approach Delay (s)		0.0			19.0			444.1			18.4	
Approach LOS		A			B			F			B	
Intersection Summary												
HCM Average Control Delay			183.4				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.06									
Actuated Cycle Length (s)			48.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			128.0%				ICU Level of Service		H			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2042 Without Project

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	540	0	415	0	0	0	0	997	457	453	871	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	540	0	415	0	0	0	0	997	457	453	871	0
RTOR Reduction (vph)	0	0	73	0	0	0	0	0	305	0	0	0
Lane Group Flow (vph)	0	540	342	0	0	0	0	997	152	453	871	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.31						c0.28		c0.26	0.25	
v/s Ratio Perm			0.22						0.10			
v/c Ratio		0.92	0.65					0.84	0.29	3.06	0.49	
Uniform Delay, d1		15.3	13.6					14.8	11.8	22.0	8.0	
Progression Factor		1.00	1.00					1.00	1.00	1.04	1.08	
Incremental Delay, d2		21.2	6.1					7.5	1.4	938.6	0.6	
Delay (s)		36.5	19.7					22.4	13.2	961.5	9.2	
Level of Service		D	B					C	B	F	A	
Approach Delay (s)		29.2			0.0			19.5			335.0	
Approach LOS		C			A			B			F	
Intersection Summary												
HCM Average Control Delay		133.9			HCM Level of Service			F				
HCM Volume to Capacity ratio		1.12										
Actuated Cycle Length (s)		48.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		128.0%			ICU Level of Service			H				
Analysis Period (min)		15										

c Critical Lane Group

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 16 Average Delay (sec/veh): 29.4
Optimal Cycle: 57 Level Of Service: C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	141	883	65	181	456	37	75	96	45	70	257	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	883	65	181	456	37	75	96	45	70	257	296
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	141	883	65	181	456	0	75	96	45	70	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	883	65	181	456	0	75	96	45	70	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	141	883	65	181	456	0	75	96	45	70	257	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.90	0.90	0.94	0.94	1.00
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.36	0.64	0.43	1.57	1.00
Final Sat.:	1805	3329	245	1805	3610	1900	1805	2340	1097	764	2806	1900

Capacity Analysis Module:

Vol/Sat:	0.08	0.27	0.27	0.10	0.13	0.00	0.04	0.04	0.04	0.09	0.09	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.45	0.45	0.17	0.38	0.00	0.07	0.07	0.07	0.15	0.15	0.00
Volume/Cap:	0.33	0.59	0.59	0.59	0.33	0.00	0.59	0.59	0.59	0.59	0.59	0.00
Delay/Veh:	32.2	21.4	21.4	41.5	22.1	0.0	52.5	48.8	48.8	41.1	41.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	21.4	21.4	41.5	22.1	0.0	52.5	48.8	48.8	41.1	41.1	0.0
LOS by Move:	C	C	C	D	C	A	D	D	D	D	D	A
HCM2kAvgQ:	4	12	12	5	5	0	3	3	3	6	6	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Mellon Lane

Average Delay (sec/veh): 31.0 Worst Case Level Of Service: F[146.3]

Street Name:	Highland Springs Ave.						Mellon Lane									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Lanes:	1	0	2	0	0	0	0	0	2	0	1	1	0	0	0	0

Volume Module:

Base Vol:	87	727	0	0	457	86	284	0	74	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	727	0	0	457	86	284	0	74	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	727	0	0	457	86	284	0	74	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	87	727	0	0	457	86	284	0	74	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	543	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	995	xxxx	229	xxxx	xxxx	xxxxxx
Potent Cap.:	1036	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	245	xxxx	780	xxxx	xxxx	xxxxxx
Move Cap.:	1036	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	229	xxxx	780	xxxx	xxxx	xxxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	1.24	xxxx	0.09	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	14.3	xxxx	0.3	xxxx	xxxx	xxxxxx
Control Del:	8.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	181.8	xxxx	10.1	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			146.3		xxxxxx			
ApproachLOS:	*			*			F		*			

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: D[25.5]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	0	1	0	0
Volume Module:												
Base Vol:	6	0	0	0	0	0	0	427	1	0	864	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	0	0	0	0	427	1	0	864	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	0	0	0	0	427	1	0	864	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	0	0	0	0	0	427	1	0	864	0

Critical Gap Module:	C St.						Wilson St.					
Critical Gp:	6.4	xxxx	xxxxxx	7.1	6.5	6.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:	C St.						Wilson St.					
Cnflct Vol:	1292	xxxx	xxxxxx	1292	1292	864	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	182	xxxx	xxxxxx	141	165	357	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	182	xxxx	xxxxxx	141	165	357	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	C St.						Wilson St.					
2Way95thQ:	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	25.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	D	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	25.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	587	0	0	338	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	587	0	0	338	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	587	0	0	338	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	587	0	0	338	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	925	925	338	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	301	271	709	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	301	271	709	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 57.8 Worst Case Level Of Service: F[102.4]

Street Name:	Beaumont Rd.-G St					Highland Home Rd.							
Approach:	North Bound			South Bound		East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled		Stop Sign			Stop Sign				
Rights:	Include			Include		Include			Include				
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	150	70	96	241	0	0	0	0	269	0	437
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	150	70	96	241	0	0	0	0	269	0	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	150	70	96	241	0	0	0	0	269	0	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	150	70	96	241	0	0	0	0	269	0	437

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	220	xxxx	xxxxx	xxxx	xxxx	xxxxx	618	618	185
Potent Cap.:	xxxx	xxxx	xxxxx	1361	xxxx	xxxxx	xxxx	xxxx	xxxxx	456	408	862
Move Cap.:	xxxx	xxxx	xxxxx	1361	xxxx	xxxxx	xxxx	xxxx	xxxxx	430	377	862
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.63	0.00	0.51

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	624	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	102	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			102.4		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	208	0	0	0	535	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	208	0	0	0	535	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	208	0	0	0	535	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	208	0	0	0	535	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	743	743	535	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	386	346	549	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	386	346	549	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.				D St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	0	208	0	0	526	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	208	0	0	526	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	208	0	0	526	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	208	0	0	526	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	734	734	526	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	390	350	556	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	390	350	556	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1

Volume Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Base Vol:	14	60	30	229	242	55	103	257	55	111	825	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	60	30	229	242	55	103	257	55	111	825	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	60	30	229	242	55	103	257	55	111	825	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	14	60	30	229	242	55	103	257	55	111	825	45

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Cnflct Vol:	297	xxxx	xxxxxx	90	xxxx	xxxxxx	1266	846	270	972	843	60
Potent Cap.:	1276	xxxx	xxxxxx	1518	xxxx	xxxxxx	147	302	774	234	303	1011
Move Cap.:	1276	xxxx	xxxxxx	1518	xxxx	xxxxxx	0	247	774	0	248	1011
Volume/Cap:	0.01	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	1.04	0.07	xxxx	3.33	0.04

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
2Way95thQ:	0.0	xxxx	xxxxxx	0.5	xxxx	xxxxxx	xxxx	2.7	xxxxxx	xxxx	26.5	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	7.8	xxxx	xxxxxx	xxxxxx	34.4	xxxxxx	xxxxxx	352	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	D	*	*	F	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	310	xxxx	xxxx	267
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.6	xxxxxx	xxxx	29.6
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	32.1	xxxxxx	xxxx	368.0
Shared LOS:	*	*	*	*	*	*	*	*	D	*	*	F
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	+Inf	+Inf	+Inf	+Inf	+Inf	+Inf
ApproachLOS:	*	*	*	*	*	*	F	F	F	F	F	F

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Highland Home Rd.						Ramsey St.						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	1	0 0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	249	2	187	22	528	0	0	346	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	249	2	187	22	528	0	0	346	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	249	2	187	22	528	0	0	346	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	249	2	187	22	528	0	0	346	77
Critical Gap Module:												
Critical Gp:xxxxx	xxxx	xxxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	712	500	2	858	687	0
Potent Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	350	476	1088	279	372	1091
Move Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	0	392	1088	0	306	1091
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	1.35	0.00	xxxx	1.13	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	4.8	xxxxx	xxxx	3.3	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	31.2	xxxxx	xxxxx	30.9	xxxxx
LOS by Move:	*	*	*	A	*	*	*	D	*	*	D	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	392	xxxx	xxxx	394
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	4.8	xxxxx	xxxx	4.2
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	31.2	xxxxx	xxxx	28.8
Shared LOS:	*	*	*	A	*	*	*	*	D	*	*	D
ApproachDel:	xxxxxx			xxxxxx				+Inf			29.7	
ApproachLOS:	*			*				F			D	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.323
Loss Time (sec): 0 Average Delay (sec/veh): 364.3
Optimal Cycle: 0 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	1	0	0	1	0	0	1	!	0	0	0	0	1	!	0	0	

Volume Module:

Base Vol:	107	245	42	128	744	127	115	410	201	43	202	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	245	42	128	744	127	115	410	201	43	202	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	245	42	128	744	127	115	410	201	43	202	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	245	42	128	744	127	115	410	201	43	202	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	245	42	128	744	127	115	410	201	43	202	61

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	1.00	0.13	0.74	0.13	0.16	0.56	0.28	0.14	0.66	0.20
Final Sat.:	122	279	442	55	320	55	70	248	122	57	268	81

Capacity Analysis Module:

Vol/Sat:	0.88	0.88	0.10	2.32	2.32	2.32	1.65	1.65	1.65	0.75	0.75	0.75
Crit Moves:	****			****			****			****		
Delay/Veh:	49.3	49.3	11.6	621.0	621	621.0	323.6	324	323.6	33.4	33.4	33.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	49.3	11.6	621.0	621	621.0	323.6	324	323.6	33.4	33.4	33.4
LOS by Move:	E	E	B	F	F	F	F	F	F	D	D	D
ApproachDel:	45.3			621.0			323.6			33.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	45.3			621.0			323.6			33.4		
LOS by Appr:	E			F			F			D		
AllWayAvgQ:	4.2	4.2	0.1	72.8	72.8	72.8	38.2	38.2	38.2	2.4	2.4	2.4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.208
Loss Time (sec):	12	Average Delay (sec/veh):	54.5
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Sunset Ave.						Ramsey St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:												
Base Vol:	288	440	144	106	1150	101	47	319	209	92	159	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	440	144	106	1150	101	47	319	209	92	159	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	440	144	106	1150	101	47	319	209	92	159	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	440	144	106	1150	101	47	319	209	92	159	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	288	440	144	106	1150	101	47	319	209	92	159	28

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.91	0.91	0.41	0.94	0.94	0.95	0.89	0.89	0.95	0.93	0.93
Lanes:	1.00	1.51	0.49	1.00	1.84	0.16	1.00	1.21	0.79	1.00	1.70	0.30
Final Sat.:	336	2619	857	783	3279	288	1805	2052	1345	1805	3002	529

Capacity Analysis Module:												
Vol/Sat:	0.86	0.17	0.17	0.14	0.35	0.35	0.03	0.16	0.16	0.05	0.05	0.05
Crit Moves:	****						****			****		
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.10	0.12	0.12	0.07	0.10	0.10
Volume/Cap:	1.25	0.25	0.25	0.20	0.51	0.51	0.27	1.25	1.25	0.73	0.54	0.54
Delay/Veh:	158.6	6.0	6.0	5.9	7.8	7.8	42.7	174	174.2	64.7	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	158.6	6.0	6.0	5.9	7.8	7.8	42.7	174	174.2	64.7	44.8	44.8
LOS by Move:	F	A	A	A	A	A	D	F	F	E	D	D
HCM2kAvgQ:	19	4	4	1	10	10	2	18	18	4	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	1	0	0	0	0	0	1
Volume Module:												
Base Vol:	521	613	0	0	660	794	0	0	0	100	7	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	521	613	0	0	660	794	0	0	0	100	7	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	521	613	0	0	660	794	0	0	0	100	7	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	521	613	0	0	660	794	0	0	0	100	7	260

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	1454	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1985	3109	307
Potent Cap.:	471	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	55	12	695
Move Cap.:	471	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0	0	695
Volume/Cap:	1.11	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	0.37

Level Of Service Module:

2Way95thQ:	17.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	102.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	F

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 708.3 Worst Case Level Of Service: F[2562.8]

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	781	210	350	410	0	352	2	312	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	781	210	350	410	0	352	2	312	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	781	210	350	410	0	352	2	312	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	781	210	350	410	0	352	2	312	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	991	xxxx	xxxxxx	1501	2101	205	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	706	xxxx	xxxxxx	115	52	808	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	706	xxxx	xxxxxx	58	20	808	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.50	xxxx	xxxx	6.03	0.10	0.39	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	2.8	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	15.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	102	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	2.8	xxxx	xxxxxx	xxxxxx	73.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	15.0	xxxx	xxxxxx	xxxxxx	2563	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	C	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			2562.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): 26.9 Worst Case Level Of Service: E[42.1]

Sunrise Ave.						Wilson St.						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1
Volume Module:												
Base Vol:	40	20	32	19	102	28	23	422	139	31	236	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	32	19	102	28	23	422	139	31	236	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	32	19	102	28	23	422	139	31	236	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	20	32	19	102	28	23	422	139	31	236	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	130	xxxx	xxxxxx	52	xxxx	xxxxxx	392	286	116	551	284	36
Potent Cap.:	1468	xxxx	xxxxxx	1567	xxxx	xxxxxx	571	627	942	449	628	1042
Move Cap.:	1468	xxxx	xxxxxx	1567	xxxx	xxxxxx	384	602	942	161	603	1042
Volume/Cap:	0.03	xxxx	xxxx	0.01	xxxx	xxxx	0.06	0.70	0.15	0.19	0.39	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.7	1.9	0.0
Control Del:	7.5	xxxx	xxxxxx	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	32.7	14.7	8.5
LOS by Move:	A	*	*	A	*	*	*	*	*	D	B	A
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	643	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	11.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	42.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			42.1			16.6				
ApproachLOS:	*	*			E			C				

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[13.6]

16th St.							Wilson St.						
North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0	
Volume Module:													
Base Vol:	25	0	44	0	0	0	1	400	14	146	229	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	25	0	44	0	0	0	1	400	14	146	229	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	25	0	44	0	0	0	1	400	14	146	229	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	25	0	44	0	0	0	1	400	14	146	229	0	
Critical Gap Module:													
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	
Capacity Module:													
Cnflct Vol:	816	930	207	723	937	115	229	xxxx	xxxxx	414	xxxx	xxxxx	
Potent Cap.:	319	269	805	318	267	923	1351	xxxx	xxxxx	1156	xxxx	xxxxx	
Move Cap.:	288	235	805	271	233	923	1351	xxxx	xxxxx	1156	xxxx	xxxxx	
Volume/Cap:	0.09	0.00	0.05	0.00	0.00	0.00	0.00	xxxx	xxxx	0.13	xxxx	xxxx	
Level Of Service Module:													
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	8.6	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*	
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	
Shared Cap.:	xxxx	488	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	13.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	13.6			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B			*			*			*			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 0 Average Delay (sec/veh): 26.1
Optimal Cycle: 0 Level Of Service: D

Street Name:	8th St.						Wilson St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1			
	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1			

Volume Module:

Base Vol:	118	48	19	157	190	47	21	424	68	41	240	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	48	19	157	190	47	21	424	68	41	240	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	48	19	157	190	47	21	424	68	41	240	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	48	19	157	190	47	21	424	68	41	240	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	48	19	157	190	47	21	424	68	41	240	41

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.26	0.10	0.40	0.48	0.12	1.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	271	110	44	200	242	60	460	494	544	427	393	67

Capacity Analysis Module:

Vol/Sat:	0.43	0.43	0.43	0.78	0.78	0.78	0.05	0.86	0.12	0.10	0.61	0.61
Crit Moves:	****			****			****			****		
Delay/Veh:	15.4	15.4	15.4	28.4	28.4	28.4	10.7	37.7	10.1	11.5	19.7	19.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	15.4	15.4	28.4	28.4	28.4	10.7	37.7	10.1	11.5	19.7	19.7
LOS by Move:	C	C	C	D	D	D	B	E	B	B	C	C
ApproachDel:	15.4			28.4			32.9			18.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.4			28.4			32.9			18.7		
LOS by Appr:	C			D			D			C		
AllWayAvgQ:	0.6	0.6	0.6	2.6	2.6	2.6	0.0	3.8	0.1	0.1	1.2	1.2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.046
Loss Time (sec): 16 Average Delay (sec/veh): 85.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	101	197	482	43	350	31	17	202	96	630	99	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	197	482	43	350	31	17	202	96	630	99	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	197	482	43	350	31	17	202	96	630	99	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	197	482	43	350	31	17	202	96	630	99	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	197	482	43	350	31	17	202	96	630	99	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	0.29	0.71	1.00	0.92	0.08	1.00	1.00	1.00	1.00	1.58	0.42
Final Sat.:	1805	493	1206	1805	1724	153	1805	1900	1615	1805	2770	728

Capacity Analysis Module:

Vol/Sat:	0.06	0.40	0.40	0.02	0.20	0.20	0.01	0.11	0.06	0.35	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.36	0.36	0.07	0.32	0.32	0.21	0.10	0.10	0.31	0.21	0.21
Volume/Cap:	0.51	1.11	1.11	0.34	0.63	0.63	0.05	1.11	0.62	1.11	0.17	0.17
Delay/Veh:	44.1	103	102.6	45.9	31.3	31.3	32.0	145	51.0	106.1	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	103	102.6	45.9	31.3	31.3	32.0	145	51.0	106.1	32.9	32.9
LOS by Move:	D	F	F	D	C	C	C	F	D	F	C	C
HCM2kAvgQ:	4	33	33	2	11	11	0	12	4	31	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

8th St.				I-10 Westbound Ramps											
Approach: North Bound				South Bound				East Bound				West Bound			
Movement: L - T - R				L - T - R				L - T - R				L - T - R			
Control: Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights: Include				Include				Include				Include			
Lanes: 0 1 0 0 0				0 0 0 1 0				0 0 0 0 0				0 0 1! 0 0			
Volume Module:															
Base Vol: 635 569 0				0 365 714				0 0 0				56 2 131			
Growth Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Initial Bse: 635 569 0				0 365 714				0 0 0				56 2 131			
User Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Volume: 635 569 0				0 365 714				0 0 0				56 2 131			
Reduct Vol: 0 0 0				0 0 0				0 0 0				0 0 0			
FinalVolume: 635 569 0				0 365 714				0 0 0				56 2 131			
Critical Gap Module:															
Critical Gp: 4.1 xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx				6.4 6.5 6.2			
FollowUpTim: 2.2 xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx				3.5 4.0 3.3			
Capacity Module:															
Cnflct Vol: 1079 xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx				2561 2918 569			
Potent Cap.: 654 xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx				29 16 525			
Move Cap.: 654 xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx				0 0 525			
Volume/Cap: 0.97 xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx 0.25			
Level Of Service Module:															
2Way95thQ: 14.3 xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx			
Control Del: 53.5 xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx			
LOS by Move: F * *				* *				* *				* *			
Movement: LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.: xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx 0 xxxxx			
SharedQueue: 14.3 xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx			
Shrd ConDel: 53.5 xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx			
Shared LOS: F * *				* *				* *				* *			
ApproachDel: xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS: *				*				*				F			

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 968.1 Worst Case Level Of Service: F[2130.2]

Street Name:	8th St.					I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	704	108	271	165	0	500	0	537	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	704	108	271	165	0	500	0	537	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	704	108	271	165	0	500	0	537	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	704	108	271	165	0	500	0	537	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	812	xxxx	xxxxxx	1465	1519	165	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	823	xxxx	xxxxxx	143	120	885	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	823	xxxx	xxxxxx	100	74	885	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	xxxx	5.02	0.00	0.61	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	1.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	11.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	184	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	1.4	xxxx	xxxxxx	xxxxxx	110	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	11.5	xxxx	xxxxxx	xxxxxx	2130	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	B	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	2130.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 0 Average Delay (sec/veh): 32.7
Optimal Cycle: 0 Level Of Service: D

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	16	28	18	99	184	45	11	558	29	60	241	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	28	18	99	184	45	11	558	29	60	241	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	28	18	99	184	45	11	558	29	60	241	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	28	18	99	184	45	11	558	29	60	241	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	28	18	99	184	45	11	558	29	60	241	28

Saturation Flow Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.64	1.00	0.30	0.56	0.14	0.02	0.93	0.05	0.18	0.73	0.09
Final Sat.:	150	263	459	160	296	73	11	578	30	102	411	48

Capacity Analysis Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.11	0.11	0.04	0.62	0.62	0.62	0.96	0.96	0.96	0.59	0.59	0.59
Crit Moves:	****			****			****			****		
Delay/Veh:	11.6	11.6	10.1	19.2	19.2	19.2	50.9	50.9	50.9	17.1	17.1	17.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.6	10.1	19.2	19.2	19.2	50.9	50.9	50.9	17.1	17.1	17.1
LOS by Move:	B	B	B	C	C	C	F	F	F	C	C	C
ApproachDel:	11.1			19.2			50.9			17.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.1			19.2			50.9			17.1		
LOS by Appr:	B			C			F			C		
AllWayAvgQ:	0.1	0.1	0.0	1.4	1.4	1.4	7.2	7.2	7.2	1.2	1.2	1.2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.072
Loss Time (sec): 0 Average Delay (sec/veh): 49.3
Optimal Cycle: 0 Level Of Service: E

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:	San Gorgonio			Wilson St.		
Base Vol:	41	42	33	15	217	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	42	33	15	217	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	42	33	15	217	169
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	41	42	33	15	217	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	42	33	15	217	169

Saturation Flow Module:	San Gorgonio			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.56	0.44	0.04	0.54	0.42
Final Sat.:	430	267	210	21	310	241

Capacity Analysis Module:	San Gorgonio			Wilson St.		
Vol/Sat:	0.10	0.16	0.16	0.70	0.70	0.70
Crit Moves:	****			****		
Delay/Veh:	11.5	11.2	11.2	22.1	22.1	22.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.2	11.2	22.1	22.1	22.1
LOS by Move:	B	B	B	C	C	C
ApproachDel:	11.3			22.1		
Delay Adj:	1.00			1.00		
ApprAdjDel:	11.3			22.1		
LOS by Appr:	B			C		
AllWayAvgQ:	0.1	0.2	0.2	2.0	2.0	2.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	I-10 Eastbound Ramp					San Timeteo Canyon Dr.						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	1	0	0	0

Volume Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Base Vol:	0	0	59	1237	7	630	0	2277	12	19	1826	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	59	1237	7	630	0	2277	12	19	1826	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	59	1237	7	630	0	2277	12	19	1826	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	59	1237	7	630	0	2277	12	19	1826	197

Critical Gap Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Critical Gp:	xxxxx	xxxx	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Cnflct Vol:	xxxx	xxxx	2283	4275	4252	1925	xxxx	xxxx	xxxxx	2289	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	51	1	2	84	xxxx	xxxx	xxxxx	224	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	51	0	2	84	xxxx	xxxx	xxxxx	224	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	1.16	xxxx	3.85	7.46	xxxx	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
2Way95thQ:	xxxx	xxxx	5.2	xxxx	xxxx	71.5	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	305.1	xxxxx	xxxx	3004	xxxxx	xxxx	xxxxx	22.5	xxxx	xxxxx
LOS by Move:	*	*	F	*	*	F	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	305.1			+Inf			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 28120.0 Worst Case Level Of Service: F[130059.9]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	484	0	954	0	0	0	0	2633	317	0	2263	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	0	954	0	0	0	0	2633	317	0	2263	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	484	0	954	0	0	0	0	2633	317	0	2263	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	484	0	954	0	0	0	0	2633	317	0	2263	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	5055	xxxx	2792	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1	xxxx	25	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1	xxxx	25	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	38.60	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	63.3	xxxx	119.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17221	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	F	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	F		*			*			*			*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	245	241	45	46	184	200	254	1185	302	36	838	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	241	45	46	184	200	254	1185	302	36	838	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	241	45	46	184	200	254	1185	302	36	838	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	245	241	45	46	184	200	254	1185	302	36	838	61

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	2977	2815	1336	2928	2936	869	899	xxxx	xxxxx	1487	xxxx	xxxxx
Potent Cap.:	9	18	190	10	15	355	764	xxxx	xxxxx	458	xxxx	xxxxx
Move Cap.:	0	11	190	0	9	355	764	xxxx	xxxxx	458	xxxx	xxxxx
Volume/Cap:	xxxx	21.45	0.24	xxxx	19.64	0.56	0.33	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx	13.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	12	Average Delay (sec/veh):	24.3
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	122	533	130	83	391	108	128	1106	51	102	730	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	533	130	83	391	108	128	1106	51	102	730	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	533	130	83	391	108	128	1106	51	102	730	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	533	130	83	391	108	128	1106	51	102	730	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	533	130	83	391	108	128	1106	51	102	730	102

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.92	0.92	0.26	0.94	0.94	0.15	0.93	0.93
Lanes:	1.00	1.61	0.39	1.00	1.57	0.43	1.00	1.91	0.09	1.00	1.75	0.25
Final Sat.:	1805	2818	687	1805	2738	756	502	3427	158	289	3110	435

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.19	0.05	0.14	0.14	0.26	0.32	0.32	0.35	0.23	0.23
Crit Moves:	****			****						****		
Green/Cycle:	0.12	0.28	0.28	0.07	0.24	0.24	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.58	0.67	0.67	0.66	0.60	0.60	0.48	0.61	0.61	0.67	0.44	0.44
Delay/Veh:	46.1	33.5	33.5	57.3	35.3	35.3	16.4	17.1	17.1	28.2	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	33.5	33.5	57.3	35.3	35.3	16.4	17.1	17.1	28.2	14.8	14.8
LOS by Move:	D	C	C	E	D	D	B	B	B	C	B	B
HCM2kAvgQ:	4	10	10	4	8	8	3	13	13	4	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.430
Loss Time (sec): 0 Average Delay (sec/veh): 159.3
Optimal Cycle: 0 Level Of Service: F

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	0	0	0	1	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Base Vol:	223	841	38	45	484	36	51	241	153	20	487	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	841	38	45	484	36	51	241	153	20	487	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	841	38	45	484	36	51	241	153	20	487	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	841	38	45	484	36	51	241	153	20	487	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	223	841	38	45	484	36	51	241	153	20	487	47

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	1.53	0.07	0.16	1.71	0.13	0.11	0.55	0.34	0.04	0.88	0.08
Final Sat.:	156	598	27	61	666	50	47	222	141	15	355	34

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Vol/Sat:	1.43	1.41	1.39	0.73	0.73	0.72	1.08	1.08	1.08	1.37	1.37	1.37
Crit Moves:	****			****			****			****		
Delay/Veh:	232.8	223	215.9	33.9	33.1	32.3	98.8	98.8	98.8	207.1	207	207.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	232.8	223	215.9	33.9	33.1	32.3	98.8	98.8	98.8	207.1	207	207.1
LOS by Move:	F	F	F	D	D	D	F	F	F	F	F	F
ApproachDel:	224.4			33.1			98.8			207.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	224.4			33.1			98.8			207.1		
LOS by Appr:	F			D			F			F		
AllWayAvgQ:	23.6	22.5	22.5	2.3	2.2	2.2	9.9	9.9	9.9	21.9	21.9	21.9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 12 Average Delay (sec/veh): 32.4
Optimal Cycle: 124 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	1

Volume Module:

Base Vol:	381	2074	0	0	1226	218	0	0	0	271	1	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	381	2074	0	0	1226	218	0	0	0	271	1	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	381	2074	0	0	1226	218	0	0	0	271	1	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	2074	0	0	1226	218	0	0	0	271	1	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	381	2074	0	0	1226	218	0	0	0	271	1	317

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.93	0.93	0.85
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	2995	532	0	0	0	1762	7	1615

Capacity Analysis Module:

Vol/Sat:	0.21	0.57	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.15	0.15	0.20
Crit Moves:	****				****							****
Green/Cycle:	0.23	0.67	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.93	0.86	0.00	0.00	0.93	0.93	0.00	0.00	0.00	0.73	0.73	0.93
Delay/Veh:	65.1	16.3	0.0	0.0	36.5	36.5	0.0	0.0	0.0	43.7	43.7	69.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	16.3	0.0	0.0	36.5	36.5	0.0	0.0	0.0	43.7	43.7	69.5
LOS by Move:	E	B	A	A	D	D	A	A	A	D	D	E
HCM2kAvgQ:	11	24	0	0	27	27	0	0	0	9	9	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.209
Loss Time (sec): 12 Average Delay (sec/veh): 89.7
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:

Base Vol:	0	1587	334	274	1218	0	853	0	456	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1587	334	274	1218	0	853	0	456	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1587	334	274	1218	0	853	0	456	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1587	334	274	1218	0	853	0	456	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1587	334	274	1218	0	853	0	456	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.44	0.21	0.15	0.34	0.00	0.47	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.36	0.36	0.13	0.49	0.00	0.39	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	1.21	0.57	1.21	0.69	0.00	1.21	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	133	26.9	171.4	20.9	0.0	137.5	0.0	30.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	133	26.9	171.4	20.9	0.0	137.5	0.0	30.0	0.0	0.0	0.0
LOS by Move:	A	F	C	F	C	A	F	A	C	A	A	A
HCM2kAvgQ:	0	42	8	14	14	0	47	0	13	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.257
Loss Time (sec): 12 Average Delay (sec/veh): 386.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	40	1220	203	322	1156	139	281	471	36	336	478	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1220	203	322	1156	139	281	471	36	336	478	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1220	203	322	1156	139	281	471	36	336	478	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1220	203	322	1156	139	281	471	36	336	478	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1220	203	322	1156	139	281	471	36	336	478	229

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.11	0.99	0.99	0.28	0.95	0.95
Lanes:	1.00	1.71	0.29	1.00	1.79	0.21	1.00	0.93	0.07	1.00	0.68	0.32
Final Sat.:	1805	3030	504	1805	3171	381	200	1746	133	533	1222	585

Capacity Analysis Module:

Vol/Sat:	0.02	0.40	0.40	0.18	0.36	0.36	1.41	0.27	0.27	0.63	0.39	0.39
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.18	0.18	0.08	0.19	0.19	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.32	2.26	2.26	2.26	1.95	1.95	2.26	0.43	0.43	1.01	0.63	0.63
Delay/Veh:	45.7	612	611.9	633.6	472	471.5	609.5	10.0	10.0	71.4	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	612	611.9	633.6	472	471.5	609.5	10.0	10.0	71.4	12.8	12.8
LOS by Move:	D	F	F	F	F	F	F	B	B	E	B	B
HCM2kAvgQ:	2	75	75	32	61	61	29	8	8	16	14	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	1	0	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	26	827	429	89	880	429	384	411	14	331	202	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	827	429	89	880	429	384	411	14	331	202	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	827	429	89	880	429	384	411	14	331	202	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	26	827	429	89	880	429	384	411	14	331	202	147
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	1309	xxxx	xxxxxx	1256	xxxx	xxxxxx	1839	2581	655	1917	2581	628
Potent Cap.:	535	xxxx	xxxxxx	561	xxxx	xxxxxx	48	26	414	42	26	431
Move Cap.:	535	xxxx	xxxxxx	561	xxxx	xxxxxx	0	19	414	0	19	431
Volume/Cap:	0.05	xxxx	xxxx	0.16	xxxx	xxxx	xxxxx21.82	0.03	xxxxx10.73	0.34		
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	12.1	xxxx	xxxxxx	12.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.2	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	12.1	xxxx	xxxxxx	12.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	B	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	F	F	F	F	F

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	297	1168	18	171	1044	1	1	113	371	7	55	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	1168	18	171	1044	1	1	113	371	7	55	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	1168	18	171	1044	1	1	113	371	7	55	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	297	1168	18	171	1044	1	1	113	371	7	55	91
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	1045	xxxx	xxxxxx	1186	xxxx	xxxxxx	2592	3167	523	2692	3158	593
Potent Cap.:	673	xxxx	xxxxxx	596	xxxx	xxxxxx	13	11	504	11	11	454
Move Cap.:	673	xxxx	xxxxxx	596	xxxx	xxxxxx	0	4	504	0	4	454
Volume/Cap:	0.44	xxxx	xxxx	0.29	xxxx	xxxx	xxxxx27.59	0.74	xxxxx13.26	0.20		
Level Of Service Module:												
2Way95thQ:	2.3	xxxx	xxxxxx	1.2	xxxx	xxxxxx	xxxx	xxxx	6.1	xxxx	xxxx	xxxxxx
Control Del:	14.5	xxxx	xxxxxx	13.5	xxxx	xxxxxx	xxxxxx	xxxx	29.5	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	B	*	*	*	*	D	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	xxxx	0	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	1.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	13.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx		xxxxxx			+Inf		xxxxxx			
ApproachLOS:	*	*		*			F		F			

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec):	100	Critical Vol./Cap.(X):	2.666
Loss Time (sec):	0	Average Delay (sec/veh):	388.4
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1			

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Volume Module:															
Base Vol:	102	249	187	44	224	58	104	964	210	46	731	213			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	102	249	187	44	224	58	104	964	210	46	731	213			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	102	249	187	44	224	58	104	964	210	46	731	213			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	102	249	187	44	224	58	104	964	210	46	731	213			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Volume:	102	249	187	44	224	58	104	964	210	46	731	213			

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Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.29	0.71	1.00	1.00	1.00	1.00	0.10	0.90	1.00	0.06	0.94	1.00			
Final Sat.:	113	276	426	317	335	355	39	362	432	24	378	432			

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Capacity Analysis Module:															
Vol/Sat:	0.90	0.90	0.44	0.14	0.67	0.16	2.67	2.67	0.49	1.93	1.93	0.49			
Crit Moves:	****			****			****			****					
Delay/Veh:	54.4	54.4	17.4	15.6	31.8	14.5	775.3	775	18.3	450.0	450	18.5			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	54.4	54.4	17.4	15.6	31.8	14.5	775.3	775	18.3	450.0	450	18.5			
LOS by Move:	F	F	C	C	D	B	F	F	C	F	F	C			
ApproachDel:	41.5			26.5			650.9			357.2					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	41.5			26.5			650.9			357.2					
LOS by Appr:	E			D			F			F					
AllWayAvgQ:	4.6	4.6	0.7	0.2	1.7	0.2	85.0	85.0	0.9	48.9	48.9	0.9			

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.773
Loss Time (sec): 0 Average Delay (sec/veh): 214.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:	Palm Ave. NB			Palm Ave. SB			8th St. EB			8th St. WB		
Base Vol:	18	441	81	39	342	96	47	228	62	138	403	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	441	81	39	342	96	47	228	62	138	403	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	441	81	39	342	96	47	228	62	138	403	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	441	81	39	342	96	47	228	62	138	403	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	441	81	39	342	96	47	228	62	138	403	197

Saturation Flow Module:	Palm Ave. NB			Palm Ave. SB			8th St. EB			8th St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.82	0.15	0.08	0.72	0.20	0.14	0.68	0.18	0.19	0.54	0.27
Final Sat.:	14	338	62	34	298	84	56	269	73	78	227	111

Capacity Analysis Module:	Palm Ave. NB			Palm Ave. SB			8th St. EB			8th St. WB		
Vol/Sat:	1.30	1.30	1.30	1.15	1.15	1.15	0.85	0.85	0.85	1.77	1.77	1.77
Crit Moves:	****			****			****			****		
Delay/Veh:	178.8	179	178.8	119.9	120	119.9	45.6	45.6	45.6	378.5	378	378.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	178.8	179	178.8	119.9	120	119.9	45.6	45.6	45.6	378.5	378	378.5
LOS by Move:	F	F	F	F	F	F	E	E	E	F	F	F
ApproachDel:	178.8			119.9			45.6			378.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	178.8			119.9			45.6			378.5		
LOS by Appr:	F			F			E			F		
AllWayAvgQ:	19.2	19.2	19.2	12.5	12.5	12.5	3.7	3.7	3.7	42.4	42.4	42.4

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.932
Loss Time (sec): 0 Average Delay (sec/veh): 286.8
Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	1	1	0	0

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Volume Module:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Base Vol:	129	0	253	0	0	0	0	1048	69	174	816	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	0	253	0	0	0	0	1048	69	174	816	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	0	253	0	0	0	0	1048	69	174	816	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	0	253	0	0	0	0	1048	69	174	816	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	129	0	253	0	0	0	0	1048	69	174	816	0

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Saturation Flow Module:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.00	0.66	0.00	0.00	0.00	0.00	0.94	0.06	1.00	1.00	0.00
Final Sat.:	189	0	371	0	0	0	0	542	36	502	540	0

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Capacity Analysis Module:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Vol/Sat:	0.68	xxxx	0.68	xxxx	xxxx	xxxx	xxxx	1.93	1.93	0.35	1.51	xxxx
Crit Moves:	****						****			****		
Delay/Veh:	22.1	0.0	22.1	0.0	0.0	0.0	0.0	441	441.2	13.6	258	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	0.0	22.1	0.0	0.0	0.0	0.0	441	441.2	13.6	258	0.0
LOS by Move:	C	*	C	*	*	*	*	F	F	B	F	*
ApproachDel:	22.1			xxxxxx			441.2			214.7		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	22.1			xxxxxx			441.2			214.7		
LOS by Appr:	C			*			F			F		
AllWayAvgQ:	2.0	2.0	2.0	0.0	0.0	0.0	69.4	69.4	69.4	0.5	37.2	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.157
Loss Time (sec): 0 Average Delay (sec/veh): 402.0
Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:	Pennsylvania Ave.			8th St.								
Base Vol:	116	312	502	106	174	32	21	460	20	98	639	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	312	502	106	174	32	21	460	20	98	639	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	312	502	106	174	32	21	460	20	98	639	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	312	502	106	174	32	21	460	20	98	639	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	312	502	106	174	32	21	460	20	98	639	149

Saturation Flow Module:	Pennsylvania Ave.			8th St.								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.34	0.54	0.34	0.56	0.10	0.04	0.92	0.04	0.11	0.72	0.17
Final Sat.:	54	145	233	134	220	40	17	383	17	46	303	71

Capacity Analysis Module:	Pennsylvania Ave.			8th St.								
Vol/Sat:	2.16	2.16	2.16	0.79	0.79	0.79	1.20	1.20	1.20	2.11	2.11	2.11
Crit Moves:	****			****			****			****		
Delay/Veh:	547.1	547	547.1	39.0	39.0	39.0	138.9	139	138.9	526.4	526	526.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	547.1	547	547.1	39.0	39.0	39.0	138.9	139	138.9	526.4	526	526.4
LOS by Move:	F	F	F	E	E	E	F	F	F	F	F	F
ApproachDel:	547.1			39.0			138.9			526.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	547.1			39.0			138.9			526.4		
LOS by Appr:	F			E			F			F		
AllWayAvgQ:	64.2	64.2	64.2	2.9	2.9	2.9	14.7	14.7	14.7	60.1	60.1	60.1

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 3033.7 Worst Case Level Of Service: F[18750.9]

Street Name:	Pennsylvania Ave.					I-10 Westbound Ramp						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	1037	377	350	778	0	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1037	377	350	778	0	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1037	377	350	778	0	0	0	0	225	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	1037	377	350	778	0	0	0	0	225	0	265

Critical Gap Module:

Critical Gap:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1414	xxxx	xxxxx	xxxx	xxxx	xxxxx	2704	2704	1226
Potent Cap.:	xxxx	xxxx	xxxxx	488	xxxx	xxxxx	xxxx	xxxx	xxxxx	24	22	220
Move Cap.:	xxxx	xxxx	xxxxx	488	xxxx	xxxxx	xxxx	xxxx	xxxxx	6	2	220
Volume/Cap:	xxxx	xxxx	xxxx	0.72	xxxx	xxxx	xxxx	xxxx	xxxx	40.10	0.00	1.20

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	5.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	28.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	12	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	5.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	62.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	28.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	D	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	F	F	F

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Pennsylvania Ave					I-10 Eastbound Ramp						
Approach:	North Bound			South Bound		East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign		Uncontrolled			Uncontrolled			
Rights:	Include			Include		Include			Include			
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	Pennsylvania Ave			South Bound		I-10 Eastbound Ramp			West Bound			
Base Vol:	0	1073	89	173	734	0	341	0	405	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1073	89	173	734	0	341	0	405	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1073	89	173	734	0	341	0	405	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	1073	89	173	734	0	341	0	405	0	0	0

Critical Gap Module:	Pennsylvania Ave			South Bound		I-10 Eastbound Ramp			West Bound		
Critical Gap:	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Follow Up Time:	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Pennsylvania Ave			South Bound		I-10 Eastbound Ramp			West Bound			
Conflict Vol:	xxxx	885	203	1466	1087	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	286	843	107	218	xxxxx	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	213	843	0	162	xxxxx	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	5.05	0.11	xxxx	4.54	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	Pennsylvania Ave			South Bound		I-10 Eastbound Ramp			West Bound			
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	75.2	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	1647	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	F	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	226	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	120.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	1909	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	F	*	*	*	*	*	*	*	*	*
Approach Del:	1908.7			+Inf			xxxxxx			xxxxxx		
Approach LOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: F[179.9]

Street Name:		Pennsylvania Ave.				3rd St.				
Approach:	North Bound	South Bound			East Bound			West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Uncontrolled	Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include	Include			Include			Include		
Lanes:	1 0 1 0 0	0 0 1 0 1	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	
Volume Module:										
Base Vol:	51 1128 0	0 1130 39	21 0 2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	51 1128 0	0 1130 39	21 0 2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	51 1128 0	0 1130 39	21 0 2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
FinalVolume:	51 1128 0	0 1130 39	21 0 2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	

Critical Gap Module:									
Critical Gp:	4.1 xxxx xxxxx	xxxx xxxx xxxxx	6.4 6.5 6.2	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx				
FollowUpTim:	2.2 xxxx xxxxx	xxxxx xxxx xxxxx	3.5 4.0 3.3	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx				

Capacity Module:									
Cnflct Vol:	1169 xxxx xxxxx	xxxx xxxx xxxxx	2360 2360 1130	xxxx xxxx xxxxx	xxxx xxxx xxxxx				
Potent Cap.:	605 xxxx xxxxx	xxxx xxxx xxxxx	40 36 250	xxxx xxxx xxxxx	xxxx xxxx xxxxx				
Move Cap.:	605 xxxx xxxxx	xxxx xxxx xxxxx	37 33 250	xxxx xxxx xxxxx	xxxx xxxx xxxxx				
Volume/Cap:	0.08 xxxx xxxxx	xxxx xxxx xxxxx	0.57 0.00 0.01	xxxx xxxx xxxxx	xxxx xxxx xxxxx				

Level Of Service Module:									
2Way95thQ:	0.3 xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx				
Control Del:	11.5 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx				
LOS by Move:	B * *	* *	* *	* *	* *				
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT				
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 40 xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx				
SharedQueue:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 2.1 xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx				
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 180 xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx				
Shared LOS:	* *	* *	* F	* *	* *				
ApproachDel:	xxxxxx	xxxxxx	179.9	xxxxxx	xxxxxx				
ApproachLOS:	*	*	F	*	*				

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.043
Loss Time (sec): 0 Average Delay (sec/veh): 203.2
Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.				Oak Valley Pkwy.-14th St.															
Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Rights:	Include				Include				Include				Include							
Min. Green:	7		7		7	7		7		7	7		7		7	7		7		7
Lanes:	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	0	62	5	269	35	164	386	917	0	3	826	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	62	5	269	35	164	386	917	0	3	826	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	62	5	269	35	164	386	917	0	3	826	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	62	5	269	35	164	386	917	0	3	826	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	62	5	269	35	164	386	917	0	3	826	131

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.93	0.07	1.00	0.18	0.82	1.00	1.00	0.00	0.01	1.72	0.27
Final Sat.:	0	354	29	382	76	355	421	449	0	3	785	126

Capacity Analysis Module:

Vol/Sat:	xxxx	0.17	0.17	0.70	0.46	0.46	0.92	2.04	xxxx	1.06	1.05	1.04
Crit Moves:			****	****			****			****		
Delay/Veh:	0.0	14.2	14.2	31.2	17.8	17.8	54.1	495	0.0	88.2	84.6	79.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.2	14.2	31.2	17.8	17.8	54.1	495	0.0	88.2	84.6	79.6
LOS by Move:	*	B	B	D	C	C	F	F	*	F	F	F
ApproachDel:		14.2		25.5			364.6			83.9		
Delay Adj:		1.00		1.00			1.00			1.00		
ApprAdjDel:		14.2		25.5			364.6			83.9		
LOS by Appr:		B		D			F			F		
AllWayAvgQ:	0.2	0.2	0.2	2.0	0.8	0.8	5.0	60.4	60.4	9.7	8.9	8.9

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.159

Loss Time (sec): 0 Average Delay (sec/veh): 78.5

Optimal Cycle: 0 Level Of Service: F

Street Name: Starlight Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound

South Bound

East Bound

West Bound

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

-----|-----|-----|-----|

Control: Stop Sign

Stop Sign

Stop Sign

Stop Sign

Rights: Include

Include

Include

Include

Min. Green: 7 7 7

7 7 7

7 7 7

7 7 7

Lanes: 1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 261 114 15 83 45 68 111 624 256 4 578 127

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 261 114 15 83 45 68 111 624 256 4 578 127

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 261 114 15 83 45 68 111 624 256 4 578 127

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 261 114 15 83 45 68 111 624 256 4 578 127

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 261 114 15 83 45 68 111 624 256 4 578 127

-----|-----|-----|-----|

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.77 0.23 1.00 1.00 1.00 1.00 1.42 0.58 1.00 1.64 0.36

Final Sat.: 313 576 76 291 303 322 344 538 228 331 596 133

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.83 0.20 0.20 0.28 0.15 0.21 0.32 1.16 1.12 0.01 0.97 0.96

Crit Moves: **** **** **** ****

Delay/Veh: 51.1 16.1 16.0 19.4 16.3 16.4 17.3 127 113.8 13.3 71.8 67.6

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 51.1 16.1 16.0 19.4 16.3 16.4 17.3 127 113.8 13.3 71.8 67.6

LOS by Move: F C C C C C C F F B F F

ApproachDel: 39.5 17.7 111.5 70.7

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 39.5 17.7 111.5 70.7

LOS by Appr: E C F F

AllWayAvgQ: 3.2 0.2 0.2 0.4 0.2 0.3 0.4 12.6 11.1 0.0 6.2 5.7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.						Brookside Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0	0	0	1
	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1

Volume Module:

Base Vol:	151	659	413	176	342	93	206	357	113	244	346	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	659	413	176	342	93	206	357	113	244	346	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	659	413	176	342	93	206	357	113	244	346	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	151	659	413	176	342	93	206	357	113	244	346	164

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	435	xxxx	xxxxxx	1072	xxxx	xxxxxx	2163	2115	389	2143	1955	866
Potent Cap.:	1135	xxxx	xxxxxx	658	xxxx	xxxxxx	35	51	664	36	65	356
Move Cap.:	1135	xxxx	xxxxxx	658	xxxx	xxxxxx	0	31	664	0	39	356
Volume/Cap:	0.13	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	11.39	0.17	xxxx	8.77	0.46

Level Of Service Module:

2Way95thQ:	0.5	xxxx	xxxxxx	1.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	8.7	xxxx	xxxxxx	12.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	*			*			F			F					

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: C[24.5]

Street Name:	Highland Springs Ave.	16th St.	
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign
Rights:	Include	Include	Include
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1! 0 0
	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0

Volume Module:

Base Vol:	1 458	0	0 272	101	185	0	1	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1 458	0	0 272	101	185	0	1	0	0	0
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1 458	0	0 272	101	185	0	1	0	0	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0	0	0	0
FinalVolume:	1 458	0	0 272	101	185	0	1	0	0	0

Critical Gap Module:

Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	373 xxxx	xxxxx	xxxx	xxxx	xxxxx	783	783	323	xxxx	xxxx	xxxxx
Potent Cap.:	1197 xxxx	xxxxx	xxxx	xxxx	xxxxx	365	328	723	xxxx	xxxx	xxxxx
Move Cap.:	1197 xxxx	xxxxx	xxxx	xxxx	xxxxx	365	328	723	xxxx	xxxx	xxxxx
Volume/Cap:	0.00 xxxx	xxxx	xxxx	xxxx	xxxx	0.51	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	366	xxxxx	xxxx	xxxx
SharedQueue:	0.0 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.0 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx			24.5			xxxxxx		
ApproachLOS:	*		*			C			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	0	529	0	0	313	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	529	0	0	313	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	529	0	0	313	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	529	0	0	313	0	0	0	0	0	0	0

Critical Gap Module:

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

Capacity Module:

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

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	*			*			*			*			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.049
Loss Time (sec): 12 Average Delay (sec/veh): 47.5
Optimal Cycle: 180 Level Of Service: D

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	721	428	0	0	294	5	98	0	591	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	721	428	0	0	294	5	98	0	591	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	721	428	0	0	294	5	98	0	591	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	721	428	0	0	294	5	98	0	591	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	721	428	0	0	294	5	98	0	591	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.98	0.02	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1864	32	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.40	0.23	0.00	0.00	0.16	0.16	0.05	0.00	0.37	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.38	0.53	0.00	0.00	0.15	0.15	0.35	0.00	0.73	0.00	0.00	0.00
Volume/Cap:	1.05	0.42	0.00	0.00	1.05	1.05	0.16	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	78.8	14.5	0.0	0.0	109	109.3	22.5	0.0	6.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	14.5	0.0	0.0	109	109.3	22.5	0.0	6.1	0.0	0.0	0.0
LOS by Move:	E	B	A	A	F	F	C	A	A	A	A	A
HCM2kAvgQ:	26	7	0	0	15	15	2	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): 217.4 Worst Case Level Of Service: F[1573.9]

Street Name:	Highland Springs Ave.						Starlight Ave.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	1	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Starlight Ave. EB			Starlight Ave. WB		
Base Vol:	302	1062	0	0	793	171	163	0	207	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	1062	0	0	793	171	163	0	207	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	1062	0	0	793	171	163	0	207	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	302	1062	0	0	793	171	163	0	207	0	0	0

Critical Gap Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Starlight Ave. EB			Starlight Ave. WB		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Starlight Ave. EB			Starlight Ave. WB		
Cnflct Vol:	964	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2545	xxxx	879	xxxx	xxxx	xxxxxx
Potent Cap.:	722	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	30	xxxx	350	xxxx	xxxx	xxxxxx
Move Cap.:	722	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	20	xxxx	350	xxxx	xxxx	xxxxxx
Volume/Cap:	0.42	xxxx	xxxx	xxxx	xxxx	xxxx	8.03	xxxx	0.59	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Starlight Ave. EB			Starlight Ave. WB		
2Way95thQ:	2.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	20.8	xxxx	3.6	xxxx	xxxx	xxxxxx
Control Del:	13.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3536	xxxx	29.2	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	F	*	D	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1573.9			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 16 Average Delay (sec/veh): 51.9
Optimal Cycle: 136 Level Of Service: D

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0

Volume Module:

Base Vol:	26	683	179	315	403	102	89	557	49	158	406	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	683	179	315	403	102	89	557	49	158	406	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	683	179	315	403	102	89	557	49	158	406	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	683	179	315	403	102	89	557	49	158	406	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	683	179	315	403	102	89	557	49	158	406	305

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	2794	707	1805	3278	288	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.36	0.11	0.17	0.14	0.14	0.05	0.17	0.17	0.09	0.11	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.38	0.47	0.19	0.38	0.38	0.07	0.18	0.18	0.09	0.20	0.20
Volume/Cap:	0.08	0.94	0.23	0.94	0.38	0.38	0.67	0.94	0.94	0.94	0.56	0.95
Delay/Veh:	33.8	50.4	15.7	74.5	22.5	22.5	57.3	62.8	62.8	97.6	37.2	75.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	50.4	15.7	74.5	22.5	22.5	57.3	62.8	62.8	97.6	37.2	75.9
LOS by Move:	C	D	B	E	C	C	E	E	E	F	D	E
HCM2kAvgQ:	1	22	3	9	5	5	4	14	14	8	7	14

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2042 Without Project
PM Peak Hour

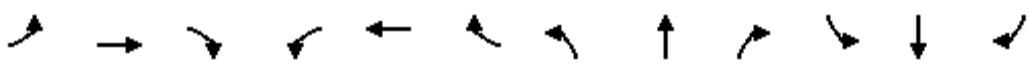
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	573	336	546	574	197	474	738	556	244	559	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4803		1770	3404		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4803		1770	3404		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	140	573	336	546	574	197	474	738	556	244	559	102
RTOR Reduction (vph)	0	169	0	0	61	0	0	0	167	0	0	73
Lane Group Flow (vph)	140	740	0	546	710	0	474	738	389	244	559	29
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Effective Green, g (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Actuated g/C Ratio	0.07	0.29		0.07	0.29		0.07	0.29	0.29	0.07	0.29	0.29
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	126	1372		126	973		126	1011	452	126	1011	452
v/s Ratio Prot	0.08	0.15		c0.31	c0.21		c0.27	0.21		0.14	0.16	
v/s Ratio Perm									c0.25			0.02
v/c Ratio	1.11	0.54		4.33	0.73		3.76	0.73	0.86	1.94	0.55	0.06
Uniform Delay, d1	26.0	16.9		26.0	18.1		26.0	18.1	18.9	26.0	17.0	14.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	113.1	1.5		1518.3	4.8		1262.0	4.6	18.9	449.1	2.2	0.3
Delay (s)	139.1	18.4		1544.3	22.9		1288.0	22.7	37.8	475.1	19.1	14.8
Level of Service	F	B		F	C		F	C	D	F	B	B
Approach Delay (s)		34.5			653.6			366.7			141.6	
Approach LOS		C			F			F			F	
Intersection Summary												
HCM Average Control Delay			332.1			HCM Level of Service			F			
HCM Volume to Capacity ratio			1.44									
Actuated Cycle Length (s)			56.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			103.9%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2042 Without Project

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↶	↶	↶↶			↶↶	↶
Volume (vph)	0	0	0	346	0	615	317	1168	0	0	1088	358
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Flt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	346	0	615	317	1168	0	0	1088	358
RTOR Reduction (vph)	0	0	0	0	0	31	0	0	0	0	0	239
Lane Group Flow (vph)	0	0	0	0	346	584	317	1168	0	0	1088	119
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.20		c0.18	0.33			c0.31	
v/s Ratio Perm						c0.37						0.08
v/c Ratio					0.59	1.11	2.14	0.66			0.92	0.23
Uniform Delay, d1					13.3	16.0	22.0	9.0			15.4	11.5
Progression Factor					1.00	1.00	1.05	1.10			1.00	1.00
Incremental Delay, d2					4.2	71.2	524.2	0.9			13.1	1.0
Delay (s)					17.5	87.2	547.3	10.8			28.5	12.5
Level of Service					B	F	F	B			C	B
Approach Delay (s)		0.0			62.1			125.3			24.6	
Approach LOS		A			E			F			C	
Intersection Summary												
HCM Average Control Delay			72.3									
HCM Volume to Capacity ratio			1.14									
Actuated Cycle Length (s)			48.0									
Intersection Capacity Utilization			81.2%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2042 Without Project

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	358	0	453	0	0	0	0	1128	401	365	1069	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	358	0	453	0	0	0	0	1128	401	365	1069	0
RTOR Reduction (vph)	0	0	42	0	0	0	0	0	267	0	0	0
Lane Group Flow (vph)	0	358	411	0	0	0	0	1128	134	365	1069	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		0.20						c0.32		c0.21	0.30	
v/s Ratio Perm			c0.26						0.08			
v/c Ratio		0.61	0.78					0.96	0.25	2.47	0.60	
Uniform Delay, d1		13.4	14.4					15.7	11.6	22.0	8.6	
Progression Factor		1.00	1.00					1.00	1.00	1.06	1.11	
Incremental Delay, d2		4.6	10.8					17.6	1.2	670.1	0.8	
Delay (s)		18.0	25.2					33.2	12.8	693.4	10.4	
Level of Service		B	C					C	B	F	B	
Approach Delay (s)		22.0			0.0			27.9			184.2	
Approach LOS		C			A			C			F	
Intersection Summary												
HCM Average Control Delay			86.0									
HCM Volume to Capacity ratio			1.05									
Actuated Cycle Length (s)			48.0									
Intersection Capacity Utilization			81.2%									
Analysis Period (min)			15									
c Critical Lane Group												

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.268
 Loss Time (sec): 16 Average Delay (sec/veh): 143.5
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Base Vol:	174	574	250	368	713	43	78	850	246	316	780	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	574	250	368	713	43	78	850	246	316	780	319
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	174	574	250	368	713	0	78	850	246	316	780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	574	250	368	713	0	78	850	246	316	780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	174	574	250	368	713	0	78	850	246	316	780	0

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	1.00	0.95	0.92	0.92	0.94	0.94	1.00
Lanes:	1.00	1.39	0.61	1.00	2.00	1.00	1.00	1.55	0.45	0.58	1.42	1.00
Final Sat.:	1805	2402	1046	1805	3610	1900	1805	2705	783	1026	2533	1900

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Vol/Sat:	0.10	0.24	0.24	0.20	0.20	0.00	0.04	0.31	0.31	0.31	0.31	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.19	0.19	0.16	0.23	0.00	0.25	0.25	0.25	0.24	0.24	0.00
Volume/Cap:	0.84	1.27	1.27	1.27	0.84	0.00	0.17	1.27	1.27	1.27	1.27	0.00
Delay/Veh:	68.8	173	173.1	186.9	44.1	0.0	29.7	167	167.3	167.6	168	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	173	173.1	186.9	44.1	0.0	29.7	167	167.3	167.6	168	0.0
LOS by Move:	E	F	F	F	D	A	C	F	F	F	F	A
HCM2kAvgQ:	8	27	27	21	12	0	2	35	35	35	35	0

Note: Queue reported is the number of cars per lane.

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

 Intersection #30 Highland Springs Ave./Mellon Lane

Average Delay (sec/veh): 47.9 Worst Case Level Of Service: F[311.9]

Street Name:	Highland Springs Ave.						Mellon Lane								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	1
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:													
Base Vol:	118	687	0	0	844	325	211	0	142	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	687	0	0	844	325	211	0	142	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	687	0	0	844	325	211	0	142	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	118	687	0	0	844	325	211	0	142	0	0	0	0

Critical Gap Module:													
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx

Capacity Module:													
Cnflct Vol:	1169	xxxx	xxxxx	xxxx	xxxx	xxxxx	1424	xxxx	422	xxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	605	xxxx	xxxxx	xxxx	xxxx	xxxxx	129	xxxx	586	xxxx	xxxx	xxxxx	xxxxx
Move Cap.:	605	xxxx	xxxxx	xxxx	xxxx	xxxxx	110	xxxx	586	xxxx	xxxx	xxxxx	xxxxx
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	1.92	xxxx	0.24	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	17.2	xxxx	0.9	xxxx	xxxx	xxxxx	xxxxx		
Control Del:	12.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	513.0	xxxx	13.1	xxxxx	xxxx	xxxxx	xxxxx		
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx			311.9			xxxxxx					
ApproachLOS:	*			*			F			*					

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: F[61.2]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	0	1	0	0

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	1	0	0	0	0	0	0	1084	4	0	931	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	0	0	0	0	1084	4	0	931	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	0	0	0	0	1084	4	0	931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	0	0	0	0	0	1084	4	0	931	0

Critical Gap Module:	C St.			C St.			Wilson St.			Wilson St.		
Critical Gp:	6.4	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	C St.			C St.			Wilson St.			Wilson St.		
Cnflct Vol:	2017	xxxx	xxxxx	2017	2019	931	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	65	xxxx	xxxxx	44	59	326	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	65	xxxx	xxxxx	44	59	326	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	C St.			C St.			Wilson St.			Wilson St.		
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	61.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	61.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	745	0	0	925	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	745	0	0	925	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	745	0	0	925	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	745	0	0	925	0	0	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1670	1670	925	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	107	97	329	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	107	97	329	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 1158.7 Worst Case Level Of Service: F[5158.0]

Street Name:	Beaumont Rd.-G St			Highland Home Rd.								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	Beaumont Rd.-G St			Highland Home Rd.								
Base Vol:	0	451	210	571	356	0	0	0	0	164	0	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	451	210	571	356	0	0	0	0	164	0	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	451	210	571	356	0	0	0	0	164	0	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	451	210	571	356	0	0	0	0	164	0	294

Critical Gap Module:	Beaumont Rd.-G St			Highland Home Rd.								
Critical Gap:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Beaumont Rd.-G St			Highland Home Rd.								
Cnflct Vol:	xxxx	xxxx	xxxxx	661	xxxx	xxxxx	xxxx	xxxx	xxxxx	2054	2054	556
Potent Cap.:	xxxx	xxxx	xxxxx	937	xxxx	xxxxx	xxxx	xxxx	xxxxx	62	56	534
Move Cap.:	xxxx	xxxx	xxxxx	937	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	6	534
Volume/Cap:	xxxx	xxxx	xxxx	0.61	xxxx	xxxx	xxxx	xxxx	xxxx	11.47	0.00	0.55

Level Of Service Module:	Beaumont Rd.-G St			Highland Home Rd.								
2Way95thQ:	xxxx	xxxx	xxxxx	4.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	38	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	4.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	55.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	14.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5158	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	5158.0		
ApproachLOS:	*	*	*	*	*	*	*	*	*	F		

Note: Queue reported is the number of cars per lane.

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

 Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.			F St.								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			F St.							
Base Vol:	0	597	0	0	519	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	597	0	0	519	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	597	0	0	519	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	597	0	0	519	0	0	0	0	0	0

Critical Gap Module:	Highland Home Rd.			F St.								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			F St.								
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1116	1116	519	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	232	209	561	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	232	209	561	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			F St.								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.		D St.
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign Stop Sign
Rights:	Include	Include	Include Include
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1! 0 0 0 0 0 0 0

Volume Module:												
Base Vol:	0	638	0	0	505	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	638	0	0	505	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	638	0	0	505	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	638	0	0	505	0	0	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1143	1143	505	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	223	202	571	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	223	202	571	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	*		*		*		*		*		*	

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	1	0	1	0	0	1	0	0	1	0	1	1	0

Volume Module:												
Base Vol:	81	289	184	221	247	36	12	918	134	42	781	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	289	184	221	247	36	12	918	134	42	781	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	289	184	221	247	36	12	918	134	42	781	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	81	289	184	221	247	36	12	918	134	42	781	338

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

Capacity Module:												
Cnflct Vol:	283	xxxx	xxxxxx	473	xxxx	xxxxxx	1810	1342	265	1684	1176	289
Potent Cap.:	1291	xxxx	xxxxxx	1099	xxxx	xxxxxx	62	154	779	75	193	755
Move Cap.:	1291	xxxx	xxxxxx	1099	xxxx	xxxxxx	0	111	779	0	139	755
Volume/Cap:	0.06	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	8.28	0.17	xxxx	5.60	0.45

Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxxx	0.7	xxxx	xxxxxx	xxxx	47.2	xxxxxx	xxxx	35.5	xxxxxx			
Control Del:	8.0	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	1491	xxxxxx	xxxxxx	880	xxxxxx			
LOS by Move:	A	*	*	A	*	*	*	F	*	*	F	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	138	xxxx	xxxx	224			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	60.6	xxxxxx	xxxx	67.1			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	1554	xxxxxx	xxxx	1056			
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	F			
ApproachDel:	xxxxxx			xxxxxx			+Inf			+Inf					
ApproachLOS:	*			*			F			F					

 Note: Queue reported is the number of cars per lane.

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

 Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Ramsey St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Base Vol:	0	0	0	280	0	94	309	917	1	9	965	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	280	0	94	309	917	1	9	965	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	280	0	94	309	917	1	9	965	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	280	0	94	309	917	1	9	965	306

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Critical Gap:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Cnflct Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	1196	560	0	1066	654	0
Potent Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	165	440	1091	202	389	1091
Move Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	0	351	1091	0	310	1091
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	2.61	0.00	xxxx	3.11	0.28

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	21.5	xxxxx	xxxx	28.0	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	188	xxxxx	xxxxx	296	xxxxx
LOS by Move:	*	*	*	A	*	*	*	F	*	*	F	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	351	xxxx	xxxx	429
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	21.5	xxxxx	xxxx	50.7
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	188.8	xxxxx	xxxx	407.6
Shared LOS:	*	*	*	A	*	*	*	*	F	*	*	F
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	+Inf	+Inf	+Inf	+Inf	+Inf	+Inf
ApproachLOS:	*	*	*	*	*	*	F	F	F	F	F	F

Note: Queue reported is the number of cars per lane.

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

 Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 3.001
 Loss Time (sec): 0 Average Delay (sec/veh): 748.8
 Optimal Cycle: 0 Level Of Service: F

Street Name: Sunset Ave. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 280 739 54 129 408 189 258 663 153 180 848 163
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 280 739 54 129 408 189 258 663 153 180 848 163
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 280 739 54 129 408 189 258 663 153 180 848 163
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 280 739 54 129 408 189 258 663 153 180 848 163
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 280 739 54 129 408 189 258 663 153 180 848 163

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.27 0.73 1.00 0.18 0.56 0.26 0.24 0.62 0.14 0.15 0.71 0.14
 Final Sat.: 105 278 421 70 222 103 95 245 56 60 283 54

Capacity Analysis Module:
 Vol/Sat: 2.66 2.66 0.13 1.84 1.84 1.84 2.71 2.71 2.71 3.00 3.00 3.00
 Crit Moves: *****
 Delay/Veh: 774.4 774 12.5 407.2 407 407.2 796.0 796 796.0 925.9 926 925.9
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 774.4 774 12.5 407.2 407 407.2 796.0 796 796.0 925.9 926 925.9
 LOS by Move: F F B F F F F F F F F F
 ApproachDel: 736.0 407.2 796.0 925.9
 Delay Adj: 1.00 1.00 1.00 1.00
 ApprAdjDel: 736.0 407.2 796.0 925.9
 LOS by Appr: F F F F
 AllWayAvgQ: 81.1 81.1 0.1 43.4 43.4 43.4 86.3 86.3 86.3 101 101 100.7

Note: Queue reported is the number of cars per lane.

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

 Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.508
 Loss Time (sec): 12 Average Delay (sec/veh): 109.7
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	185	1211	184	122	883	222	180	782	184	501	644	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	1211	184	122	883	222	180	782	184	501	644	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	1211	184	122	883	222	180	782	184	501	644	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1211	184	122	883	222	180	782	184	501	644	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	1211	184	122	883	222	180	782	184	501	644	66

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.93	0.93	0.08	0.92	0.92	0.95	0.92	0.92	0.95	0.94	0.94
Lanes:	1.00	1.74	0.26	1.00	1.60	0.40	1.00	1.62	0.38	1.00	1.81	0.19
Final Sat.:	309	3071	467	157	2798	704	1805	2841	668	1805	3229	331

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.60	0.39	0.39	0.77	0.32	0.32	0.10	0.28	0.28	0.28	0.20	0.20
Crit Moves:				****			****			****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.12	0.18	0.18	0.18	0.24	0.24
Volume/Cap:	1.17	0.77	0.77	1.51	0.61	0.61	0.82	1.51	1.51	1.51	0.82	0.82
Delay/Veh:	148.0	21.6	21.6	306.7	17.9	17.9	63.3	278	277.8	284.7	41.7	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	148.0	21.6	21.6	306.7	17.9	17.9	63.3	278	277.8	284.7	41.7	41.7
LOS by Move:	F	C	C	F	B	B	E	F	F	F	D	D
HCM2kAvgQ:	12	19	19	11	13	13	8	38	38	38	13	13

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): 1462.6 Worst Case Level Of Service: F[21645.3]

Street Name:	Sunset Ave.						I-10 Westbound Ramps								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0

Volume Module:												
Base Vol:	370	1523	0	0	599	970	0	0	0	93	15	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1523	0	0	599	970	0	0	0	93	15	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1523	0	0	599	970	0	0	0	93	15	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	370	1523	0	0	599	970	0	0	0	93	15	142

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	1569	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2563	3832	762
Potent Cap.:	426	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	22	4	352
Move Cap.:	426	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	6	1	352
Volume/Cap:	0.87	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	16.12	29.63	0.40

Level Of Service Module:															
2Way95thQ:	8.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	48.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	5	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	33.4	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	*			*			*			F					

Note: Queue reported is the number of cars per lane.

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

 Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 1531.7 Worst Case Level Of Service: F[3305.4]

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	1	0	0	0	0
Volume Module:												
Base Vol:	0	956	70	113	629	0	937	4	585	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	956	70	113	629	0	937	4	585	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	956	70	113	629	0	937	4	585	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	956	70	113	629	0	937	4	585	0	0	0

Critical Gap Module:	Sunset Ave.						I-10 Eastbound Ramps					
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Sunset Ave.						I-10 Eastbound Ramps					
Cnflct Vol:	xxxx	xxxx	xxxxxx	1026	xxxx	xxxxxx	1333	1881	315	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	685	xxxx	xxxxxx	148	72	687	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	685	xxxx	xxxxxx	128	59	687	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	7.32	0.07	0.85	xxxx	xxxx	xxxx

Level Of Service Module:	Sunset Ave.						I-10 Eastbound Ramps					
2Way95thQ:	xxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	11.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	185	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxxxx	171	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	11.3	xxxx	xxxxxx	xxxxxx	3305	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	B	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			3305.4			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sunrise Ave.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:															
Base Vol:	120	80	133	29	32	45	54	750	37	102	1021	46			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	120	80	133	29	32	45	54	750	37	102	1021	46			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	120	80	133	29	32	45	54	750	37	102	1021	46			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	120	80	133	29	32	45	54	750	37	102	1021	46			

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

Capacity Module:															
Cnflct Vol:	77	xxxx	xxxxxx	213	xxxx	xxxxxx	1033	566	55	893	522	147			
Potent Cap.:	1535	xxxx	xxxxxx	1369	xxxx	xxxxxx	213	437	1018	265	462	906			
Move Cap.:	1535	xxxx	xxxxxx	1369	xxxx	xxxxxx	0	391	1018	0	415	906			
Volume/Cap:	0.08	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	1.92	0.04	xxxx	2.46	0.05			

Level Of Service Module:															
2Way95thQ:	0.3	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	80.6	0.2			
Control Del:	7.5	xxxx	xxxxxx	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	686	9.2			
LOS by Move:	A	*	*	A	*	*	*	*	*	*	F	A			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			+Inf					
ApproachLOS:	*			*			F			F					

 Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[23.0]

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0

Volume Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	22	0	151	0	0	0	0	728	128	89	1051	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	151	0	0	0	0	728	128	89	1051	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	151	0	0	0	0	728	128	89	1051	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	0	151	0	0	0	0	728	128	89	1051	0

Critical Gap Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Cnflct Vol:	1496	2021	428	1593	2085	526	xxxxx	xxxxx	xxxxx	856	xxxxx	xxxxx
Potent Cap.:	116	59	581	73	54	502	xxxxx	xxxxx	xxxxx	793	xxxxx	xxxxx
Move Cap.:	106	52	581	50	48	502	xxxxx	xxxxx	xxxxx	793	xxxxx	xxxxx
Volume/Cap:	0.21	0.00	0.26	0.00	0.00	0.00	xxxxx	xxxxx	xxxxx	0.11	xxxxx	xxxxx

Level Of Service Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
2Way95thQ:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.4	xxxxx	xxxxxx
Control Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	10.1	xxxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	370	xxxxxx	xxxxx	0	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:	xxxxxx	2.4	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd ConDel:	xxxxxx	23.0	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	23.0			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.326
 Loss Time (sec): 0 Average Delay (sec/veh): 352.1
 Optimal Cycle: 0 Level Of Service: F

Street Name: 8th St. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 240 160 56 148 81 86 59 696 38 46 813 137
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 240 160 56 148 81 86 59 696 38 46 813 137
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 240 160 56 148 81 86 59 696 38 46 813 137
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 240 160 56 148 81 86 59 696 38 46 813 137
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 240 160 56 148 81 86 59 696 38 46 813 137

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.53 0.35 0.12 0.47 0.26 0.27 1.00 1.00 1.00 1.00 0.86 0.14
 Final Sat.: 218 145 51 187 102 109 383 404 439 382 349 59

Capacity Analysis Module:
 Vol/Sat: 1.10 1.10 1.10 0.79 0.79 0.79 0.15 1.72 0.09 0.12 2.33 2.33
 Crit Moves: ****
 Delay/Veh: 103.4 103 103.4 38.9 38.9 38.9 13.8 356 11.7 13.4 623 623.4
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 103.4 103 103.4 38.9 38.9 38.9 13.8 356 11.7 13.4 623 623.4
 LOS by Move: F F F E E E B F B B F F
 ApproachDel: 103.4 38.9 314.1 595.2
 Delay Adj: 1.00 1.00 1.00 1.00
 ApprAdjDel: 103.4 38.9 314.1 595.2
 LOS by Appr: F E F F
 AllWayAvgQ: 10.6 10.6 10.6 3.0 3.0 3.0 0.2 38.7 0.1 0.1 69.4 69.4

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

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

 Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.248
 Loss Time (sec): 16 Average Delay (sec/veh): 135.8
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	575	309	532	26	167	53	80	571	260	441	414	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	575	309	532	26	167	53	80	571	260	441	414	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	575	309	532	26	167	53	80	571	260	441	414	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	575	309	532	26	167	53	80	571	260	441	414	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	575	309	532	26	167	53	80	571	260	441	414	77

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	0.37	0.63	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	1805	632	1088	1805	1390	441	1805	1900	1615	1805	2971	553

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.32	0.49	0.49	0.01	0.12	0.12	0.04	0.30	0.16	0.24	0.14	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.32	0.36	0.36	0.07	0.12	0.12	0.14	0.22	0.22	0.18	0.27	0.27
Volume/Cap:	1.01	1.34	1.34	0.21	1.01	1.01	0.33	1.34	0.72	1.34	0.52	0.52
Delay/Veh:	74.5	197	196.6	44.7	108	107.7	39.9	208	42.8	214.3	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	197	196.6	44.7	108	107.7	39.9	208	42.8	214.3	31.4	31.4
LOS by Move:	E	F	F	D	F	F	D	F	D	F	C	C
HCM2kAvgQ:	25	54	54	1	11	11	2	37	9	30	7	7

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	624	968	0	0	405	398	0	0	0	98	0	451
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	624	968	0	0	405	398	0	0	0	98	0	451
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	624	968	0	0	405	398	0	0	0	98	0	451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	624	968	0	0	405	398	0	0	0	98	0	451

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	803	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2820	3019	968
Potent Cap.:	830	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	13	311
Move Cap.:	830	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	311
Volume/Cap:	0.75	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.45

Level Of Service Module:												
2Way95thQ:	7.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	21.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	21.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	F

Note: Queue reported is the number of cars per lane.

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

 Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 1538.8 Worst Case Level Of Service: F[3847.3]

 Street Name: 8th St. I-10 Eastbound Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 0 1071 126 192 311 0 522 1 609 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 1071 126 192 311 0 522 1 609 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 1071 126 192 311 0 522 1 609 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 1071 126 192 311 0 522 1 609 0 0 0
 -----|-----|-----|-----|

Critical Gap Module:
 Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
 FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx
 -----|-----|-----|-----|

Capacity Module:
 Cnflct Vol: xxxx xxxx xxxxx 1197 xxxx xxxxx 1829 1892 311 xxxx xxxx xxxxx
 Potent Cap.: xxxx xxxx xxxxx 590 xxxx xxxxx 85 71 734 xxxx xxxx xxxxx
 Move Cap.: xxxx xxxx xxxxx 590 xxxx xxxxx 61 45 734 xxxx xxxx xxxxx
 Volume/Cap: xxxx xxxx xxxxx 0.33 xxxx xxxxx 8.55 0.02 0.83 xxxx xxxx xxxxx
 -----|-----|-----|-----|

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx 1.4 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx 14.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 LOS by Move: * * * B * * * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 120 xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx xxxx xxxxx 1.4 xxxx xxxxx xxxxx 130 xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:xxxxx xxxx xxxxx 14.0 xxxx xxxxx xxxxx 3847 xxxxx xxxxx xxxx xxxxx
 Shared LOS: * * * B * * * F * * * *
 ApproachDel: xxxxxx xxxxxx 3847.3 xxxxxx
 ApproachLOS: * * * F *

Note: Queue reported is the number of cars per lane.

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

 Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.885
 Loss Time (sec): 0 Average Delay (sec/veh): 293.5
 Optimal Cycle: 0 Level Of Service: F

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	0	1	0	0	1	0	0	1

Volume Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	15	156	104	74	39	8	57	787	14	15	938	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	156	104	74	39	8	57	787	14	15	938	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	156	104	74	39	8	57	787	14	15	938	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	156	104	74	39	8	57	787	14	15	938	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	156	104	74	39	8	57	787	14	15	938	118

Saturation Flow Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.91	1.00	0.61	0.32	0.07	0.07	0.92	0.01	0.01	0.88	0.11
Final Sat.:	39	408	492	264	139	28	37	516	9	8	498	63

Capacity Analysis Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.38	0.38	0.21	0.28	0.28	0.28	1.53	1.53	1.53	1.89	1.89	1.89
Crit Moves:	****			****			****			****		
Delay/Veh:	15.5	15.5	11.9	14.3	14.3	14.3	263.6	264	263.6	420.8	421	420.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	15.5	11.9	14.3	14.3	14.3	263.6	264	263.6	420.8	421	420.8
LOS by Move:	C	C	B	B	B	B	F	F	F	F	F	F
ApproachDel:	14.1			14.3			263.6			420.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.1			14.3			263.6			420.8		
LOS by Appr:	B			B			F			F		
AllWayAvgQ:	0.6	0.6	0.3	0.4	0.4	0.4	39.7	39.7	39.7	64.9	64.9	64.9

Note: Queue reported is the number of cars per lane.

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

 Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.009
 Loss Time (sec): 0 Average Delay (sec/veh): 343.1
 Optimal Cycle: 0 Level Of Service: F

Street Name: San Gorgonio Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 76 220 41 11 87 207 328 486 121 41 754 95
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 76 220 41 11 87 207 328 486 121 41 754 95
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 76 220 41 11 87 207 328 486 121 41 754 95
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 76 220 41 11 87 207 328 486 121 41 754 95
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 76 220 41 11 87 207 328 486 121 41 754 95

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.84 0.16 0.04 0.28 0.68 0.35 0.52 0.13 0.04 0.85 0.11
 Final Sat.: 387 349 65 16 125 298 163 242 60 22 397 50

Capacity Analysis Module:
 Vol/Sat: 0.20 0.63 0.63 0.70 0.70 0.70 2.01 2.01 2.01 1.90 1.90 1.90
 Crit Moves: ****
 Delay/Veh: 14.1 24.4 24.4 27.3 27.3 27.3 478.6 479 478.6 430.5 431 430.5
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 14.1 24.4 24.4 27.3 27.3 27.3 478.6 479 478.6 430.5 431 430.5
 LOS by Move: B C C D D D F F F F F F
 ApproachDel: 22.1 27.3 478.6 430.5
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 22.1 27.3 478.6 430.5
 LOS by Appr: C D F F
 AllWayAvgQ: 0.2 1.5 1.5 2.0 2.0 2.0 60.5 60.5 60.5 54.6 54.6 54.6

Note: Queue reported is the number of cars per lane.

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 44079.2 Worst Case Level Of Service: F[247127.5]

Street Name:	I-10 Eastbound Ramp					San Timeteo Canyon Dr.						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	0	0	19	439	10	565	0	2251	16	31	1963	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	19	439	10	565	0	2251	16	31	1963	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	19	439	10	565	0	2251	16	31	1963	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	19	439	10	565	0	2251	16	31	1963	391

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

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	2259	4489	4488	2159	xxxx	xxxx	xxxxx	2267	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	53	1	1	61	xxxx	xxxx	xxxxx	229	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	53	0	1	61	xxxx	xxxx	xxxxx	229	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.36	xxxx	8.48	9.28	xxxx	xxxx	xxxx	0.14	xxxx	xxxx
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[illegible]

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

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

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 12636.9 Worst Case Level Of Service: F[109837.8]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	372	0	303	0	0	0	0	1298	677	0	3217	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	0	303	0	0	0	0	1298	677	0	3217	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	0	303	0	0	0	0	1298	677	0	3217	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	372	0	303	0	0	0	0	1298	677	0	3217	0

Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	4854	xxxx	1637	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1	xxxx	126	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1	xxxx	126	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	2.41	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	49.2	xxxx	26.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	713.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	F	*	F	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1!	0	0	0	1	0	0	1	0	0

Volume Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	247	75	53	38	109	238	131	697	175	90	1146	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	75	53	38	109	238	131	697	175	90	1146	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	75	53	38	109	238	131	697	175	90	1146	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	247	75	53	38	109	238	131	697	175	90	1146	38

Critical Gap Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Cnflct Vol:	2565	2411	785	2456	2479	1165	1184	xxxx	xxxxx	872	xxxx	xxxxx
Potent Cap.:	18	33	396	21	30	239	597	xxxx	xxxxx	782	xxxx	xxxxx
Move Cap.:	0	23	396	0	21	239	597	xxxx	xxxxx	782	xxxx	xxxxx
Volume/Cap:	xxxx	3.26	0.13	xxxx	5.24	1.00	0.22	xxxx	xxxx	0.12	xxxx	xxxx

Level Of Service Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.7	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

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

 Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
 Loss Time (sec): 12 Average Delay (sec/veh): 28.2
 Optimal Cycle: 87 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	34	286	31	194	506	281	145	610	63	71	1013	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	286	31	194	506	281	145	610	63	71	1013	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	286	31	194	506	281	145	610	63	71	1013	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	286	31	194	506	281	145	610	63	71	1013	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	286	31	194	506	281	145	610	63	71	1013	158

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.90	0.90	0.16	0.94	0.94	0.34	0.93	0.93
Lanes:	1.00	1.80	0.20	1.00	1.29	0.71	1.00	1.81	0.19	1.00	1.73	0.27
Final Sat.:	1805	3208	348	1805	2196	1219	296	3226	333	644	3060	477

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.09	0.11	0.23	0.23	0.49	0.19	0.19	0.11	0.33	0.33
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.15	0.15	0.18	0.26	0.26	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.27	0.60	0.60	0.60	0.89	0.89	0.89	0.34	0.34	0.20	0.60	0.60
Delay/Veh:	45.2	41.6	41.6	40.7	46.6	46.6	59.9	12.6	12.6	11.6	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	41.6	41.6	40.7	46.6	46.6	59.9	12.6	12.6	11.6	15.6	15.6
LOS by Move:	D	D	D	D	D	D	E	B	B	B	B	B
HCM2kAvgQ:	1	6	6	6	16	16	7	6	6	1	13	13

Note: Queue reported is the number of cars per lane.

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

 Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
 Loss Time (sec): 0 Average Delay (sec/veh): 20.3
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	1	0	0	1	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Base Vol:	14	262	22	56	666	31	20	141	15	16	300	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	262	22	56	666	31	20	141	15	16	300	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	262	22	56	666	31	20	141	15	16	300	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	262	22	56	666	31	20	141	15	16	300	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	262	22	56	666	31	20	141	15	16	300	23

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.76	0.15	0.15	1.77	0.08	0.11	0.80	0.09	0.05	0.88	0.07
Final Sat.:	43	821	70	78	931	44	53	374	40	24	459	35

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Vol/Sat:	0.32	0.32	0.32	0.72	0.71	0.71	0.38	0.38	0.38	0.65	0.65	0.65
Crit Moves:	****			****			****			****		
Delay/Veh:	13.4	13.2	13.1	24.9	24.3	23.7	14.1	14.1	14.1	20.7	20.7	20.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.2	13.1	24.9	24.3	23.7	14.1	14.1	14.1	20.7	20.7	20.7
LOS by Move:	B	B	B	C	C	C	B	B	B	C	C	C
ApproachDel:	13.2			24.3			14.1			20.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.2			24.3			14.1			20.7		
LOS by Appr:	B			C			B			C		
AllWayAvgQ:	0.4	0.4	0.4	2.2	2.1	2.1	0.5	0.5	0.5	1.6	1.6	1.6

 Note: Queue reported is the number of cars per lane.

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

 Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.063
 Loss Time (sec): 12 Average Delay (sec/veh): 65.4
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	0	0	0	0	1	0

Volume Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	600	663	0	0	1056	237	0	0	0	317	0	379
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	663	0	0	1056	237	0	0	0	317	0	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	663	0	0	1056	237	0	0	0	317	0	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	663	0	0	1056	237	0	0	0	317	0	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	600	663	0	0	1056	237	0	0	0	317	0	379

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.92	0.92	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.63	0.37	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2869	644	0	0	0	1809	0	1615

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Vol/Sat:	0.33	0.18	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.18	0.00	0.23
Crit Moves:	****			****								****
Green/Cycle:	0.31	0.66	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	1.06	0.28	0.00	0.00	1.06	1.06	0.00	0.00	0.00	0.79	0.00	1.06
Delay/Veh:	90.0	7.2	0.0	0.0	76.9	76.9	0.0	0.0	0.0	47.3	0.0	104.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.0	7.2	0.0	0.0	76.9	76.9	0.0	0.0	0.0	47.3	0.0	104.2
LOS by Move:	F	A	A	A	E	E	A	A	A	D	A	F
HCM2kAvgQ:	24	4	0	0	31	31	0	0	0	11	0	19

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

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

 Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
 Loss Time (sec): 12 Average Delay (sec/veh): 29.2
 Optimal Cycle: 82 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB			I-10 WB		
Base Vol:	0	1021	242	319	1051	0	242	0	426	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1021	242	319	1051	0	242	0	426	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1021	242	319	1051	0	242	0	426	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1021	242	319	1051	0	242	0	426	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1021	242	319	1051	0	242	0	426	0	0	0

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB			I-10 WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB			I-10 WB		
Vol/Sat:	0.00	0.28	0.15	0.18	0.29	0.00	0.13	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.34	0.34	0.22	0.56	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.82	0.44	0.82	0.52	0.00	0.42	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	34.5	25.9	50.6	14.0	0.0	27.1	0.0	41.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.5	25.9	50.6	14.0	0.0	27.1	0.0	41.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	A	D	A	A	A
HCM2kAvgQ:	0	15	5	9	10	0	6	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

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

 Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
 Loss Time (sec): 12 Average Delay (sec/veh): 28.9
 Optimal Cycle: 84 Level Of Service: C

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Base Vol:	68	1110	291	142	990	133	44	66	10	335	180	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1110	291	142	990	133	44	66	10	335	180	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1110	291	142	990	133	44	66	10	335	180	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1110	291	142	990	133	44	66	10	335	180	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1110	291	142	990	133	44	66	10	335	180	123

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.38	0.98	0.98	0.71	0.94	0.94
Lanes:	1.00	1.58	0.42	1.00	1.76	0.24	1.00	0.87	0.13	1.00	0.59	0.41
Final Sat.:	1805	2772	727	1805	3125	420	718	1617	245	1343	1060	724

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.04	0.40	0.40	0.08	0.32	0.32	0.06	0.04	0.04	0.25	0.17	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.48	0.48	0.10	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.36	0.83	0.83	0.83	0.67	0.67	0.20	0.14	0.14	0.83	0.56	0.56
Delay/Veh:	42.8	25.8	25.8	71.5	21.3	21.3	26.5	25.6	25.6	45.8	30.8	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	25.8	25.8	71.5	21.3	21.3	26.5	25.6	25.6	45.8	30.8	30.8
LOS by Move:	D	C	C	E	C	C	C	C	C	D	C	C
HCM2kAvgQ:	2	22	22	5	14	14	1	2	2	12	8	8

 Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

 Street Name: Beaumont Ave. Mellon Lane
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 46 799 69 42 920 362 312 32 5 149 58 227
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 46 799 69 42 920 362 312 32 5 149 58 227
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 46 799 69 42 920 362 312 32 5 149 58 227
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 46 799 69 42 920 362 312 32 5 149 58 227

Critical Gap Module:
 Critical Gp: 4.1 xxxx xxxxx 4.1 xxxx xxxxx 7.5 6.5 6.9 7.5 6.5 6.9
 FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
 Cnflct Vol: 1282 xxxx xxxxx 868 xxxx xxxxx 1706 2145 641 1486 2292 434
 Potent Cap.: 548 xxxx xxxxx 785 xxxx xxxxx 60 49 422 88 40 576
 Move Cap.: 548 xxxx xxxxx 785 xxxx xxxxx 0 42 422 29 34 576
 Volume/Cap: 0.08 xxxx xxxx 0.05 xxxx xxxx xxxx 0.77 0.01 5.16 1.72 0.39

Level Of Service Module:
 2Way95thQ: 0.3 xxxx xxxxx 0.2 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Control Del: 12.2 xxxx xxxxx 9.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 LOS by Move: B * * A * * * * * * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 0 xxxxx xxxx 60 xxxxx
 SharedQueue: 0.3 xxxx xxxxx 0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 50.0 xxxxx
 Shrd ConDel: 12.2 xxxx xxxxx 9.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 2958 xxxxx
 Shared LOS: B * * A * * * * * * * * * *
 ApproachDel: xxxxxx xxxxxx xxxxxx 2957.8
 ApproachLOS: * * F F

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	1	0

Volume Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Base Vol:	366	683	4	51	988	1	1	13	237	18	81	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	366	683	4	51	988	1	1	13	237	18	81	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	366	683	4	51	988	1	1	13	237	18	81	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	366	683	4	51	988	1	1	13	237	18	81	168

Critical Gap Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Critical Gap:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
Cnflct Vol:	989	xxxx	xxxxxx	687	xxxx	xxxxxx	2205	2510	495	2020	2508	344
Potent Cap.:	707	xxxx	xxxxxx	916	xxxx	xxxxxx	25	29	526	35	29	658
Move Cap.:	707	xxxx	xxxxxx	916	xxxx	xxxxxx	0	13	526	1	13	658
Volume/Cap:	0.52	xxxx	xxxxxx	0.06	xxxx	xxxxxx	xxxx	0.99	0.45	26.87	6.17	0.26

Level Of Service Module:	Lamb Canyon Rd.			Lamb Canyon Rd.			California Ave.			California Ave.		
2Way95thQ:	3.0	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	2.3	xxxx	xxxx	xxxxxx
Control Del:	15.4	xxxx	xxxxxx	9.2	xxxx	xxxxxx	xxxxxx	xxxx	17.3	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	A	*	*	*	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	xxxx	8	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	35.2	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	9.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

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

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.702
 Loss Time (sec): 0 Average Delay (sec/veh): 418.7
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.				Oak Valley Pkwy.-14th St.					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign			
Rights:	Include		Include		Include		Include			
Min. Green:	7	7	7	7	7	7	7	7	7	
Lanes:	0	1	0	0	1	1	0	1	0	1

Volume Module:												
Base Vol:	131	117	76	108	105	98	51	660	146	191	1003	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	117	76	108	105	98	51	660	146	191	1003	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	117	76	108	105	98	51	660	146	191	1003	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	117	76	108	105	98	51	660	146	191	1003	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	117	76	108	105	98	51	660	146	191	1003	103

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	1.00	1.00	1.00	1.00	0.07	0.93	1.00	0.16	0.84	1.00
Final Sat.:	211	188	445	354	371	400	32	415	485	71	371	482

Capacity Analysis Module:												
Vol/Sat:	0.62	0.62	0.17	0.31	0.28	0.24	1.59	1.59	0.30	2.70	2.70	0.21
Crit Moves:	****			****			****			****		
Delay/Veh:	25.0	25.0	12.3	17.0	15.9	14.3	297.2	297	13.1	788.4	788	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	25.0	12.3	17.0	15.9	14.3	297.2	297	13.1	788.4	788	12.0
LOS by Move:	D	D	B	C	C	B	F	F	B	F	F	B
ApproachDel:	22.0			15.8			248.8			726.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.0			15.8			248.8			726.7		
LOS by Appr:	C			C			F			F		
AllWayAvgQ:	1.5	1.5	0.2	0.4	0.4	0.3	35.5	35.5	0.4	95.4	95.4	0.3

Note: Queue reported is the number of cars per lane.

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

 Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.997
 Loss Time (sec): 0 Average Delay (sec/veh): 44.6
 Optimal Cycle: 0 Level Of Service: E

Street Name: Palm Ave. 8th St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 19 149 96 77 358 13 30 174 43 118 351 32
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 19 149 96 77 358 13 30 174 43 118 351 32
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 19 149 96 77 358 13 30 174 43 118 351 32
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 19 149 96 77 358 13 30 174 43 118 351 32
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 19 149 96 77 358 13 30 174 43 118 351 32

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.07 0.57 0.36 0.17 0.80 0.03 0.12 0.71 0.17 0.24 0.70 0.06
 Final Sat.: 32 252 162 84 389 14 53 307 76 118 352 32

Capacity Analysis Module:
 Vol/Sat: 0.59 0.59 0.59 0.92 0.92 0.92 0.57 0.57 0.57 1.00 1.00 1.00
 Crit Moves: **** **** **** ****
 Delay/Veh: 20.2 20.2 20.2 48.8 48.8 48.8 19.6 19.6 19.6 66.1 66.1 66.1
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 20.2 20.2 20.2 48.8 48.8 48.8 19.6 19.6 19.6 66.1 66.1 66.1
 LOS by Move: C C C E E E C C C F F F
 ApproachDel: 20.2 48.8 19.6 66.1
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 20.2 48.8 19.6 66.1
 LOS by Appr: C E C F
 AllWayAvgQ: 1.2 1.2 1.2 5.2 5.2 5.2 1.1 1.1 1.1 7.8 7.8 7.8

Note: Queue reported is the number of cars per lane.

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

 Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.796
 Loss Time (sec): 0 Average Delay (sec/veh): 239.1
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1

Volume Module:	Pennsylvania Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Base Vol:	100	0	94	0	0	0	0	733	96	160	1103	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	94	0	0	0	0	733	96	160	1103	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	94	0	0	0	0	733	96	160	1103	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	94	0	0	0	0	733	96	160	1103	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	94	0	0	0	0	733	96	160	1103	0

Saturation Flow Module:	Pennsylvania Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	0.88	0.12	1.00	1.00	0.00
Final Sat.:	283	0	266	0	0	0	0	580	76	566	614	0

Capacity Analysis Module:	Pennsylvania Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Vol/Sat:	0.35	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	1.26	1.26	0.28	1.80	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	13.1	0.0	13.1	0.0	0.0	0.0	0.0	149	149.2	11.6	380	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	0.0	13.1	0.0	0.0	0.0	0.0	149	149.2	11.6	380	0.0
LOS by Move:	B	*	B	*	*	*	*	F	F	B	F	*
ApproachDel:	13.1			xxxxxx				149.2		332.9		
Delay Adj:	1.00			xxxxxx				1.00		1.00		
ApprAdjDel:	13.1			xxxxxx				149.2		332.9		
LOS by Appr:	B			*				F		F		
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	25.6	25.6	25.6	0.4	63.3	0.0

 Note: Queue reported is the number of cars per lane.

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

 Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.002
 Loss Time (sec): 0 Average Delay (sec/veh): 52.6
 Optimal Cycle: 0 Level Of Service: F

Street Name: Pennsylvania Ave. 8th St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 29 171 33 83 351 38 25 295 23 53 357 53
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 29 171 33 83 351 38 25 295 23 53 357 53
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 29 171 33 83 351 38 25 295 23 53 357 53
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 29 171 33 83 351 38 25 295 23 53 357 53
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 29 171 33 83 351 38 25 295 23 53 357 53
 -----|-----|-----|-----|

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.12 0.74 0.14 0.18 0.74 0.08 0.07 0.86 0.07 0.11 0.78 0.11
 Final Sat.: 51 302 58 83 350 38 32 379 30 54 362 54
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.57 0.57 0.57 1.00 1.00 1.00 0.78 0.78 0.78 0.99 0.99 0.99
 Crit Moves: **** *
 Delay/Veh: 21.4 21.4 21.4 69.9 69.9 69.9 32.9 32.9 32.9 65.1 65.1 65.1
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 21.4 21.4 21.4 69.9 69.9 69.9 32.9 32.9 32.9 65.1 65.1 65.1
 LOS by Move: C C C F F F D D D F F F
 ApproachDel: 21.4 69.9 32.9 65.1
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 21.4 69.9 32.9 65.1
 LOS by Appr: C F D F
 AllWayAvgQ: 1.1 1.1 1.1 7.8 7.8 7.8 2.7 2.7 2.7 7.1 7.1 7.1

Note: Queue reported is the number of cars per lane.

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

 Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 1212.0 Worst Case Level Of Service: F[9835.7]

 Street Name: Pennsylvania Ave. I-10 Westbound Ramp
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 1 0 0
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 0 534 261 539 801 0 0 0 0 125 0 174
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 534 261 539 801 0 0 0 0 125 0 174
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 534 261 539 801 0 0 0 0 125 0 174
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 534 261 539 801 0 0 0 0 125 0 174
 -----|-----|-----|-----|

Critical Gap Module:
 Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2
 FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3
 -----|-----|-----|-----|

Capacity Module:
 Cnflct Vol: xxxx xxxx xxxxx 795 xxxx xxxxx xxxx xxxx xxxxx 2544 2544 665
 Potent Cap.: xxxx xxxx xxxxx 835 xxxx xxxxx xxxx xxxx xxxxx 30 27 464
 Move Cap.: xxxx xxxx xxxxx 835 xxxx xxxxx xxxx xxxx xxxxx 6 2 464
 Volume/Cap: xxxx xxxx xxxxx 0.65 xxxx xxxxx xxxx xxxx xxxxx 21.30 0.00 0.38
 -----|-----|-----|-----|

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx 4.8 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx 16.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 LOS by Move: * * * C * * * * * * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 14 xxxxx
 SharedQueue:xxxxx xxxx xxxxx 4.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 38.6 xxxxx
 Shrd ConDel:xxxxx xxxx xxxxx 16.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 9836 xxxxx
 Shared LOS: * * * C * * * * * * * * * *
 ApproachDel: xxxxxx xxxxxx xxxxxx 9835.7
 ApproachLOS: * * * F

Note: Queue reported is the number of cars per lane.

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

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): 321.3 Worst Case Level Of Service: F[1294.5]

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	1	0	0	0

Volume Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Base Vol:	0	557	116	215	709	0	240	0	285	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	557	116	215	709	0	240	0	285	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	557	116	215	709	0	240	0	285	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	557	116	215	709	0	240	0	285	0	0	0

Critical Gap Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Critical Gap:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
Cnflct Vol:	xxxx	xxxx	xxxxx	673	xxxx	xxxxx	1754	1812	709	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	927	xxxx	xxxxx	95	79	438	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	927	xxxx	xxxxx	78	61	438	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.23	xxxx	xxxx	3.08	0.00	0.65	xxxx	xxxx	xxxx

Level Of Service Module:	Pennsylvania Ave			Pennsylvania Ave			I-10 Eastbound Ramp			I-10 Eastbound Ramp		
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	141	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	51.8	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1295	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1294.5			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: E[43.5]

Street Name:	Pennsylvania Ave.			3rd St.								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0

Volume Module:	Pennsylvania Ave.			3rd St.								
Base Vol:	7	673	0	0	993	26	17	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	673	0	0	993	26	17	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	673	0	0	993	26	17	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	7	673	0	0	993	26	17	0	2	0	0	0

Critical Gap Module:	Pennsylvania Ave.			3rd St.								
Critical Gap:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Pennsylvania Ave.			3rd St.								
Cnflct Vol:	1019	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1680	1680	993	xxxx	xxxx	xxxxxx
Potent Cap.:	689	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	105	96	300	xxxx	xxxx	xxxxxx
Move Cap.:	689	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	105	95	300	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.16	0.00	0.01	xxxx	xxxx	xxxxxx

Level Of Service Module:	Pennsylvania Ave.			3rd St.								
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	10.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	112	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	43.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			43.5			xxxxxx		
ApproachLOS:	*			*			E			*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.561
 Loss Time (sec): 0 Average Delay (sec/veh): 136.5
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.				Oak Valley Pkwy.-14th St.					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign			
Rights:	Include		Include		Include		Include			
Min. Green:	7	7	7	7	7	7	7	7	7	
Lanes:	0	0	0	1	0	1	0	0	1	0

Volume Module:	Cherry Ave.				Oak Valley Pkwy.-14th St.							
Base Vol:	0	22	1	289	58	417	124	660	0	6	844	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	22	1	289	58	417	124	660	0	6	844	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	22	1	289	58	417	124	660	0	6	844	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	22	1	289	58	417	124	660	0	6	844	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	22	1	289	58	417	124	660	0	6	844	229

Saturation Flow Module:	Cherry Ave.				Oak Valley Pkwy.-14th St.							
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	1.00	0.12	0.88	1.00	1.00	0.00	0.01	1.57	0.42
Final Sat.:	0	355	16	418	59	423	395	423	0	5	719	200

Capacity Analysis Module:	Cherry Ave.				Oak Valley Pkwy.-14th St.							
Vol/Sat:	xxxx	0.06	0.06	0.69	0.99	0.99	0.31	1.56	xxxx	1.19	1.17	1.15
Crit Moves:	****				****				****			
Delay/Veh:	0.0	13.3	13.3	28.3	64.8	64.8	15.7	286	0.0	131.4	125	113.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	13.3	28.3	64.8	64.8	15.7	286	0.0	131.4	125	113.5
LOS by Move:	*	B	B	D	F	F	C	F	*	F	F	F
ApproachDel:	13.3			51.0			242.9			122.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.3			51.0			242.9			122.4		
LOS by Appr:	B			F			F			F		
AllWayAvgQ:	0.1	0.1	0.1	2.0	7.3	7.3	0.4	32.2	32.2	15.2	13.5	13.5

Note: Queue reported is the number of cars per lane.

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

 Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.889
 Loss Time (sec): 0 Average Delay (sec/veh): 39.4
 Optimal Cycle: 0 Level Of Service: E

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Starlight Ave. NB			Starlight Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Base Vol:	160	12	9	115	90	110	37	551	177	15	631	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	12	9	115	90	110	37	551	177	15	631	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	12	9	115	90	110	37	551	177	15	631	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	12	9	115	90	110	37	551	177	15	631	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	12	9	115	90	110	37	551	177	15	631	65

Saturation Flow Module:	Starlight Ave. NB			Starlight Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.14	0.86	1.00	1.00	1.00	1.00	1.51	0.49	1.00	1.81	0.19
Final Sat.:	312	370	291	325	339	364	359	619	204	357	728	76

Capacity Analysis Module:	Starlight Ave. NB			Starlight Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Vol/Sat:	0.51	0.03	0.03	0.35	0.27	0.30	0.10	0.89	0.87	0.04	0.87	0.86
Crit Moves:	****			****			****			****		
Delay/Veh:	23.5	13.4	12.8	18.4	16.0	15.7	13.0	49.9	45.3	12.5	46.5	45.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	13.4	12.8	18.4	16.0	15.7	13.0	49.9	45.3	12.5	46.5	45.2
LOS by Move:	C	B	B	C	C	C	B	E	E	B	E	E
ApproachDel:	22.3			16.8			47.0			45.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.3			16.8			47.0			45.7		
LOS by Appr:	C			C			E			E		
AllWayAvgQ:	0.9	0.0	0.0	0.5	0.3	0.4	0.1	4.6	4.0	0.0	4.0	3.8

 Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

 Street Name: Highland Springs Ave. Brookside Ave.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
 -----|-----|-----|-----|-----|

Volume Module:
 Base Vol: 206 169 96 221 342 103 42 203 201 256 392 325
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 206 169 96 221 342 103 42 203 201 256 392 325
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 206 169 96 221 342 103 42 203 201 256 392 325
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 206 169 96 221 342 103 42 203 201 256 392 325
 -----|-----|-----|-----|-----|

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

Capacity Module:
 Cnflct Vol: 445 xxxx xxxxx 265 xxxx xxxxx 1823 1513 394 1667 1516 217
 Potent Cap.: 1126 xxxx xxxxx 1311 xxxx xxxxx 60 121 660 78 121 828
 Move Cap.: 1126 xxxx xxxxx 1311 xxxx xxxxx 0 80 660 0 80 828
 Volume/Cap: 0.18 xxxx xxxx 0.17 xxxx xxxx xxxx 2.54 0.30 xxxx 4.93 0.39
 -----|-----|-----|-----|-----|

Level Of Service Module:
 2Way95thQ: 0.7 xxxx xxxxx 0.6 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Control Del: 8.9 xxxx xxxxx 8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 LOS by Move: A * * A * * * * * * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 0 xxxxx xxxx 0 xxxxx
 SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx
 Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx
 Shared LOS: * * * * * * * * * * * * * * *
 ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
 ApproachLOS: * * F F

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[14.2]

Street Name:	Highland Springs Ave.						16th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			16th St.			16th St.		
Base Vol:	32	295	0	0	416	44	23	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	295	0	0	416	44	23	0	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	295	0	0	416	44	23	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	32	295	0	0	416	44	23	0	17	0	0	0

Critical Gap Module:	Highland Springs Ave.			Highland Springs Ave.			16th St.			16th St.		
Critical Gap:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Springs Ave.			Highland Springs Ave.			16th St.			16th St.		
Cnflct Vol:	460	xxxx	xxxxx	xxxx	xxxx	xxxxx	797	797	438	xxxx	xxxx	xxxxx
Potent Cap.:	1112	xxxx	xxxxx	xxxx	xxxx	xxxxx	358	322	623	xxxx	xxxx	xxxxx
Move Cap.:	1112	xxxx	xxxxx	xxxx	xxxx	xxxxx	350	312	623	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.07	0.00	0.03	xxxx	xxxx	xxxxx

Level Of Service Module:	Highland Springs Ave.			Highland Springs Ave.			16th St.			16th St.		
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	430	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.2			xxxxxx		
ApproachLOS:		*			*			B			*	

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 94.4 Worst Case Level Of Service: F[290.1]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1 0 0

Volume Module:	North Bound	South Bound	East Bound	West Bound
Base Vol:	0 283 233	16 477 0	0 0 0	456 0 30
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 283 233	16 477 0	0 0 0	456 0 30
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 283 233	16 477 0	0 0 0	456 0 30
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	0 283 233	16 477 0	0 0 0	456 0 30

Critical Gap Module:	North Bound	South Bound	East Bound	West Bound
Critical Gp:	xxxxx xxxx xxxxx	4.1 xxxx xxxxx	xxxxx xxxx xxxxx	6.4 6.5 6.2
FollowUpTim:	xxxxx xxxx xxxxx	2.2 xxxx xxxxx	xxxxx xxxx xxxxx	3.5 4.0 3.3

Capacity Module:	North Bound	South Bound	East Bound	West Bound
Cnflct Vol:	xxxx xxxx xxxxx	516 xxxx xxxxx	xxxx xxxx xxxxx	909 909 400
Potent Cap.:	xxxx xxxx xxxxx	1060 xxxx xxxxx	xxxx xxxx xxxxx	308 277 655
Move Cap.:	xxxx xxxx xxxxx	1060 xxxx xxxxx	xxxx xxxx xxxxx	304 273 655
Volume/Cap:	xxxx xxxx xxxx	0.02 xxxx xxxx	xxxx xxxx xxxx	1.50 0.00 0.05

Level Of Service Module:	North Bound	South Bound	East Bound	West Bound
2Way95thQ:	xxxx xxxx xxxxx	0.0 xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Control Del:	xxxxx xxxx xxxxx	8.4 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
LOS by Move:	* * *	A * *	* * *	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 315 xxxxx
SharedQueue:	xxxxx xxxx xxxxx	0.0 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 27.9 xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	8.4 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 290 xxxxx
Shared LOS:	* * *	A * *	* * *	* F *
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	290.1
ApproachLOS:	*	*	*	F

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

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

 Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
 Loss Time (sec): 12 Average Delay (sec/veh): 121.8
 Optimal Cycle: 118 Level Of Service: F

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:	Highland Springs Ave.			Oak Valley Pkwy.			14th St.			F St.		
Base Vol:	354	433	78	31	850	39	22	140	541	152	273	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	433	78	31	850	39	22	140	541	152	273	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	433	78	31	850	39	22	140	541	152	273	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	433	78	31	850	39	22	140	541	152	273	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	354	433	78	31	850	39	22	140	541	152	273	61

Saturation Flow Module:	Highland Springs Ave.			Oak Valley Pkwy.			14th St.			F St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.99	0.99	0.74	1.00	0.85	0.81	0.81	0.81
Lanes:	1.00	0.85	0.15	1.00	0.96	0.04	1.00	1.00	1.00	0.31	0.56	0.13
Final Sat.:	1805	1573	283	1805	1804	83	1406	1900	1615	478	859	192

Capacity Analysis Module:	Highland Springs Ave.			Oak Valley Pkwy.			14th St.			F St.		
Vol/Sat:	0.20	0.28	0.28	0.02	0.47	0.47	0.02	0.07	0.33	0.32	0.32	0.32
Crit Moves:	****			****			****					
Green/Cycle:	0.21	0.58	0.58	0.15	0.51	0.51	0.15	0.15	0.37	0.15	0.15	0.15
Volume/Cap:	0.92	0.47	0.47	0.12	0.92	0.92	0.10	0.49	0.92	2.10	2.10	2.10
Delay/Veh:	64.5	12.5	12.5	37.2	35.3	35.3	36.8	40.1	49.4	550.1	550	550.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	12.5	12.5	37.2	35.3	35.3	36.8	40.1	49.4	550.1	550	550.1
LOS by Move:	E	B	B	D	D	D	D	D	D	F	F	F
HCM2kAvgQ:	10	8	8	1	29	29	1	4	20	47	47	47

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

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

 Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

 Street Name: Highland Springs Ave. Starlight Ave.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 1 0 0 1 0 0 0 1! 0 0 1 0 0 1! 0 0
 -----|-----|-----|-----|-----|

Volume Module:
 Base Vol: 202 675 124 47 1205 317 84 78 316 243 152 91
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 202 675 124 47 1205 317 84 78 316 243 152 91
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 202 675 124 47 1205 317 84 78 316 243 152 91
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 202 675 124 47 1205 317 84 78 316 243 152 91
 -----|-----|-----|-----|-----|

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

Capacity Module:
 Cnflct Vol: 1522 xxxx xxxxx 799 xxxx xxxxx 2720 2661 1364 2796 2757 737
 Potent Cap.: 444 xxxx xxxxx 833 xxxx xxxxx 14 23 183 12 20 422
 Move Cap.: 444 xxxx xxxxx 833 xxxx xxxxx 0 12 183 0 10 422
 Volume/Cap: 0.45 xxxx xxxx 0.06 xxxx xxxx xxxx 6.60 1.73 xxxx14.86 0.22
 -----|-----|-----|-----|-----|

Level Of Service Module:
 2Way95thQ: 2.3 xxxx xxxxx 0.2 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Control Del: 19.7 xxxx xxxxx 9.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 LOS by Move: C * * A * * * * * * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 47 xxxx 0 xxxxx
 SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 46.5 xxxxx xxxx xxxxx
 Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 3464 xxxxx xxxx xxxxx
 Shared LOS: * * * * * * * * * * F * * *
 ApproachDel: xxxxxx xxxxxx +Inf xxxxxx
 ApproachLOS: * * F F

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

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

 Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.104
 Loss Time (sec): 16 Average Delay (sec/veh): 84.4
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.			8th St.-Wilson St.		
Base Vol:	57	668	261	202	1192	154	63	160	101	698	280	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	668	261	202	1192	154	63	160	101	698	280	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	668	261	202	1192	154	63	160	101	698	280	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	668	261	202	1192	154	63	160	101	698	280	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	668	261	202	1192	154	63	160	101	698	280	138

Saturation Flow Module:	Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.			8th St.-Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.89	0.89	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.77	0.23	1.00	1.23	0.77	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	3143	406	1805	2085	1316	1805	3610	1615

Capacity Analysis Module:	Highland Springs Ave.			8th St.-Wilson St.			8th St.-Wilson St.			8th St.-Wilson St.		
Vol/Sat:	0.03	0.35	0.16	0.11	0.38	0.38	0.03	0.08	0.08	0.39	0.08	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.32	0.67	0.10	0.35	0.35	0.19	0.07	0.07	0.35	0.23	0.23
Volume/Cap:	0.45	1.10	0.24	1.10	1.08	1.08	0.18	1.10	1.10	1.10	0.34	0.37
Delay/Veh:	47.2	103	6.7	142.1	84.2	84.2	34.3	133	133.0	100.2	32.3	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	103	6.7	142.1	84.2	84.2	34.3	133	133.0	100.2	32.3	33.0
LOS by Move:	D	F	A	F	F	F	C	F	F	F	C	C
HCM2kAvgQ:	2	29	3	9	28	28	2	9	9	34	4	4

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2042 With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	213	294	402	140	99	254	1095	435	200	1768	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4643		1770	3319		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4643		1770	3319		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	90	213	294	402	140	99	254	1095	435	200	1768	78
RTOR Reduction (vph)	0	135	0	0	80	0	0	0	225	0	0	24
Lane Group Flow (vph)	90	372	0	402	159	0	254	1095	210	200	1768	54
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	8.0	12.8		11.5	16.3		7.5	33.0	33.0	11.5	37.0	37.0
Effective Green, g (s)	8.0	12.8		11.5	16.3		7.5	33.0	33.0	11.5	37.0	37.0
Actuated g/C Ratio	0.09	0.15		0.13	0.19		0.09	0.38	0.38	0.13	0.43	0.43
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	165	693		237	631		155	1361	609	237	1526	683
v/s Ratio Prot	0.05	c0.08		c0.23	c0.05		c0.14	0.31		c0.11	c0.50	
v/s Ratio Perm									0.13			0.03
v/c Ratio	0.55	0.54		1.70	0.25		1.64	0.80	0.35	0.84	1.16	0.08
Uniform Delay, d1	37.2	33.8		37.1	29.6		39.1	23.5	18.7	36.3	24.4	14.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.7	0.8		330.8	0.2		314.6	5.1	1.6	23.0	79.1	0.2
Delay (s)	40.8	34.6		368.0	29.8		353.8	28.7	20.3	59.3	103.5	14.6
Level of Service	D	C		F	C		F	C	C	E	F	B
Approach Delay (s)		35.5			241.9			72.9			95.8	
Approach LOS		D			F			E			F	
Intersection Summary												
HCM Average Control Delay			99.1			HCM Level of Service			F			
HCM Volume to Capacity ratio			1.14									
Actuated Cycle Length (s)			85.8			Sum of lost time (s)			17.0			
Intersection Capacity Utilization			110.9%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2042 With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↶	↶	↶			↶	↶
Volume (vph)	0	0	0	369	0	438	545	1350	0	0	1353	1109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Flt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	369	0	438	545	1350	0	0	1353	1109
RTOR Reduction (vph)	0	0	0	0	0	19	0	0	0	0	0	582
Lane Group Flow (vph)	0	0	0	0	369	419	545	1350	0	0	1353	527
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.21		c0.31	0.38			c0.38	
v/s Ratio Perm						c0.26						0.33
v/c Ratio					0.63	0.79	3.68	0.76			1.15	1.00
Uniform Delay, d1					13.5	14.5	22.0	9.7			16.0	16.0
Progression Factor					1.00	1.00	0.89	1.07			1.00	1.00
Incremental Delay, d2					4.9	11.7	1208.6	0.3			76.3	38.7
Delay (s)					18.4	26.2	1228.1	10.6			92.3	54.7
Level of Service					B	C	F	B			F	D
Approach Delay (s)		0.0			22.6			360.8			75.4	
Approach LOS		A			C			F			E	
Intersection Summary												
HCM Average Control Delay			171.9				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.27									
Actuated Cycle Length (s)			48.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			170.1%				ICU Level of Service		H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2042 With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	742	0	415	0	0	0	0	1152	457	544	1175	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	742	0	415	0	0	0	0	1152	457	544	1175	0
RTOR Reduction (vph)	0	0	31	0	0	0	0	0	305	0	0	0
Lane Group Flow (vph)	0	742	384	0	0	0	0	1152	152	544	1175	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.42						c0.33		c0.31	0.33	
v/s Ratio Perm			0.24						0.10			
v/c Ratio		1.26	0.73					0.98	0.29	3.68	0.66	
Uniform Delay, d1		16.0	14.1					15.8	11.8	22.0	9.0	
Progression Factor		1.00	1.00					1.00	1.00	1.06	1.20	
Incremental Delay, d2		129.3	8.5					21.1	1.4	1205.6	0.2	
Delay (s)		145.3	22.6					36.9	13.2	1228.8	11.0	
Level of Service		F	C					D	B	F	B	
Approach Delay (s)		101.3			0.0			30.2			396.4	
Approach LOS		F			A			C			F	
Intersection Summary												
HCM Average Control Delay		188.9										
HCM Volume to Capacity ratio		1.40										
Actuated Cycle Length (s)		48.0										
Intersection Capacity Utilization		170.1%										
Analysis Period (min)		15										
c Critical Lane Group												

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
 Loss Time (sec): 16 Average Delay (sec/veh): 29.2
 Optimal Cycle: 61 Level Of Service: C

Street Name: Highland Springs Ave. 1st St.-Sun Lakes Blvd.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Ignore Include Ignore
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 1 0 1

Volume Module:
 Base Vol: 141 961 65 211 608 37 75 96 45 70 257 312
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 141 961 65 211 608 37 75 96 45 70 257 312
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Volume: 141 961 65 211 608 0 75 96 45 70 257 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 141 961 65 211 608 0 75 96 45 70 257 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
 FinalVolume: 141 961 65 211 608 0 75 96 45 70 257 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.94 0.94 0.95 0.95 1.00 0.95 0.90 0.90 0.94 0.94 1.00
 Lanes: 1.00 1.87 0.13 1.00 2.00 1.00 1.00 1.36 0.64 0.43 1.57 1.00
 Final Sat.: 1805 3351 227 1805 3610 1900 1805 2340 1097 764 2806 1900

Capacity Analysis Module:
 Vol/Sat: 0.08 0.29 0.29 0.12 0.17 0.00 0.04 0.04 0.04 0.09 0.09 0.00
 Crit Moves: ****
 Green/Cycle: 0.20 0.45 0.45 0.18 0.43 0.00 0.07 0.07 0.07 0.14 0.14 0.00
 Volume/Cap: 0.39 0.64 0.64 0.64 0.39 0.00 0.59 0.59 0.59 0.64 0.64 0.00
 Delay/Veh: 35.5 22.4 22.4 42.2 19.8 0.0 52.5 48.8 48.8 43.3 43.3 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 35.5 22.4 22.4 42.2 19.8 0.0 52.5 48.8 48.8 43.3 43.3 0.0
 LOS by Move: D C C D B A D D D D D A
 HCM2kAvgQ: 4 13 13 6 6 0 3 3 3 6 6 0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Mellon Lane

Average Delay (sec/veh): 51.5 Worst Case Level Of Service: F[259.2]

Street Name:	Highland Springs Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	2	0	0	0

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			Mellon Lane			Mellon Lane		
Base Vol:	87	774	0	0	548	116	300	0	74	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	774	0	0	548	116	300	0	74	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	774	0	0	548	116	300	0	74	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	87	774	0	0	548	116	300	0	74	0	0	0

Critical Gap Module:	Highland Springs Ave.			Highland Springs Ave.			Mellon Lane			Mellon Lane		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Springs Ave.			Highland Springs Ave.			Mellon Lane			Mellon Lane		
Cnflct Vol:	664	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1109	xxxx	274	xxxx	xxxx	xxxxx
Potent Cap.:	935	xxxx	xxxxx	xxxxx	xxxx	xxxxx	207	xxxx	730	xxxx	xxxx	xxxxx
Move Cap.:	935	xxxx	xxxxx	xxxxx	xxxx	xxxxx	192	xxxx	730	xxxx	xxxx	xxxxx
Volume/Cap:	0.09	xxxx	xxxx	xxxxx	xxxx	xxxx	1.56	xxxx	0.10	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Springs Ave.			Highland Springs Ave.			Mellon Lane			Mellon Lane		
2Way95thQ:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.3	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	320.6	xxxx	10.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			259.2			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 142.3 Worst Case Level Of Service: F[836.5]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	6	0	0	121	0	213	109	504	1	0	971	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	121	0	213	109	504	1	0	971	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	121	0	213	109	504	1	0	971	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	0	121	0	213	109	504	1	0	971	62

Critical Gap Module:	C St.			C St.			Wilson St.			Wilson St.		
Critical Gap:	7.1	xxxx	xxxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:	C St.			C St.			Wilson St.			Wilson St.		
Cnflct Vol:	1831	xxxx	xxxxxx	1725	1725	1002	1033	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	60	xxxx	xxxxxx	71	90	297	681	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	15	xxxx	xxxxxx	61	74	297	681	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.41	xxxx	xxxx	1.97	0.00	0.72	0.16	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	C St.			C St.			Wilson St.			Wilson St.		
2Way95thQ:	1.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	369.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	11.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	124	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	30.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	836	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	369.9			836.5			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 228.4 Worst Case Level Of Service: F[745.4]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:												
Base Vol:	140	648	0	0	369	155	304	0	273	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	648	0	0	369	155	304	0	273	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	648	0	0	369	155	304	0	273	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	140	648	0	0	369	155	304	0	273	0	0	0

Critical Gap Module:												
Critical Gap:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	524	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1375	1375	447	xxxx	xxxx	xxxxxx
Potent Cap.:	1053	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	162	147	616	xxxx	xxxx	xxxxxx
Move Cap.:	1053	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	144	126	616	xxxx	xxxx	xxxxxx
Volume/Cap:	0.13	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.11	0.00	0.44	xxxx	xxxx	xxxxxx

Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	226	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	48.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	745	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			745.4			xxxxxx				
ApproachLOS:	*	*			F			*				

Note: Queue reported is the number of cars per lane.

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

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 311.8 Worst Case Level Of Service: F[689.5]

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Base Vol:	0	274	131	157	484	0	0	0	0	346	0	514
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	274	131	157	484	0	0	0	0	346	0	514
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	274	131	157	484	0	0	0	0	346	0	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	274	131	157	484	0	0	0	0	346	0	514

Critical Gap Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Cnflct Vol:	xxxx	xxxx	xxxxx	405	xxxx	xxxxx	xxxx	xxxx	xxxxx	1138	1138	340
Potent Cap.:	xxxx	xxxx	xxxxx	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx	225	203	707
Move Cap.:	xxxx	xxxx	xxxxx	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx	200	173	707
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	1.73	0.00	0.73

Level Of Service Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	349	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	68.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	690	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	689.5		
ApproachLOS:	*	*	*	*	*	*	*	*	*	F		

Note: Queue reported is the number of cars per lane.

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

 Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: D[33.3]

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	0	0	1	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
Base Vol:	124	393	0	0	855	0	0	0	243	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	393	0	0	855	0	0	0	243	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	393	0	0	855	0	0	0	243	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	124	393	0	0	855	0	0	0	243	0	0	0

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
Critical Gap:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.		
Cnflct Vol:	855	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	855	xxxx	xxxx	xxxxxx
Potent Cap.:	793	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	361	xxxx	xxxx	xxxxxx
Move Cap.:	793	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	361	xxxx	xxxx	xxxxxx
Volume/Cap:	0.16	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.67	xxxx	xxxx	xxxxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			F St.			F St.			
2Way95thQ:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	4.7	xxxx	xxxx	xxxxxx	
Control Del:	10.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	33.3	xxxxxx	xxxx	xxxxxx	
LOS by Move:	B	*	*	*	*	*	*	*	D	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	
SharedQueue:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	
Shrd ConDel:	10.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	
Shared LOS:	B	*	*	*	*	*	*	*	D	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			33.3		xxxxxx				
ApproachLOS:	*			*			D		*				

Note: Queue reported is the number of cars per lane.

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

 Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 21.8 Worst Case Level Of Service: F[168.2]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.		
Base Vol:	109	488	0	0	1073	16	30	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	488	0	0	1073	16	30	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	488	0	0	1073	16	30	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	109	488	0	0	1073	16	30	0	213	0	0	0

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.		
Critical Gap:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.		
Cnflct Vol:	1089	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1787	1787	1081	xxxx	xxxx	xxxxxx
Potent Cap.:	648	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	90	82	267	xxxx	xxxx	xxxxxx
Move Cap.:	648	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	78	68	267	xxxx	xxxx	xxxxxx
Volume/Cap:	0.17	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.38	0.00	0.80	xxxx	xxxx	xxxxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.			
2Way95thQ:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Control Del:	11.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	206	xxxxxx	xxxxxx	xxxx	xxxxxx	
SharedQueue:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	12.2	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shrd ConDel:	11.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	168	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shared LOS:	B	*	*	*	*	*	*	F	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			168.2			xxxxxx			
ApproachLOS:		*		*			F			*			

Note: Queue reported is the number of cars per lane.

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

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	1	0	1	0

Volume Module:	Highland Home Rd.			Wilson St.		
Base Vol:	76	215	30	593	546	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	215	30	593	546	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	215	30	593	546	146
Reduct Vol:	0	0	0	0	0	0
FinalVolume:	76	215	30	593	546	146

Critical Gap Module:	Highland Home Rd.			Wilson St.		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Highland Home Rd.			Wilson St.		
Cnflct Vol:	1591	1969	232	1730	1942	536
Potent Cap.:	74	63	777	58	66	494
Move Cap.:	0	44	777	0	46	494
Volume/Cap:	xxxx	4.88	0.04	xxxx	11.92	0.30

Level Of Service Module:	Highland Home Rd.			Wilson St.		
2Way95thQ:	xxxx	24.6	0.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	1932	9.8	xxxxx	xxxxx	xxxxx
LOS by Move:	*	F	A	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*
ApproachDel:	+Inf			xxxxxx		xxxxxx
ApproachLOS:	F			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 199.6 Worst Case Level Of Service: F[495.9]

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	0	0	0	674	2	187	22	589	0	0	377	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	674	2	187	22	589	0	0	377	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	674	2	187	22	589	0	0	377	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	674	2	187	22	589	0	0	377	294

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	823	1304	295	863	1157	336	671	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	269	162	708	298	198	666	929	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	189	158	708	293	193	666	929	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	2.30	0.01	0.28	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.5	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	292	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	52.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	629.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			495.9			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.636
 Loss Time (sec): 16 Average Delay (sec/veh): 560.9
 Optimal Cycle: 0 Level Of Service: F

Street Name: Sunset Ave. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 123 245 42 128 744 158 176 653 231 43 326 61
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 123 245 42 128 744 158 176 653 231 43 326 61
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 123 245 42 128 744 158 176 653 231 43 326 61
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 123 245 42 128 744 158 176 653 231 43 326 61
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 123 245 42 128 744 158 176 653 231 43 326 61

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.33 0.67 1.00 0.12 0.73 0.15 0.16 0.62 0.22 0.10 0.76 0.14
 Final Sat.: 128 254 420 49 286 61 67 248 88 40 304 57

Capacity Analysis Module:
 Vol/Sat: 0.96 0.96 0.10 2.60 2.60 2.60 2.64 2.64 2.64 1.07 1.07 1.07
 Crit Moves: ****
 Delay/Veh: 68.5 68.5 12.2 745.9 746 745.9 762.2 762 762.2 96.3 96.3 96.3
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 68.5 68.5 12.2 745.9 746 745.9 762.2 762 762.2 96.3 96.3 96.3
 LOS by Move: F F B F F F F F F F F F
 ApproachDel: 62.8 745.9 762.2 96.3
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 62.8 745.9 762.2 96.3
 LOS by Appr: F F F F
 AllWayAvgQ: 6.0 6.0 0.1 80.8 80.8 80.8 83.8 83.8 83.8 9.4 9.4 9.4

Note: Queue reported is the number of cars per lane.

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

 Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.025
 Loss Time (sec): 12 Average Delay (sec/veh): 63.0
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Sunset Ave.						Ramsey St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	412	440	144	136	1150	101	47	410	452	92	206	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	412	440	144	136	1150	101	47	410	452	92	206	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	412	440	144	136	1150	101	47	410	452	92	206	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	440	144	136	1150	101	47	410	452	92	206	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	440	144	136	1150	101	47	410	452	92	206	44

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.94	0.94	0.95	0.87	0.87	0.95	0.93	0.93
Lanes:	1.00	1.51	0.49	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	1805	2619	857	1805	3279	288	1805	1662	1662	1805	2897	619

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.23	0.17	0.17	0.08	0.35	0.35	0.03	0.25	0.27	0.05	0.07	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.38	0.38	0.17	0.33	0.33	0.16	0.26	0.26	0.07	0.17	0.17
Volume/Cap:	1.05	0.44	0.44	0.44	1.05	1.05	0.16	0.95	1.05	0.73	0.43	0.43
Delay/Veh:	98.4	23.3	23.3	38.2	73.7	73.7	36.2	55.9	82.6	64.7	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.4	23.3	23.3	38.2	73.7	73.7	36.2	55.9	82.6	64.7	38.0	38.0
LOS by Move:	F	C	C	D	E	E	D	E	F	E	D	D
HCM2kAvgQ:	20	7	7	4	30	30	1	18	22	4	4	4

 Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level of Service: F[xxxxx]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	1	0	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	521	691	0	0	903	794	0	0	0	100	7	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	521	691	0	0	903	794	0	0	0	100	7	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	521	691	0	0	903	794	0	0	0	100	7	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	521	691	0	0	903	794	0	0	0	100	7	307

Critical Gap Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Cnflct Vol:	1697	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2185	3430	346
Potent Cap.:	381	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	40	7	656
Move Cap.:	381	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0	0	656
Volume/Cap:	1.37	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0.47

Level of Service Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
2Way95thQ:	25.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	210.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 2537.8 Worst Case Level Of Service: F[10419.5]

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	1	0	0	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	859	210	441	562	0	352	2	312	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	859	210	441	562	0	352	2	312	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	859	210	441	562	0	352	2	312	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	859	210	441	562	0	352	2	312	0	0	0

Critical Gap Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Cnflct Vol:	xxxx	xxxx	xxxxxx	1069	xxxx	xxxxxx	1874	2513	281	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	660	xxxx	xxxxxx	65	29	722	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	660	xxxx	xxxxxx	16	3	722	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.67	xxxx	xxxx	22.53	0.61	0.43	xxxx	xxxx	xxxx

Level Of Service Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
2Way95thQ:	xxxx	xxxx	xxxxxx	5.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	20.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	28	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	5.1	xxxx	xxxxxx	xxxxxx	82.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	20.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	C	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx	xxxxxx		xxxxxx	xxxxxx		xxxxxx	xxxxxx		xxxxxx
ApproachLOS:	*		*	*		*	F		*	*		*

Note: Queue reported is the number of cars per lane.

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

 Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): 23.9 Worst Case Level Of Service: F[205.9]

Street Name:	Sunrise Ave.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:												
Base Vol:	56	20	32	19	102	28	23	665	169	31	360	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	20	32	19	102	28	23	665	169	31	360	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	20	32	19	102	28	23	665	169	31	360	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	56	20	32	19	102	28	23	665	169	31	360	7

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

Capacity Module:												
Cnflct Vol:	1286	1225	750	1244	1302	360	367	xxxx	xxxxx	834	xxxx	xxxxx
Potent Cap.:	143	181	415	153	162	689	1203	xxxx	xxxxx	808	xxxx	xxxxx
Move Cap.:	61	170	415	123	153	689	1203	xxxx	xxxxx	808	xxxx	xxxxx
Volume/Cap:	0.92	0.12	0.08	0.15	0.67	0.04	0.02	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	9.6	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	97	xxxxx	xxxx	173	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	7.1	xxxxx	xxxxx	6.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	206	xxxxx	xxxxx	89.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*			
ApproachDel:	205.9			89.9			xxxxxx			xxxxxx					
ApproachLOS:	F			F			*			*					

 Note: Queue reported is the number of cars per lane.

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

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[20.8]

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0

Volume Module:	16th St.						Wilson St.					
Base Vol:	41	0	44	0	0	0	1	582	44	146	322	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	0	44	0	0	0	1	582	44	146	322	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	0	44	0	0	0	1	582	44	146	322	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	0	44	0	0	0	1	582	44	146	322	0

Critical Gap Module:	16th St.						Wilson St.					
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	16th St.						Wilson St.					
Cnflct Vol:	1059	1220	313	907	1242	161	322	xxxx	xxxxx	626	xxxx	xxxxx
Potent Cap.:	223	182	689	234	176	862	1249	xxxx	xxxxx	965	xxxx	xxxxx
Move Cap.:	197	154	689	193	149	862	1249	xxxx	xxxxx	965	xxxx	xxxxx
Volume/Cap:	0.21	0.00	0.06	0.00	0.00	0.00	0.00	xxxx	xxxx	0.15	xxxx	xxxx

Level Of Service Module:	16th St.						Wilson St.					
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	312	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	20.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.216
 Loss Time (sec): 0 Average Delay (sec/veh): 67.8
 Optimal Cycle: 0 Level Of Service: F

Street Name: 8th St. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 118 48 19 157 190 47 21 576 68 41 318 41
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 118 48 19 157 190 47 21 576 68 41 318 41
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 118 48 19 157 190 47 21 576 68 41 318 41
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 118 48 19 157 190 47 21 576 68 41 318 41
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 118 48 19 157 190 47 21 576 68 41 318 41

Saturation Flow Module:
 Adjustmet: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.64 0.26 0.10 0.40 0.48 0.12 1.00 1.00 1.00 1.00 0.89 0.11
 Final Sat.: 256 104 41 188 228 56 441 474 518 422 401 52

Capacity Analysis Module:
 Vol/Sat: 0.46 0.46 0.46 0.83 0.83 0.83 0.05 1.22 0.13 0.10 0.79 0.79
 Crit Moves: ****
 Delay/Veh: 17.5 17.5 17.5 36.7 36.7 36.7 11.2 140 10.6 12.0 32.9 32.9
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 17.5 17.5 17.5 36.7 36.7 36.7 11.2 140 10.6 12.0 32.9 32.9
 LOS by Move: C C C E E E B F B B D D
 ApproachDel: 17.5 36.7 122.5 30.8
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 17.5 36.7 122.5 30.8
 LOS by Appr: C E F D
 AllWayAvgQ: 0.7 0.7 0.7 3.4 3.4 3.4 0.0 17.0 0.1 0.1 2.8 2.8

Note: Queue reported is the number of cars per lane.

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

 Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.079
 Loss Time (sec): 16 Average Delay (sec/veh): 94.2
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	131	197	512	43	350	31	17	202	112	646	99	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	197	512	43	350	31	17	202	112	646	99	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	197	512	43	350	31	17	202	112	646	99	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	197	512	43	350	31	17	202	112	646	99	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	197	512	43	350	31	17	202	112	646	99	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	0.28	0.72	1.00	0.92	0.08	1.00	1.00	1.00	1.00	1.58	0.42
Final Sat.:	1805	471	1224	1805	1724	153	1805	1900	1615	1805	2770	728

Capacity Analysis Module:

Vol/Sat:	0.07	0.42	0.42	0.02	0.20	0.20	0.01	0.11	0.07	0.36	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.36	0.36	0.07	0.32	0.32	0.20	0.09	0.09	0.31	0.20	0.20
Volume/Cap:	0.63	1.15	1.15	0.34	0.63	0.63	0.05	1.15	0.75	1.15	0.18	0.18
Delay/Veh:	48.5	115	115.5	45.9	31.2	31.2	32.2	158	62.8	119.5	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	115	115.5	45.9	31.2	31.2	32.2	158	62.8	119.5	33.1	33.1
LOS by Move:	D	F	F	D	C	C	C	F	E	F	C	C
HCM2kAvgQ:	5	36	36	2	11	11	0	12	5	33	2	2

 Note: Queue reported is the number of cars per lane.

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

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	651	630	0	0	365	745	0	0	0	56	2	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	651	630	0	0	365	745	0	0	0	56	2	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	651	630	0	0	365	745	0	0	0	56	2	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	651	630	0	0	365	745	0	0	0	56	2	131

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	1110	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2670	3042	630
Potent Cap.:	637	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	25	13	485
Move Cap.:	637	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	485
Volume/Cap:	1.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.27

Level Of Service Module:												
2Way95thQ:	16.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	67.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	16.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	67.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	F

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 1178.5 Worst Case Level Of Service: F[2496.3]

 Street Name: 8th St. I-10 Eastbound Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0

Volume Module:
 Base Vol: 0 720 108 271 165 0 561 0 567 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 720 108 271 165 0 561 0 567 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 720 108 271 165 0 561 0 567 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 720 108 271 165 0 561 0 567 0 0 0

Critical Gap Module:
 Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
 FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:
 Cnflct Vol: xxxx xxxx xxxxx 828 xxxx xxxxx 1481 1535 165 xxxx xxxx xxxxx
 Potent Cap.: xxxx xxxx xxxxx 812 xxxx xxxxx 139 117 885 xxxx xxxx xxxxx
 Move Cap.: xxxx xxxx xxxxx 812 xxxx xxxxx 97 71 885 xxxx xxxx xxxxx
 Volume/Cap: xxxx xxxx xxxxx 0.33 xxxx xxxxx 5.80 0.00 0.64 xxxx xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx 1.5 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx 11.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 LOS by Move: * * * B * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 175 xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx xxxx xxxxx 1.5 xxxx xxxxx xxxxx 123 xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:xxxxx xxxx xxxxx 11.6 xxxx xxxxx xxxxx 2496 xxxxx xxxxx xxxx xxxxx
 Shared LOS: * * * B * * * F * * *
 ApproachDel: xxxxxx xxxxxx 2496.3 xxxxxx
 ApproachLOS: * * F *

Note: Queue reported is the number of cars per lane.

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.252
 Loss Time (sec): 0 Average Delay (sec/veh): 82.4
 Optimal Cycle: 0 Level Of Service: F

Street Name: 4th St. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 16 28 18 99 184 45 11 710 29 60 319 28
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 16 28 18 99 184 45 11 710 29 60 319 28
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 16 28 18 99 184 45 11 710 29 60 319 28
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 16 28 18 99 184 45 11 710 29 60 319 28
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 16 28 18 99 184 45 11 710 29 60 319 28

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.36 0.64 1.00 0.30 0.56 0.14 0.01 0.95 0.04 0.15 0.78 0.07
 Final Sat.: 143 251 437 155 288 70 9 567 23 83 439 39

Capacity Analysis Module:
 Vol/Sat: 0.11 0.11 0.04 0.64 0.64 0.64 1.25 1.25 1.25 0.73 0.73 0.73
 Crit Moves: ****
 Delay/Veh: 12.0 12.0 10.4 20.7 20.7 20.7 147.2 147 147.2 23.7 23.7 23.7
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 12.0 12.0 10.4 20.7 20.7 20.7 147.2 147 147.2 23.7 23.7 23.7
 LOS by Move: B B B C C C F F F C C C
 ApproachDel: 11.5 20.7 147.2 23.7
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 11.5 20.7 147.2 23.7
 LOS by Appr: B C F C
 AllWayAvgQ: 0.1 0.1 0.0 1.5 1.5 1.5 23.0 23.0 23.0 2.2 2.2 2.2

Note: Queue reported is the number of cars per lane.

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

 Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.374
 Loss Time (sec): 12 Average Delay (sec/veh): 113.5
 Optimal Cycle: 0 Level Of Service: F

Street Name: San Gorgonio Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 41 42 33 15 217 185 97 609 119 22 181 3
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 41 42 33 15 217 185 97 609 119 22 181 3
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 41 42 33 15 217 185 97 609 119 22 181 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 41 42 33 15 217 185 97 609 119 22 181 3
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 41 42 33 15 217 185 97 609 119 22 181 3

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.56 0.44 0.04 0.52 0.44 0.12 0.74 0.14 0.11 0.88 0.01
 Final Sat.: 412 254 200 20 290 247 71 443 87 54 443 7

Capacity Analysis Module:
 Vol/Sat: 0.10 0.17 0.17 0.75 0.75 0.75 1.37 1.37 1.37 0.41 0.41 0.41
 Crit Moves: ****
 Delay/Veh: 11.9 11.6 11.6 25.4 25.4 25.4 197.1 197 197.1 14.1 14.1 14.1
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 11.9 11.6 11.6 25.4 25.4 25.4 197.1 197 197.1 14.1 14.1 14.1
 LOS by Move: B B B D D D F F F B B B
 ApproachDel: 11.7 25.4 197.1 14.1
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 11.7 25.4 197.1 14.1
 LOS by Appr: B D F B
 AllWayAvgQ: 0.1 0.2 0.2 2.5 2.5 2.5 31.4 31.4 31.4 0.6 0.6 0.6

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	I-10 Eastbound Ramp					San Timeteo Canyon Dr.									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0
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Volume Module:																
Base Vol:	0	0	59	1307	7	630	0	2417	12	19	1924	197				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	59	1307	7	630	0	2417	12	19	1924	197				

User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	59	1307	7	630	0	2417	12	19	1924	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	59	1307	7	630	0	2417	12	19	1924	197

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Critical Gap Module:

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

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Capacity Module:

Cnflct Vol:	xxxx	xxxx	2423	4513	4490	2023	xxxx	xxxx	xxxxx	2429	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	42	1	1	74	xxxx	xxxx	xxxxx	198	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	42	0	1	74	xxxx	xxxx	xxxxx	198	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	1.41	xxxx	5.69	8.55	xxxx	xxxx	xxxxx	0.10	xxxx	xxxx

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Level Of Service Module:

2Way95thQ:	xxxx	xxxx	5.9	xxxx	xxxx	72.8	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	434.0	xxxxx	xxxx	3508	xxxxx	xxxx	xxxxx	25.2	xxxx	xxxxx
LOS by Move:	*	*	F	*	*	F	*	*	*	D	*	*

Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
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Shared Cap.:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
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SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
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Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
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Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
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ApproachDel:	434.0			+Inf			xxxxxx			xxxxxx		
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ApproachLOS:	F			F			*			*		
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Note: Queue reported is the number of cars per lane.

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

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 46205.2 Worst Case Level Of Service: F[225178.1]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	484	0	954	0	0	0	0	2843	317	0	2410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	0	954	0	0	0	0	2843	317	0	2410	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	484	0	954	0	0	0	0	2843	317	0	2410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	484	0	954	0	0	0	0	2843	317	0	2410	0

Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	5412	xxxx	3002	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	0	xxxx	18	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	0	xxxx	18	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	52.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	63.3	xxxx	120.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	23489	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	F	*	F	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	0 1 0	1	0	0 1 0

Volume Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Base Vol:	245	241	45	46	184	200	254	1465	302	36	1034	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	241	45	46	184	200	254	1465	302	36	1034	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	241	45	46	184	200	254	1465	302	36	1034	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	245	241	45	46	184	200	254	1465	302	36	1034	61

Critical Gap Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Cnflct Vol:	3453	3291	1616	3404	3412	1065	1095	xxxx	xxxxx	1767	xxxx	xxxxx
Potent Cap.:	4	9	129	4	7	273	645	xxxx	xxxxx	358	xxxx	xxxxx
Move Cap.:	0	5	129	0	4	273	645	xxxx	xxxxx	358	xxxx	xxxxx
Volume/Cap:	xxxx49.82	0.35	xxxx45.77	0.73	0.39	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx

Level Of Service Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.9	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.2	xxxx	xxxxx	16.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	C	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	F	F	F	F	F	F	F	F	F	F	F	F

Note: Queue reported is the number of cars per lane.

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

 Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
 Loss Time (sec): 12 Average Delay (sec/veh): 27.6
 Optimal Cycle: 99 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Beaumont Ave.			Beaumont Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	122	533	130	118	391	108	128	1386	51	102	926	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	533	130	118	391	108	128	1386	51	102	926	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	533	130	118	391	108	128	1386	51	102	926	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	533	130	118	391	108	128	1386	51	102	926	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	533	130	118	391	108	128	1386	51	102	926	126

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.92	0.92	0.21	0.95	0.95	0.10	0.93	0.93
Lanes:	1.00	1.61	0.39	1.00	1.57	0.43	1.00	1.93	0.07	1.00	1.76	0.24
Final Sat.:	1805	2818	687	1805	2738	756	391	3464	127	198	3120	425

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.07	0.19	0.19	0.07	0.14	0.14	0.33	0.40	0.40	0.52	0.30	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.22	0.22	0.07	0.20	0.20	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.71	0.88	0.88	0.88	0.73	0.73	0.55	0.68	0.68	0.88	0.50	0.50
Delay/Veh:	56.5	49.1	49.1	88.6	41.9	41.9	15.5	15.0	15.0	64.7	12.2	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	49.1	49.1	88.6	41.9	41.9	15.5	15.0	15.0	64.7	12.2	12.2
LOS by Move:	E	D	D	F	D	D	B	B	B	E	B	B
HCM2kAvgQ:	5	14	14	6	9	9	3	16	16	5	10	10

 Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.675
 Loss Time (sec): 0 Average Delay (sec/veh): 222.8
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	1	0	0	1	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Base Vol:	223	841	38	45	484	36	51	416	153	20	609	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	841	38	45	484	36	51	416	153	20	609	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	841	38	45	484	36	51	416	153	20	609	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	841	38	45	484	36	51	416	153	20	609	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	223	841	38	45	484	36	51	416	153	20	609	47

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	1.53	0.07	0.16	1.71	0.13	0.08	0.67	0.25	0.03	0.90	0.07
Final Sat.:	156	598	27	61	666	50	34	274	101	12	364	28

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Vol/Sat:	1.43	1.41	1.39	0.73	0.73	0.72	1.52	1.52	1.52	1.67	1.67	1.67
Crit Moves:	****			****			****			****		
Delay/Veh:	232.8	223	215.9	33.9	33.1	32.3	269.0	269	269.0	336.3	336	336.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	232.8	223	215.9	33.9	33.1	32.3	269.0	269	269.0	336.3	336	336.3
LOS by Move:	F	F	F	D	D	D	F	F	F	F	F	F
ApproachDel:	224.4			33.1			269.0			336.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	224.4			33.1			269.0			336.3		
LOS by Appr:	F			D			F			F		
AllWayAvgQ:	23.6	22.4	22.4	2.3	2.2	2.2	29.2	29.2	29.2	36.4	36.4	36.4

 Note: Queue reported is the number of cars per lane.

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

 Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
 Loss Time (sec): 12 Average Delay (sec/veh): 33.4
 Optimal Cycle: 124 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	1

Volume Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	381	2074	0	0	1226	218	0	0	0	320	1	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	381	2074	0	0	1226	218	0	0	0	320	1	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	381	2074	0	0	1226	218	0	0	0	320	1	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	2074	0	0	1226	218	0	0	0	320	1	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	381	2074	0	0	1226	218	0	0	0	320	1	317

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.93	0.93	0.85
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	2995	532	0	0	0	1752	5	1615

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Vol/Sat:	0.21	0.57	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.18	0.18	0.20
Crit Moves:	****			****								
Green/Cycle:	0.23	0.67	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.93	0.86	0.00	0.00	0.93	0.93	0.00	0.00	0.00	0.86	0.86	0.93
Delay/Veh:	65.1	16.3	0.0	0.0	36.5	36.5	0.0	0.0	0.0	56.5	56.5	69.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	16.3	0.0	0.0	36.5	36.5	0.0	0.0	0.0	56.5	56.5	69.5
LOS by Move:	E	B	A	A	D	D	A	A	A	E	E	E
HCM2kAvgQ:	11	24	0	0	27	27	0	0	0	13	13	14

Note: Queue reported is the number of cars per lane.

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

 Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.209
 Loss Time (sec): 12 Average Delay (sec/veh): 88.6
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB			I-10 WB		
Base Vol:	0	1587	404	274	1267	0	853	0	456	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1587	404	274	1267	0	853	0	456	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1587	404	274	1267	0	853	0	456	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1587	404	274	1267	0	853	0	456	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1587	404	274	1267	0	853	0	456	0	0	0

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB			I-10 WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			I-10 EB			I-10 WB		
Vol/Sat:	0.00	0.44	0.25	0.15	0.35	0.00	0.47	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.36	0.36	0.13	0.49	0.00	0.39	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	1.21	0.69	1.21	0.72	0.00	1.21	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	133	30.4	171.4	21.6	0.0	137.5	0.0	30.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	133	30.4	171.4	21.6	0.0	137.5	0.0	30.0	0.0	0.0	0.0
LOS by Move:	A	F	C	F	C	A	F	A	C	A	A	A
HCM2kAvgQ:	0	42	10	14	15	0	47	0	13	0	0	0

Note: Queue reported is the number of cars per lane.

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

 Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.310
 Loss Time (sec): 12 Average Delay (sec/veh): 405.6
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Base Vol:	40	1290	203	322	1205	139	281	471	36	336	478	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1290	203	322	1205	139	281	471	36	336	478	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1290	203	322	1205	139	281	471	36	336	478	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1290	203	322	1205	139	281	471	36	336	478	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1290	203	322	1205	139	281	471	36	336	478	229

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.10	0.99	0.99	0.28	0.95	0.95
Lanes:	1.00	1.73	0.27	1.00	1.79	0.21	1.00	0.93	0.07	1.00	0.68	0.32
Final Sat.:	1805	3057	481	1805	3188	368	196	1746	133	531	1222	585

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.02	0.42	0.42	0.18	0.38	0.38	1.43	0.27	0.27	0.63	0.39	0.39
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.18	0.18	0.08	0.19	0.19	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.32	2.31	2.31	2.31	1.99	1.99	2.31	0.44	0.44	1.02	0.63	0.63
Delay/Veh:	45.7	635	635.4	657.8	492	491.6	633.7	10.1	10.1	74.1	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	635	635.4	657.8	492	491.6	633.7	10.1	10.1	74.1	13.0	13.0
LOS by Move:	D	F	F	F	F	F	F	B	B	E	B	B
HCM2kAvgQ:	2	79	79	32	64	64	29	8	8	16	14	14

 Note: Queue reported is the number of cars per lane.

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

 Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	1	0	1	0	0	1	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Base Vol:	26	897	429	89	929	429	384	411	14	331	202	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	897	429	89	929	429	384	411	14	331	202	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	897	429	89	929	429	384	411	14	331	202	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	26	897	429	89	929	429	384	411	14	331	202	147

Critical Gap Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Cnflct Vol:	1358	xxxx	xxxxx	1326	xxxx	xxxxx	1923	2700	679	2012	2700	663
Potent Cap.:	513	xxxx	xxxxx	527	xxxx	xxxxx	41	22	399	35	22	409
Move Cap.:	513	xxxx	xxxxx	527	xxxx	xxxxx	0	15	399	0	15	409
Volume/Cap:	0.05	xxxx	xxxx	0.17	xxxx	xxxx	xxxxx	26.61	0.04	xxxxx	13.08	0.36

Level Of Service Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
2Way95thQ:	0.2	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.4	xxxx	xxxxx	13.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shared Queue:	0.2	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	12.4	xxxx	xxxxx	13.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

 Note: Queue reported is the number of cars per lane.

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

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	1	0

Volume Module:												
Base Vol:	297	1203	18	171	1068	1	1	113	371	7	55	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	1203	18	171	1068	1	1	113	371	7	55	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	1203	18	171	1068	1	1	113	371	7	55	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	297	1203	18	171	1068	1	1	113	371	7	55	91

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	1069	xxxx	xxxxxx	1221	xxxx	xxxxxx	2634	3226	535	2739	3217	611
Potent Cap.:	660	xxxx	xxxxxx	578	xxxx	xxxxxx	12	10	495	10	10	442
Move Cap.:	660	xxxx	xxxxxx	578	xxxx	xxxxxx	0	4	495	0	4	442
Volume/Cap:	0.45	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	31.14	0.75	xxxx	14.96	0.21

Level Of Service Module:												
2Way95thQ:	2.3	xxxx	xxxxxx	1.2	xxxx	xxxxxx	xxxx	xxxx	6.4	xxxx	xxxx	xxxxxx
Control Del:	14.8	xxxx	xxxxxx	13.8	xxxx	xxxxxx	xxxxxx	xxxx	30.9	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	B	*	*	*	*	D	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	1.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	13.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 3.537
 Loss Time (sec): 0 Average Delay (sec/veh): 651.5
 Optimal Cycle: 0 Level Of Service: F

Street Name: Palm Ave. Oak Valley Pkwy.-14th St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 1 0 0 1 1 0 1 0 1 0 1 0 1 0 0 1
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 102 249 187 44 224 58 104 1315 210 46 976 213
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 102 249 187 44 224 58 104 1315 210 46 976 213
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 102 249 187 44 224 58 104 1315 210 46 976 213
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 102 249 187 44 224 58 104 1315 210 46 976 213
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 102 249 187 44 224 58 104 1315 210 46 976 213
 -----|-----|-----|-----|

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.29 0.71 1.00 1.00 1.00 1.00 0.07 0.93 1.00 0.05 0.95 1.00
 Final Sat.: 113 276 426 317 335 355 29 372 432 18 384 432
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.90 0.90 0.44 0.14 0.67 0.16 3.54 3.54 0.49 2.54 2.54 0.49
 Crit Moves: **** *
 Delay/Veh: 54.4 54.4 17.4 15.6 31.8 14.5 1166 1166 18.3 720.3 720 18.5
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 54.4 54.4 17.4 15.6 31.8 14.5 1166 1166 18.3 720.3 720 18.5
 LOS by Move: F F C C D B F F C F F C
 ApproachDel: 41.5 26.5 1017.8 599.3
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 41.5 26.5 1017.8 599.3
 LOS by Appr: E D F F
 AllWayAvgQ: 4.6 4.6 0.7 0.2 1.7 0.2 129 129 0.9 79.1 79.1 0.9

Note: Queue reported is the number of cars per lane.

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

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.280
 Loss Time (sec): 0 Average Delay (sec/veh): 345.0
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Base Vol:	18	441	116	39	342	96	47	438	62	162	550	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	441	116	39	342	96	47	438	62	162	550	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	441	116	39	342	96	47	438	62	162	550	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	441	116	39	342	96	47	438	62	162	550	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	441	116	39	342	96	47	438	62	162	550	197

Saturation Flow Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.77	0.20	0.08	0.72	0.20	0.09	0.80	0.11	0.18	0.60	0.22
Final Sat.:	13	307	81	33	286	80	34	318	45	71	241	86

Capacity Analysis Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Vol/Sat:	1.44	1.44	1.44	1.20	1.20	1.20	1.38	1.38	1.38	2.28	2.28	2.28
Crit Moves:	****			****			****			****		
Delay/Veh:	235.6	236	235.6	138.2	138	138.2	210.7	211	210.7	603.6	604	603.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	235.6	236	235.6	138.2	138	138.2	210.7	211	210.7	603.6	604	603.6
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	235.6			138.2			210.7			603.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	235.6			138.2			210.7			603.6		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	24.8	24.8	24.8	14.0	14.0	14.0	21.9	21.9	21.9	65.5	65.5	65.5

Note: Queue reported is the number of cars per lane.

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

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.604
 Loss Time (sec): 0 Average Delay (sec/veh): 522.0
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Base Vol:	129	0	253	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	0	253	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	0	253	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	129	0	253	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	0	253	0	0	0

Saturation Flow Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.00	0.66	0.00	0.00	0.00
Final Sat.:	189	0	371	0	0	0

Capacity Analysis Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.68	xxxx	0.68	xxxx	xxxx	xxxx
Crit Moves:	****					
Delay/Veh:	22.1	0.0	22.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	0.0	22.1	0.0	0.0	0.0
LOS by Move:	C	*	C	*	*	*
ApproachDel:	22.1			xxxxxx		
Delay Adj:	1.00			xxxxxx		
ApprAdjDel:	22.1			xxxxxx		
LOS by Appr:	C			*		
AllWayAvgQ:	2.0	2.0	2.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.579
 Loss Time (sec): 0 Average Delay (sec/veh): 533.8
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	Pennsylvania Ave.			Pennsylvania Ave.			8th St.			8th St.		
Base Vol:	116	312	537	106	174	32	21	705	20	122	810	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	312	537	106	174	32	21	705	20	122	810	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	312	537	106	174	32	21	705	20	122	810	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	312	537	106	174	32	21	705	20	122	810	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	312	537	106	174	32	21	705	20	122	810	149

Saturation Flow Module:	Pennsylvania Ave.			Pennsylvania Ave.			8th St.			8th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.32	0.56	0.34	0.56	0.10	0.03	0.94	0.03	0.11	0.75	0.14
Final Sat.:	52	140	240	134	220	40	12	394	11	47	314	58

Capacity Analysis Module:	Pennsylvania Ave.			Pennsylvania Ave.			8th St.			8th St.		
Vol/Sat:	2.24	2.24	2.24	0.79	0.79	0.79	1.79	1.79	1.79	2.58	2.58	2.58
Crit Moves:	****			****			****			****		
Delay/Veh:	581.9	582	581.9	39.0	39.0	39.0	385.7	386	385.7	735.8	736	735.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	581.9	582	581.9	39.0	39.0	39.0	385.7	386	385.7	735.8	736	735.8
LOS by Move:	F	F	F	E	E	E	F	F	F	F	F	F
ApproachDel:	581.9			39.0			385.7			735.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	581.9			39.0			385.7			735.8		
LOS by Appr:	F			E			F			F		
AllWayAvgQ:	68.4	68.4	68.4	2.9	2.9	2.9	43.3	43.3	43.3	84.3	84.3	84.3

 Note: Queue reported is the number of cars per lane.

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

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0

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Volume Module:

Base Vol:	0	1177	377	350	876	0	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1177	377	350	876	0	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1177	377	350	876	0	0	0	0	225	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1177	377	350	876	0	0	0	0	225	0	265

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Critical Gap Module:

Critical Gap:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

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Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx	2942	2942	1366
Potent Cap.:	xxxx	xxxx	xxxxx	432	xxxx	xxxxx	xxxx	xxxx	xxxxx	17	15	182
Move Cap.:	xxxx	xxxx	xxxxx	432	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	182
Volume/Cap:	xxxx	xxxx	xxxx	0.81	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.46

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Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	40.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	40.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	E	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): 1456.3 Worst Case Level of Service: F[5956.4]

Street Name:	Pennsylvania Ave					I-10 Eastbound Ramp				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Control:	Uncontrolled		Uncontrolled			Stop Sign		Stop Sign		
Rights:	Include		Include			Include		Include		
Lanes:	0	0	0	1	0	1	0	1	0	0

Volume Module:	Pennsylvania Ave					I-10 Eastbound Ramp				
Base Vol:	0	1213	89	173	832	0	341	0	405	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1213	89	173	832	0	341	0	405	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1213	89	173	832	0	341	0	405	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1213	89	173	832	0	341	0	405	0

Critical Gap Module:	Pennsylvania Ave					I-10 Eastbound Ramp				
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx

Capacity Module:	Pennsylvania Ave					I-10 Eastbound Ramp				
Cnflct Vol:	xxxx	xxxx	xxxxxx	1302	xxxx	xxxxxx	2436	2480	832	xxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	539	xxxx	xxxxxx	35	30	372	xxxx
Move Cap.:	xxxx	xxxx	xxxxxx	539	xxxx	xxxxxx	27	20	372	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.32	xxxx	xxxx	12.83	0.00	1.09	xxxx

Level of Service Module:	Pennsylvania Ave					I-10 Eastbound Ramp				
2Way95thQ:	xxxx	xxxx	xxxxxx	1.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx
Control Del:	xxxxxx	xxxx	xxxxxx	14.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	54	xxxxxx	xxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	89.7	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	5956	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			5956.4		xxxxxx	
ApproachLOS:	*			*			F		*	

Note: Queue reported is the number of cars per lane.

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

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: F[314.1]

Street Name:	Pennsylvania Ave.						3rd St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	51	1268	0	0	1228	39	21	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1268	0	0	1228	39	21	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1268	0	0	1228	39	21	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	51	1268	0	0	1228	39	21	0	2	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	1267	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2598	2598	1228	xxxxxx	xxxx	xxxxxx
Potent Cap.:	555	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	28	25	219	xxxxxx	xxxx	xxxxxx
Move Cap.:	555	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	26	23	219	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.09	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.81	0.00	0.01	xxxxxx	xxxx	xxxxxx

Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Control Del:	12.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	28	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	2.6	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	314	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			314.1			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.905
 Loss Time (sec): 0 Average Delay (sec/veh): 410.2
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	1	0	0	1	0	0	1	0

Volume Module:	Cherry Ave.			Oak Valley Pkwy.-14th St.		
Base Vol:	0	62	5	269	35	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	62	5	269	35	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	62	5	269	35	164
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	62	5	269	35	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	62	5	269	35	164

Saturation Flow Module:	Cherry Ave.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.93	0.07	1.00	0.18	0.82
Final Sat.:	0	354	29	382	76	355

Capacity Analysis Module:	Cherry Ave.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	xxxx	0.17	0.17	0.70	0.46	0.46
Crit Moves:	****			****		
Delay/Veh:	0.0	14.2	14.2	31.2	17.8	17.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.2	14.2	31.2	17.8	17.8
LOS by Move:	*	B	B	D	C	C
ApproachDel:	14.2			25.5		
Delay Adj:	1.00			1.00		
ApprAdjDel:	14.2			25.5		
LOS by Appr:	B			D		
AllWayAvgQ:	0.2	0.2	0.2	2.0	0.8	0.8

Note: Queue reported is the number of cars per lane.

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

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.768
 Loss Time (sec): 0 Average Delay (sec/veh): 247.4
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	261	114	15	118	45	68	111	1045	256	4	872	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	114	15	118	45	68	111	1045	256	4	872	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	114	15	118	45	68	111	1045	256	4	872	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	114	15	118	45	68	111	1045	256	4	872	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	114	15	118	45	68	111	1045	256	4	872	151

Saturation Flow Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.61	0.39	1.00	1.70	0.30
Final Sat.:	308	568	75	291	303	322	337	591	147	325	606	106

Capacity Analysis Module:	Starlight Ave.			Starlight Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.85	0.20	0.20	0.41	0.15	0.21	0.33	1.77	1.74	0.01	1.44	1.42
Crit Moves:	****			****			****			****		
Delay/Veh:	54.6	16.5	16.4	22.8	16.4	16.6	17.9	379	365.2	13.6	240	232.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	16.5	16.4	22.8	16.4	16.6	17.9	379	365.2	13.6	240	232.3
LOS by Move:	F	C	C	C	C	C	C	F	F	B	F	F
ApproachDel:	42.0			19.8			348.3			237.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	42.0			19.8			348.3			237.9		
LOS by Appr:	E			C			F			F		
AllWayAvgQ:	3.4	0.2	0.2	0.6	0.2	0.3	0.5	37.9	36.7	0.0	22.7	21.9

Note: Queue reported is the number of cars per lane.

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

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	175	683	483	456	377	93	206	427	148	293	395	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	683	483	456	377	93	206	427	148	293	395	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	683	483	456	377	93	206	427	148	293	395	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	175	683	483	456	377	93	206	427	148	293	395	360

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	470	xxxx	xxxxx	1166	xxxx	xxxxx	2988	2852	424	2898	2657	925
Potent Cap.:	1102	xxxx	xxxxx	606	xxxx	xxxxx	9	17	635	10	23	329
Move Cap.:	1102	xxxx	xxxxx	606	xxxx	xxxxx	0	0	635	0	0	329
Volume/Cap:	0.16	xxxx	xxxx	0.75	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	xxxx	1.09

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.6	xxxx	xxxxx	6.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	26.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	D	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 10.0 Worst Case Level of Service: F[58.8]

Street Name:	Highland Springs Ave.						16th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	25	577	0	0	391	101	185	0	36	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	577	0	0	391	101	185	0	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	577	0	0	391	101	185	0	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	577	0	0	391	101	185	0	36	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	492	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1069	1069	442	xxxx	xxxx	xxxxxx
Potent Cap.:	1082	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	247	223	620	xxxx	xxxx	xxxxxx
Move Cap.:	1082	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	243	218	620	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.76	0.00	0.06	xxxx	xxxx	xxxx

Level of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	270	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	58.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			58.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 149.3 Worst Case Level Of Service: F[775.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:												
Base Vol:	0	648	526	35	432	0	0	0	0	367	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	648	526	35	432	0	0	0	0	367	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	648	526	35	432	0	0	0	0	367	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	648	526	35	432	0	0	0	0	367	0	24

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1174	xxxx	xxxxx	xxxx	xxxx	xxxxx	1413	1413	911
Potent Cap.:	xxxx	xxxx	xxxxx	602	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	139	335
Move Cap.:	xxxx	xxxx	xxxxx	602	xxxx	xxxxx	xxxx	xxxx	xxxxx	146	131	335
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	2.51	0.00	0.07

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT	LT - LTR - RT			LT - LTR - RT	LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	152	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	34.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	775	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx			xxxxxx	xxxxxx			775.1			
ApproachLOS:	*	*			*	*			F			

Note: Queue reported is the number of cars per lane.

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

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.398
 Loss Time (sec): 12 Average Delay (sec/veh): 143.1
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	0	1

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.			Oak Valley Pkwy.-14th St.-F St.		
Base Vol:	794	989	175	70	685	29	133	315	696	122	220	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	989	175	70	685	29	133	315	696	122	220	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	794	989	175	70	685	29	133	315	696	122	220	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	794	989	175	70	685	29	133	315	696	122	220	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	794	989	175	70	685	29	133	315	696	122	220	49

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.			Oak Valley Pkwy.-14th St.-F St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.99	0.99	0.80	1.00	0.85	0.50	0.50	0.50
Lanes:	1.00	0.85	0.15	1.00	0.96	0.04	1.00	1.00	1.00	0.31	0.56	0.13
Final Sat.:	1805	1579	279	1805	1812	77	1522	1900	1615	296	534	119

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.			Oak Valley Pkwy.-14th St.-F St.		
Vol/Sat:	0.44	0.63	0.63	0.04	0.38	0.38	0.09	0.17	0.43	0.41	0.41	0.41
Crit Moves:	****			****						****		
Green/Cycle:	0.31	0.52	0.52	0.07	0.27	0.27	0.29	0.29	0.61	0.29	0.29	0.29
Volume/Cap:	1.40	1.22	1.22	0.55	1.40	1.40	0.30	0.56	0.71	1.40	1.40	1.40
Delay/Veh:	223.8	131	131.0	50.3	227	227.1	27.6	31.1	15.8	234.6	235	234.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	223.8	131	131.0	50.3	227	227.1	27.6	31.1	15.8	234.6	235	234.6
LOS by Move:	F	F	F	D	F	F	C	C	B	F	F	F
HCM2kAvgQ:	50	59	59	3	48	48	3	9	16	28	28	28

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Starlight Ave. EB			Starlight Ave. WB		
Base Vol:	302	1658	280	105	1209	269	303	175	207	196	122	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	1658	280	105	1209	269	303	175	207	196	122	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	1658	280	105	1209	269	303	175	207	196	122	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	302	1658	280	105	1209	269	303	175	207	196	122	73

Critical Gap Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Starlight Ave. EB			Starlight Ave. WB		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Starlight Ave. EB			Starlight Ave. WB		
Cnflct Vol:	1478	xxxx	xxxxx	1938	xxxx	xxxxx	4053	4096	1344	4147	4090	1798
Potent Cap.:	462	xxxx	xxxxx	307	xxxx	xxxxx	1	3	188	1	3	101
Move Cap.:	462	xxxx	xxxxx	307	xxxx	xxxxx	0	1	188	0	1	101
Volume/Cap:	0.65	xxxx	xxxx	0.34	xxxx	xxxx	xxxx	xxxx	1.10	xxxx	xxxx	0.73

Level Of Service Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Starlight Ave. EB			Starlight Ave. WB		
2Way95thQ:	4.6	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	26.4	xxxx	xxxxx	22.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	50.4	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.588
 Loss Time (sec): 16 Average Delay (sec/veh): 190.7
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			8th St.-Wilson St.		
Base Vol:	26	1454	424	339	941	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1454	424	339	941	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1454	424	339	941	151
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	26	1454	424	339	941	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1454	424	339	941	151

Saturation Flow Module:	Highland Springs Ave.			8th St.-Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	1.72	0.28
Final Sat.:	1805	1900	1615	1805	3045	489

Capacity Analysis Module:	Highland Springs Ave.			8th St.-Wilson St.		
Vol/Sat:	0.01	0.77	0.26	0.19	0.31	0.31
Crit Moves:	****			****		
Green/Cycle:	0.11	0.48	0.60	0.12	0.49	0.49
Volume/Cap:	0.13	1.59	0.44	1.59	0.63	0.63
Delay/Veh:	40.4	296	11.4	330.0	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	296	11.4	330.0	19.6	19.6
LOS by Move:	D	F	B	F	B	B
HCM2kAvgQ:	1	108	6	25	12	12

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

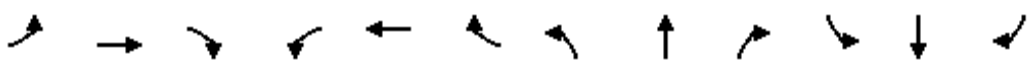
Year 2042 With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	175	573	336	546	574	267	474	1649	556	293	1195	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4803		1770	3371		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4803		1770	3371		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	175	573	336	546	574	267	474	1649	556	293	1195	126
RTOR Reduction (vph)	0	131	0	0	98	0	0	0	166	0	0	90
Lane Group Flow (vph)	175	778	0	546	743	0	474	1649	390	293	1195	36
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Effective Green, g (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Actuated g/C Ratio	0.07	0.29		0.07	0.29		0.07	0.29	0.29	0.07	0.29	0.29
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	126	1372		126	963		126	1011	452	126	1011	452
v/s Ratio Prot	0.10	0.16		c0.31	c0.22		c0.27	c0.47		0.17	0.34	
v/s Ratio Perm									0.25			0.02
v/c Ratio	1.39	0.57		4.33	0.77		3.76	1.63	0.86	2.33	1.18	0.08
Uniform Delay, d1	26.0	17.0		26.0	18.3		26.0	20.0	19.0	26.0	20.0	14.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	216.3	1.7		1518.3	6.0		1262.0	288.5	19.0	620.5	92.2	0.3
Delay (s)	242.3	18.7		1544.3	24.3		1288.0	308.5	38.0	646.5	112.2	15.0
Level of Service	F	B		F	C		F	F	D	F	F	B
Approach Delay (s)		54.8			622.7			425.7			201.6	
Approach LOS		D			F			F			F	
Intersection Summary												
HCM Average Control Delay		353.2				HCM Level of Service		F				
HCM Volume to Capacity ratio		1.77										
Actuated Cycle Length (s)		56.0				Sum of lost time (s)		16.0				
Intersection Capacity Utilization		124.0%				ICU Level of Service		H				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2042 With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↶	↶	↶			↶	↶
Volume (vph)	0	0	0	346	0	720	317	1974	0	0	1406	676
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	346	0	720	317	1974	0	0	1406	676
RTOR Reduction (vph)	0	0	0	0	0	3	0	0	0	0	0	451
Lane Group Flow (vph)	0	0	0	0	346	717	317	1974	0	0	1406	225
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.20		c0.18	c0.56			0.40	
v/s Ratio Perm						c0.45						0.14
v/c Ratio					0.59	1.36	2.14	1.12			1.19	0.43
Uniform Delay, d1					13.3	16.0	22.0	12.0			16.0	12.4
Progression Factor					1.00	1.00	0.90	1.06			1.00	1.00
Incremental Delay, d2					4.2	172.8	515.9	52.7			94.8	2.5
Delay (s)					17.5	188.8	535.7	65.4			110.8	14.9
Level of Service					B	F	F	E			F	B
Approach Delay (s)		0.0			133.2			130.5			79.7	
Approach LOS		A			F			F			E	
Intersection Summary												
HCM Average Control Delay			111.6				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.27									
Actuated Cycle Length (s)			48.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			173.8%				ICU Level of Service		H			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2042 With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	814	0	453	0	0	0	0	1479	401	438	1314	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	814	0	453	0	0	0	0	1479	401	438	1314	0
RTOR Reduction (vph)	0	0	21	0	0	0	0	0	267	0	0	0
Lane Group Flow (vph)	0	814	432	0	0	0	0	1479	134	438	1314	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.46						c0.42		c0.25	0.37	
v/s Ratio Perm			0.27						0.08			
v/c Ratio		1.38	0.82					1.25	0.25	2.96	0.74	
Uniform Delay, d1		16.0	14.7					16.0	11.6	22.0	9.5	
Progression Factor		1.00	1.00					1.00	1.00	1.07	1.22	
Incremental Delay, d2		181.3	13.3					121.1	1.2	883.4	0.3	
Delay (s)		197.3	27.9					137.1	12.8	906.9	11.9	
Level of Service		F	C					F	B	F	B	
Approach Delay (s)		136.7			0.0			110.6			235.7	
Approach LOS		F			A			F			F	
Intersection Summary												
HCM Average Control Delay		162.1			HCM Level of Service				F			
HCM Volume to Capacity ratio		1.50										
Actuated Cycle Length (s)		48.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		173.8%			ICU Level of Service			H				
Analysis Period (min)		15										
c Critical Lane Group												

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.341
 Loss Time (sec): 16 Average Delay (sec/veh): 166.5
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Base Vol:	174	749	250	392	835	43	78	850	246	316	780	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	749	250	392	835	43	78	850	246	316	780	354
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	174	749	250	392	835	0	78	850	246	316	780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	749	250	392	835	0	78	850	246	316	780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	174	749	250	392	835	0	78	850	246	316	780	0

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	1.00	0.95	0.92	0.92	0.94	0.94	1.00
Lanes:	1.00	1.50	0.50	1.00	2.00	1.00	1.00	1.55	0.45	0.58	1.42	1.00
Final Sat.:	1805	2606	870	1805	3610	1900	1805	2705	783	1026	2533	1900

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Vol/Sat:	0.10	0.29	0.29	0.22	0.23	0.00	0.04	0.31	0.31	0.31	0.31	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.21	0.21	0.16	0.27	0.00	0.23	0.23	0.23	0.23	0.23	0.00
Volume/Cap:	0.87	1.34	1.34	1.34	0.87	0.00	0.18	1.34	1.34	1.34	1.34	0.00
Delay/Veh:	75.2	202	201.9	216.8	43.9	0.0	30.8	200	200.1	200.3	200	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	202	201.9	216.8	43.9	0.0	30.8	200	200.1	200.3	200	0.0
LOS by Move:	E	F	F	F	D	A	C	F	F	F	F	A
HCM2kAvgQ:	8	35	35	24	13	0	2	38	38	38	38	0

Note: Queue reported is the number of cars per lane.

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

Intersection #30 Highland Springs Ave./Mellon Lane

Average Delay (sec/veh): 87.2 Worst Case Level Of Service: F[571.9]

Street Name:	Highland Springs Ave.						Mellon Lane								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	0

Volume Module:

Base Vol:	118	792	0	0	917	349	246	0	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	792	0	0	917	349	246	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	792	0	0	917	349	246	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	118	792	0	0	917	349	246	0	142	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1266	xxxx	xxxxx	xxxx	xxxx	xxxxx	1549	xxxx	459	xxxx	xxxx	xxxxx
Potent Cap.:	556	xxxx	xxxxx	xxxx	xxxx	xxxxx	107	xxxx	555	xxxx	xxxx	xxxxx
Move Cap.:	556	xxxx	xxxxx	xxxx	xxxx	xxxxx	89	xxxx	555	xxxx	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	2.76	xxxx	0.26	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	23.5	xxxx	1.0	xxxx	xxxx	xxxxx
Control Del:	13.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	894.1	xxxx	13.7	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			571.9			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 577.9 Worst Case Level Of Service: F[6231.9]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	1	0	0	98	0	171	245	1213	4	0	1039	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	98	0	171	245	1213	4	0	1039	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	98	0	171	245	1213	4	0	1039	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	0	98	0	171	245	1213	4	0	1039	140

Critical Gap Module:	C St.			C St.			Wilson St.			Wilson St.		
Critical Gp:	7.1	xxxx	xxxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:	C St.			C St.			Wilson St.			Wilson St.		
Cnflct Vol:	2900	xxxx	xxxxxx	2814	2816	1109	1179	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	10	xxxx	xxxxxx	12	18	257	600	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	2	xxxx	xxxxxx	7	10	257	600	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.47	xxxx	xxxx	13.32	0.00	0.66	0.41	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	C St.			C St.			Wilson St.			Wilson St.		
2Way95thQ:	0.5	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	2.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	2178	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	15.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	19	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	34.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	6232	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	2177.9			6231.9			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 1629.1 Worst Case Level Of Service: F[10215.0]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	315	794	0	0	995	351	245	0	220	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	794	0	0	995	351	245	0	220	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	794	0	0	995	351	245	0	220	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	315	794	0	0	995	351	245	0	220	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	1346	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2595	2595	1171	xxxx	xxxx	xxxxxx
Potent Cap.:	518	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	28	25	237	xxxx	xxxx	xxxxxx
Move Cap.:	518	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	11	7	237	xxxx	xxxx	xxxxxx
Volume/Cap:	0.61	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	21.96	0.00	0.93	xxxx	xxxx	xxxxxx

Level Of Service Module:												
2Way95thQ:	4.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	22.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	20	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	4.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	58.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	22.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	C	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): OVERFLOW Worst Case Level of Service: F[xxxxx]

Street Name:	Beaumont Rd.-G St					Highland Home Rd.				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Control:	Uncontrolled		Uncontrolled			Stop Sign		Stop Sign		
Rights:	Include		Include			Include		Include		
Lanes:	0	0	0	1	0	0	1	0	0	0

Volume Module:	Beaumont Rd.-G St					Highland Home Rd.				
Base Vol:	0	731	304	665	552	0	0	0	0	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	731	304	665	552	0	0	0	0	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	731	304	665	552	0	0	0	0	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	731	304	665	552	0	0	0	0	248

Critical Gap Module:	Beaumont Rd.-G St					Highland Home Rd.				
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4 6.5 6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5 4.0 3.3

Capacity Module:	Beaumont Rd.-G St					Highland Home Rd.				
Cnflct Vol:	xxxx	xxxx	xxxxx	1035	xxxx	xxxxx	xxxx	xxxx	xxxxx	2765 2765 883
Potent Cap.:	xxxx	xxxx	xxxxx	679	xxxx	xxxxx	xxxx	xxxx	xxxxx	22 20 348
Move Cap.:	xxxx	xxxx	xxxxx	679	xxxx	xxxxx	xxxx	xxxx	xxxxx	0 0 348
Volume/Cap:	xxxx	xxxx	xxxx	0.98	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx 1.09

Level of Service Module:	Beaumont Rd.-G St					Highland Home Rd.				
2Way95thQ:	xxxx	xxxx	xxxxx	14.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx
Control Del:	xxxxx	xxxx	xxxxx	54.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0
SharedQueue:	xxxxx	xxxx	xxxxx	14.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	54.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	*			*			*			F

Note: Queue reported is the number of cars per lane.

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

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[23.3]

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	280	972	0	0	799	0	0	0	196	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	972	0	0	799	0	0	0	196	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	972	0	0	799	0	0	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	280	972	0	0	799	0	0	0	196	0	0	0

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

Capacity Module:												
Cnflct Vol:	799	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	799	xxxx	xxxx	xxxxxx
Potent Cap.:	833	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	389	xxxx	xxxx	xxxxxx
Move Cap.:	833	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	389	xxxx	xxxx	xxxxxx
Volume/Cap:	0.34	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0.50	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	1.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	2.7	xxxx	xxxx	xxxxxx
Control Del:	11.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	23.3	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	1.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	11.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			23.3			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 43.1 Worst Case Level Of Service: F[578.5]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	245	1269	0	0	945	35	24	0	171	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	1269	0	0	945	35	24	0	171	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	1269	0	0	945	35	24	0	171	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	245	1269	0	0	945	35	24	0	171	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	980	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2722	2722	963	xxxx	xxxx	xxxxxx
Potent Cap.:	712	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	23	21	313	xxxx	xxxx	xxxxxx
Move Cap.:	712	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	16	13	313	xxxx	xxxx	xxxxxx
Volume/Cap:	0.34	xxxx	xxxx	xxxxxx	xxxx	xxxx	1.50	0.00	0.55	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	1.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	12.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	95	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	1.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	16.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	12.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	579	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			578.5			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	1	0	1	0	1	1	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Base Vol:	221	640	184	515	492	109	117	942	232	42	816	759
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	640	184	515	492	109	117	942	232	42	816	759
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	640	184	515	492	109	117	942	232	42	816	759
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	221	640	184	515	492	109	117	942	232	42	816	759

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Cnflct Vol:	2030	2951	587	2305	2688	788	1575	xxxx	xxxxx	1174	xxxx	xxxxx
Potent Cap.:	34	15	458	21	22	339	424	xxxx	xxxxx	602	xxxx	xxxxx
Move Cap.:	0	10	458	0	15	339	424	xxxx	xxxxx	602	xxxx	xxxxx
Volume/Cap:	xxxx63.86	0.40	xxxx33.05	0.32	0.28	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
2Way95thQ:	xxxx	81.7	1.9	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	18.0	xxxxx	xxxx	xxxxx	16.7	xxxx	xxxxx	11.4	xxxx	xxxxx
LOS by Move:	*	F	C	*	*	*	C	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	+Inf			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 10273.1 Worst Case Level of Service: F[54967.2]

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	1	0 0 1	1	0	1 1 0	1	0	1 1 0

Volume Module:												
Base Vol:	0	0	0	622	0	94	309	966	1	9	1035	797
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	622	0	94	309	966	1	9	1035	797
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	622	0	94	309	966	1	9	1035	797
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	622	0	94	309	966	1	9	1035	797

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	2120	3435	484	2553	3037	916	1832	xxxx	xxxxx	967	xxxx	xxxxx
Potent Cap.:	29	7	535	22	13	279	338	xxxx	xxxxx	720	xxxx	xxxxx
Move Cap.:	4	1	535	5	1	279	338	xxxx	xxxxx	720	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	0.00	0.34	0.92	xxxx	xxxx	0.01	xxxx	xxxx

Level of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.4	9.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	24.4	65.6	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	F	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	80.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	63270	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 3.711
 Loss Time (sec): 16 Average Delay (sec/veh): 965.0
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	Sunset Ave.			Wilson St.								
Base Vol:	315	739	54	129	408	259	307	859	177	180	1128	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	739	54	129	408	259	307	859	177	180	1128	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	739	54	129	408	259	307	859	177	180	1128	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	739	54	129	408	259	307	859	177	180	1128	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	739	54	129	408	259	307	859	177	180	1128	163

Saturation Flow Module:	Sunset Ave.			Wilson St.								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	1.00	0.16	0.51	0.33	0.23	0.64	0.13	0.12	0.77	0.11
Final Sat.:	114	268	421	64	203	129	91	253	52	49	304	44

Capacity Analysis Module:	Sunset Ave.			Wilson St.								
Vol/Sat:	2.76	2.76	0.13	2.01	2.01	2.01	3.39	3.39	3.39	3.71	3.71	3.71
Crit Moves:	****			****			****			****		
Delay/Veh:	816.8	817	12.5	481.0	481	481.0	1101	1101	1101	1244	1244	1244
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	816.8	817	12.5	481.0	481	481.0	1101	1101	1101	1244	1244	1244
LOS by Move:	F	F	B	F	F	F	F	F	F	F	F	F
ApproachDel:	777.6			481.0			1100.8			1244.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	777.6			481.0			1100.8			1244.2		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	85.4	85.4	0.1	51.7	51.7	51.7	120	120	119.8	136	136	135.7

Note: Queue reported is the number of cars per lane.

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

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.374
 Loss Time (sec): 12 Average Delay (sec/veh): 157.7
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sunset Ave.						Ramsey St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	465	1211	184	146	883	222	180	855	380	501	749	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	1211	184	146	883	222	180	855	380	501	749	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	465	1211	184	146	883	222	180	855	380	501	749	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	1211	184	146	883	222	180	855	380	501	749	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	465	1211	184	146	883	222	180	855	380	501	749	101

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.74	0.26	1.00	1.60	0.40	1.00	1.38	0.62	1.00	1.76	0.24
Final Sat.:	1805	3071	467	1805	2798	704	1805	2384	1060	1805	3124	421

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.26	0.39	0.39	0.08	0.32	0.32	0.10	0.36	0.36	0.28	0.24	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.35	0.35	0.07	0.23	0.23	0.14	0.26	0.26	0.20	0.33	0.33
Volume/Cap:	1.37	1.14	1.14	1.14	1.37	1.37	0.73	1.37	1.37	1.37	0.73	0.73
Delay/Veh:	226.7	106	105.7	168.3	215	214.8	52.3	212	212.4	224.8	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	226.7	106	105.7	168.3	215	214.8	52.3	212	212.4	224.8	32.3	32.3
LOS by Move:	F	F	F	F	F	F	D	F	F	F	C	C
HCM2kAvgQ:	32	37	37	10	39	39	7	43	43	34	13	13

Note: Queue reported is the number of cars per lane.

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

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	0	0	1	0

Volume Module:	Sunset Ave.						I-10 Westbound Ramps					
Base Vol:	370	1698	0	0	795	970	0	0	0	93	15	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1698	0	0	795	970	0	0	0	93	15	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1698	0	0	795	970	0	0	0	93	15	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	370	1698	0	0	795	970	0	0	0	93	15	247

Critical Gap Module:	Sunset Ave.						I-10 Westbound Ramps					
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Sunset Ave.						I-10 Westbound Ramps					
Cnflct Vol:	1765	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2836	4203	849
Potent Cap.:	358	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14	2	308
Move Cap.:	358	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0	0	308
Volume/Cap:	1.03	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	0.80

Level Of Service Module:	Sunset Ave.						I-10 Westbound Ramps					
2Way95thQ:	12.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	91.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	F

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 2856.9 Worst Case Level Of Service: F[6857.8]

Street Name:	Sunset Ave.					I-10 Eastbound Ramps							
Approach:	North Bound		South Bound			East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled					Uncontrolled			Stop Sign		Stop Sign		
Rights:	Include					Include			Include		Include		
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	0

Volume Module:	Sunset Ave.					I-10 Eastbound Ramps						
Base Vol:	0	1131	70	186	751	0	937	4	585	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1131	70	186	751	0	937	4	585	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1131	70	186	751	0	937	4	585	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1131	70	186	751	0	937	4	585	0	0	0

Critical Gap Module:	Sunset Ave.					I-10 Eastbound Ramps						
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Sunset Ave.					I-10 Eastbound Ramps						
Cnflct Vol:	xxxx	xxxx	xxxxx	1201	xxxx	xxxxx	1689	2324	376	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	588	xxxx	xxxxx	86	38	628	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	588	xxxx	xxxxx	63	24	628	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.32	xxxx	xxxx	14.96	0.16	0.93	xxxx	xxxx	xxxx

Level of Service Module:	Sunset Ave.					I-10 Eastbound Ramps						
2Way95thQ:	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	95	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxxx	182	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxxx	6858	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			6857.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level of Service: F[xxxxx]

Street Name:	Sunrise Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1

Volume Module:												
Base Vol:	155	80	133	29	32	45	54	946	61	102	1301	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	80	133	29	32	45	54	946	61	102	1301	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	80	133	29	32	45	54	946	61	102	1301	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	155	80	133	29	32	45	54	946	61	102	1301	46

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

Capacity Module:												
Cnflct Vol:	2651	2636	977	2696	2620	1301	1347	xxxx	xxxxx	1007	xxxx	xxxxx
Potent Cap.:	15	24	307	14	24	199	518	xxxx	xxxxx	696	xxxx	xxxxx
Move Cap.:	0	18	307	0	19	199	518	xxxx	xxxxx	696	xxxx	xxxxx
Volume/Cap:	xxxx	4.40	0.43	xxxx	1.72	0.23	0.10	xxxx	xxxx	0.15	xxxx	xxxx

Level of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.8	xxxx	xxxxx	11.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 12.6 Worst Case Level Of Service: F[151.4]

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0

Volume Module:	16th St.			16th St.			Wilson St.			Wilson St.		
Base Vol:	57	0	151	0	0	0	0	875	152	89	1261	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	0	151	0	0	0	0	875	152	89	1261	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	151	0	0	0	0	875	152	89	1261	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	0	151	0	0	0	0	875	152	89	1261	0

Critical Gap Module:	16th St.			16th St.			Wilson St.			Wilson St.		
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:	16th St.			16th St.			Wilson St.			Wilson St.		
Cnflct Vol:	1760	2390	514	1877	2466	631	xxxxx	xxxxx	xxxxx	1027	xxxxx	xxxxx
Potent Cap.:	77	34	511	45	31	429	xxxxx	xxxxx	xxxxx	684	xxxxx	xxxxx
Move Cap.:	70	30	511	28	27	429	xxxxx	xxxxx	xxxxx	684	xxxxx	xxxxx
Volume/Cap:	0.82	0.00	0.30	0.00	0.00	0.00	xxxxx	xxxxx	xxxxx	0.13	xxxxx	xxxxx

Level of Service Module:	16th St.			16th St.			Wilson St.			Wilson St.		
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	11.0	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	187	xxxxx	xxxxx	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	10.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	151	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	151.4			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			*		*	*		*	*		*

Note: Queue reported is the number of cars per lane.

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

 Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.760
 Loss Time (sec): 0 Average Delay (sec/veh): 483.1
 Optimal Cycle: 0 Level Of Service: F

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1	1	0	0 1 0

Volume Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	240	160	56	148	81	86	59	818	38	46	988	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	160	56	148	81	86	59	818	38	46	988	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	160	56	148	81	86	59	818	38	46	988	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	160	56	148	81	86	59	818	38	46	988	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	160	56	148	81	86	59	818	38	46	988	137

Saturation Flow Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.35	0.12	0.47	0.26	0.27	1.00	1.00	1.00	1.00	0.88	0.12
Final Sat.:	218	145	51	187	102	109	383	404	439	382	358	50

Capacity Analysis Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	1.10	1.10	1.10	0.79	0.79	0.79	0.15	2.02	0.09	0.12	2.76	2.76
Crit Moves:	****			****			****			****		
Delay/Veh:	103.4	103	103.4	38.9	38.9	38.9	13.8	489	11.7	13.4	817	817.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.4	103	103.4	38.9	38.9	38.9	13.8	489	11.7	13.4	817	817.0
LOS by Move:	F	F	F	E	E	E	B	F	B	B	F	F
ApproachDel:	103.4			38.9			438.3			785.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	103.4			38.9			438.3			785.4		
LOS by Appr:	F			E			F			F		
AllWayAvgQ:	10.6	10.6	10.6	3.0	3.0	3.0	0.2	53.6	0.1	0.1	91.2	91.2

 Note: Queue reported is the number of cars per lane.

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

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.288
 Loss Time (sec): 16 Average Delay (sec/veh): 148.7
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	599	309	556	26	167	53	80	571	295	476	414	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	599	309	556	26	167	53	80	571	295	476	414	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	599	309	556	26	167	53	80	571	295	476	414	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	599	309	556	26	167	53	80	571	295	476	414	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	599	309	556	26	167	53	80	571	295	476	414	77

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	0.36	0.64	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	1805	614	1104	1805	1390	441	1805	1900	1615	1805	2971	553

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.33	0.50	0.50	0.01	0.12	0.12	0.04	0.30	0.18	0.26	0.14	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.32	0.36	0.36	0.07	0.12	0.12	0.14	0.22	0.22	0.19	0.27	0.27
Volume/Cap:	1.04	1.39	1.39	0.21	1.04	1.04	0.33	1.39	0.84	1.39	0.51	0.51
Delay/Veh:	83.5	216	215.7	44.7	118	118.1	39.8	228	54.2	231.7	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.5	216	215.7	44.7	118	118.1	39.8	228	54.2	231.7	31.4	31.4
LOS by Move:	F	F	F	D	F	F	D	F	D	F	C	C
HCM2kAvgQ:	27	57	57	1	12	12	2	39	11	33	7	7

Note: Queue reported is the number of cars per lane.

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

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	0	0	1	0

Volume Module:												
Base Vol:	659	1017	0	0	405	468	0	0	0	98	0	451
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	659	1017	0	0	405	468	0	0	0	98	0	451
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	659	1017	0	0	405	468	0	0	0	98	0	451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	659	1017	0	0	405	468	0	0	0	98	0	451

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	873	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2974	3208	1017
Potent Cap.:	781	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	10	291
Move Cap.:	781	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	291
Volume/Cap:	0.84	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.55

Level Of Service Module:												
2Way95thQ:	9.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	29.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	29.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:	*	*			*			*			F	

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 1845.6 Worst Case Level of Service: F[4500.7]

Street Name:	8th St.					I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	1	0	0	0	0

Volume Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	1106	126	192	311	0	571	1	633	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1106	126	192	311	0	571	1	633	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1106	126	192	311	0	571	1	633	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1106	126	192	311	0	571	1	633	0	0	0

Critical Gap Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Cnflct Vol:	xxxx	xxxx	xxxxx	1232	xxxx	xxxxx	1864	1927	311	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	573	xxxx	xxxxx	81	67	734	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	573	xxxx	xxxxx	57	42	734	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.34	xxxx	xxxx	9.95	0.02	0.86	xxxx	xxxx	xxxx

Level of Service Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
2Way95thQ:	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	111	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxxx	140	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	14.4	xxxx	xxxxx	xxxxx	4501	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			4500.7			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.196
 Loss Time (sec): 0 Average Delay (sec/veh): 401.7
 Optimal Cycle: 0 Level Of Service: F

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	15	156	104	74	39	8	57	909	14	15	1113	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	156	104	74	39	8	57	909	14	15	1113	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	156	104	74	39	8	57	909	14	15	1113	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	156	104	74	39	8	57	909	14	15	1113	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	156	104	74	39	8	57	909	14	15	1113	118

Saturation Flow Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.91	1.00	0.61	0.32	0.07	0.06	0.93	0.01	0.01	0.90	0.09
Final Sat.:	39	408	492	264	139	28	33	522	8	7	507	54

Capacity Analysis Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.38	0.38	0.21	0.28	0.28	0.28	1.74	1.74	1.74	2.20	2.20	2.20
Crit Moves:	****			****			****			****		
Delay/Veh:	15.5	15.5	11.9	14.3	14.3	14.3	358.2	358	358.2	559.1	559	559.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	15.5	11.9	14.3	14.3	14.3	358.2	358	358.2	559.1	559	559.1
LOS by Move:	C	C	B	B	B	B	F	F	F	F	F	F
ApproachDel:	14.1			14.3			358.2			559.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.1			14.3			358.2			559.1		
LOS by Appr:	B			B			F			F		
AllWayAvgQ:	0.6	0.6	0.3	0.4	0.4	0.4	54.5	54.5	54.5	86.6	86.6	86.6

Note: Queue reported is the number of cars per lane.

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

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

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.328
 Loss Time (sec): 12 Average Delay (sec/veh): 464.7
 Optimal Cycle: 0 Level Of Service: F

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	San Gorgonio			Wilson St.			Wilson St.			Wilson St.		
Base Vol:	76	220	41	11	87	242	352	584	121	41	894	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	220	41	11	87	242	352	584	121	41	894	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	220	41	11	87	242	352	584	121	41	894	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	220	41	11	87	242	352	584	121	41	894	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	220	41	11	87	242	352	584	121	41	894	95

Saturation Flow Module:	San Gorgonio			Wilson St.			Wilson St.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.84	0.16	0.03	0.26	0.71	0.33	0.56	0.11	0.04	0.87	0.09
Final Sat.:	381	343	64	14	112	313	151	251	52	18	396	42

Capacity Analysis Module:	San Gorgonio			Wilson St.			Wilson St.			Wilson St.		
Vol/Sat:	0.20	0.64	0.64	0.77	0.77	0.77	2.33	2.33	2.33	2.26	2.26	2.26
Crit Moves:	****			****			****			****		
Delay/Veh:	14.3	25.3	25.3	33.3	33.3	33.3	622.3	622.3	622.3	589.9	590	589.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	25.3	25.3	33.3	33.3	33.3	622.3	622.3	622.3	589.9	590	589.9
LOS by Move:	B	D	D	D	D	D	F	F	F	F	F	F
ApproachDel:	22.8			33.3			622.3			589.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.8			33.3			622.3			589.9		
LOS by Appr:	C			D			F			F		
AllWayAvgQ:	0.2	1.6	1.6	2.7	2.7	2.7	77.1	77.1	77.1	73.4	73.4	73.4

Note: Queue reported is the number of cars per lane.

GENERAL PLAN BUILDOUT CONDITIONS

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 142482.3 Worst Case Level Of Service: F[791924.0]

Street Name:	I-10 Eastbound Ramp				San Timeteo Canyon Dr.															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Rights:	Include				Include				Include				Include							
Lanes:	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0

Volume Module:																				
Base Vol:	0	0	19	433	11	615	0	2366	16	31	1996	399								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	19	433	11	615	0	2366	16	31	1996	399								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	19	433	11	615	0	2366	16	31	1996	399								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	19	433	11	615	0	2366	16	31	1996	399								

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

Capacity Module:																				
Cnflct Vol:	xxxx	xxxx	2374	4641	4640	2196	xxxx	xxxx	xxxxx	2382	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	45	0	1	58	xxxx	xxxx	xxxxx	206	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	45	0	1	58	xxxx	xxxx	xxxxx	206	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.42	xxxx	12.09	10.65	xxxx	xxxx	xxxx	0.15	xxxx	xxxx								

Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	1.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx								
Control Del:xxxxx	xxxx	134.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	25.5	xxxx	xxxxx									
LOS by Move:	*	*	F	*	*	*	*	*	*	D	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	1	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	135	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*								
ApproachDel:	134.6	xxxxxx				xxxxxx				xxxxxx										
ApproachLOS:	F	F				*				*										

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 26954.5 Worst Case Level Of Service: F[224221.2]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Base Vol:	399	0	320	0	0	0	0	1293	735	0	3234	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	0	320	0	0	0	0	1293	735	0	3234	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	399	0	320	0	0	0	0	1293	735	0	3234	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	399	0	320	0	0	0	0	1293	735	0	3234	0

Critical Gap Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Capacity Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Cnflct Vol:	4895	4895	1661	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	1	1	122	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	1	1	122	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxxx	0.00	2.63	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Level Of Service Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	92.6	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0

Volume Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	264	82	53	41	119	260	143	601	188	90	941	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	82	53	41	119	260	143	601	188	90	941	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	82	53	41	119	260	143	601	188	90	941	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	264	82	53	41	119	260	143	601	188	90	941	41

Critical Gap Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Cnflct Vol:	2312	2143	695	2190	2217	962	982	xxxx	xxxxx	789	xxxx	xxxxx
Potent Cap.:	27	49	446	33	44	313	711	xxxx	xxxxx	840	xxxx	xxxxx
Move Cap.:	0	35	446	0	32	313	711	xxxx	xxxxx	840	xxxx	xxxxx
Volume/Cap:	xxxx	2.33	0.12	xxxx	3.77	0.83	0.20	xxxx	xxxx	0.11	xxxx	xxxx

Level Of Service Module:	Elm Ave.			Elm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx	9.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 12 Average Delay (sec/veh): 25.5
Optimal Cycle: 59 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	34	286	31	186	514	281	145	517	66	71	816	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	286	31	186	514	281	145	517	66	71	816	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	286	31	186	514	281	145	517	66	71	816	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	286	31	186	514	281	145	517	66	71	816	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	286	31	186	514	281	145	517	66	71	816	134

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.90	0.90	0.21	0.93	0.93	0.37	0.93	0.93
Lanes:	1.00	1.80	0.20	1.00	1.29	0.71	1.00	1.77	0.23	1.00	1.72	0.28
Final Sat.:	1805	3208	348	1805	2210	1208	397	3147	402	709	3036	499

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.09	0.10	0.23	0.23	0.37	0.16	0.16	0.10	0.27	0.27
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.18	0.18	0.21	0.32	0.32	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.27	0.50	0.50	0.50	0.74	0.74	0.74	0.33	0.33	0.20	0.54	0.54
Delay/Veh:	45.2	37.7	37.7	36.2	33.3	33.3	33.8	15.4	15.4	14.5	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	37.7	37.7	36.2	33.3	33.3	33.8	15.4	15.4	14.5	17.8	17.8
LOS by Move:	D	D	D	D	C	C	C	B	B	B	B	B
HCM2kAvgQ:	1	5	5	6	13	13	5	6	6	1	11	11

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 0 Average Delay (sec/veh): 15.5
Optimal Cycle: 0 Level Of Service: C

Street Name:	Beaumont Ave.			8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	1	0	0	1	0	0	0

Volume Module:	Beaumont Ave.			8th St.								
Base Vol:	14	267	22	57	695	31	20	65	16	16	160	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	267	22	57	695	31	20	65	16	16	160	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	267	22	57	695	31	20	65	16	16	160	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	267	22	57	695	31	20	65	16	16	160	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	267	22	57	695	31	20	65	16	16	160	23

Saturation Flow Module:	Beaumont Ave.			8th St.								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.76	0.15	0.15	1.77	0.08	0.20	0.64	0.16	0.08	0.80	0.12
Final Sat.:	49	950	79	87	1075	48	101	328	81	44	437	63

Capacity Analysis Module:	Beaumont Ave.			8th St.								
Vol/Sat:	0.28	0.28	0.28	0.65	0.65	0.64	0.20	0.20	0.20	0.37	0.37	0.37
Crit Moves:	****			****			****			****		
Delay/Veh:	11.6	11.5	11.3	18.9	18.4	18.0	11.0	11.0	11.0	12.6	12.6	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.5	11.3	18.9	18.4	18.0	11.0	11.0	11.0	12.6	12.6	12.6
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	11.5			18.4			11.0			12.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			18.4			11.0			12.6		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.4	0.3	0.3	1.7	1.6	1.6	0.2	0.2	0.2	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 12 Average Delay (sec/veh): 85.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	1

Volume Module:

Base Vol:	642	703	0	0	1130	250	0	0	0	277	0	409
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	642	703	0	0	1130	250	0	0	0	277	0	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	642	703	0	0	1130	250	0	0	0	277	0	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	642	703	0	0	1130	250	0	0	0	277	0	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	642	703	0	0	1130	250	0	0	0	277	0	409

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.92	0.92	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.64	0.36	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2876	636	0	0	0	1809	0	1615

Capacity Analysis Module:

Vol/Sat:	0.36	0.19	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.15	0.00	0.25
Crit Moves:	****				****							****
Green/Cycle:	0.31	0.66	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	1.14	0.30	0.00	0.00	1.14	1.14	0.00	0.00	0.00	0.69	0.00	1.14
Delay/Veh:	116.6	7.4	0.0	0.0	106	105.5	0.0	0.0	0.0	40.7	0.0	129.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.6	7.4	0.0	0.0	106	105.5	0.0	0.0	0.0	40.7	0.0	129.4
LOS by Move:	F	A	A	A	F	F	A	A	A	D	A	F
HCM2kAvgQ:	29	4	0	0	37	37	0	0	0	9	0	22

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 12 Average Delay (sec/veh): 32.2
Optimal Cycle: 100 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:

Base Vol:	0	1089	223	342	1065	0	256	0	453	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1089	223	342	1065	0	256	0	453	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1089	223	342	1065	0	256	0	453	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1089	223	342	1065	0	256	0	453	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1089	223	342	1065	0	256	0	453	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.14	0.19	0.30	0.00	0.14	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.34	0.34	0.22	0.56	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.88	0.40	0.88	0.53	0.00	0.44	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	38.1	25.4	57.4	14.0	0.0	27.5	0.0	47.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.1	25.4	57.4	14.0	0.0	27.5	0.0	47.7	0.0	0.0	0.0
LOS by Move:	A	D	C	E	B	A	C	A	D	A	A	A
HCM2kAvgQ:	0	16	5	9	10	0	6	0	16	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 12 Average Delay (sec/veh): 30.2
Optimal Cycle: 93 Level Of Service: C

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Base Vol:	72	1160	291	144	1000	143	45	69	11	347	189	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1160	291	144	1000	143	45	69	11	347	189	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1160	291	144	1000	143	45	69	11	347	189	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1160	291	144	1000	143	45	69	11	347	189	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	72	1160	291	144	1000	143	45	69	11	347	189	123

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.37	0.98	0.98	0.70	0.94	0.94
Lanes:	1.00	1.60	0.40	1.00	1.75	0.25	1.00	0.86	0.14	1.00	0.61	0.39
Final Sat.:	1805	2799	702	1805	3098	443	697	1604	256	1338	1083	705

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.04	0.41	0.41	0.08	0.32	0.32	0.06	0.04	0.04	0.26	0.17	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.48	0.48	0.09	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.39	0.86	0.86	0.86	0.68	0.68	0.21	0.14	0.14	0.86	0.58	0.58
Delay/Veh:	43.3	27.3	27.3	77.3	21.6	21.6	26.5	25.5	25.5	49.1	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	27.3	27.3	77.3	21.6	21.6	26.5	25.5	25.5	49.1	31.0	31.0
LOS by Move:	D	C	C	E	C	C	C	C	C	D	C	C
HCM2kAvgQ:	2	23	23	5	14	14	1	2	2	13	9	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Beaumont Ave.				Mellon Lane											
North Bound				South Bound				East Bound				West Bound			
L - T - R				L - T - R				L - T - R				L - T - R			
Control: Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights: Include				Include				Include				Include			
Lanes: 0 1 0 1 0				0 1 0 1 0				0 0 1! 0 0				0 0 1! 0 0			
Volume Module:															
Base Vol: 51 819 76				46 918 396				341 35 6				163 63 248			
Growth Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Initial Bse: 51 819 76				46 918 396				341 35 6				163 63 248			
User Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Volume: 51 819 76				46 918 396				341 35 6				163 63 248			
Reduct Vol: 0 0 0				0 0 0				0 0 0				0 0 0			
FinalVolume: 51 819 76				46 918 396				341 35 6				163 63 248			
Critical Gap Module:															
Critical Gp: 4.1 xxxx xxxxx				4.1 xxxx xxxxx				7.5 6.5 6.9				7.5 6.5 6.9			
FollowUpTim: 2.2 xxxx xxxxx				2.2 xxxx xxxxx				3.5 4.0 3.3				3.5 4.0 3.3			
Capacity Module:															
Cnflct Vol: 1314 xxxx xxxxx				895 xxxx xxxxx				1751 2205 657				1528 2365 448			
Potent Cap.: 533 xxxx xxxxx				767 xxxx xxxxx				56 45 412				82 36 564			
Move Cap.: 533 xxxx xxxxx				767 xxxx xxxxx				0 37 412				12 29 564			
Volume/Cap: 0.10 xxxx xxxxx				0.06 xxxx xxxxx				xxxx 0.94 0.01				13.65 2.14 0.44			
Level Of Service Module:															
2Way95thQ: 0.3 xxxx xxxxx				0.2 xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx			
Control Del: 12.5 xxxx xxxxx				10.0 xxxx xxxxx				xxxxxx xxxx xxxxx				xxxxxx xxxx xxxxx			
LOS by Move: B * *				A *				* *				* *			
Movement: LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.: xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx 0 xxxxx				xxxx 29 xxxxx			
SharedQueue: 0.3 xxxx xxxxx				0.2 xxxx xxxxx				xxxxxx xxxx xxxxx				xxxxxx 58.6 xxxxx			
Shrd ConDel: 12.5 xxxx xxxxx				10.0 xxxx xxxxx				xxxxxx xxxx xxxxx				xxxxxx 7113 xxxxx			
Shared LOS: B * *				A *				* *				* F *			
ApproachDel: xxxxxx				xxxxxx				xxxxxx				7113.0			
ApproachLOS: *				*				F				F			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	378	711	4	56	1026	1	1	14	253	20	89	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	378	711	4	56	1026	1	1	14	253	20	89	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	378	711	4	56	1026	1	1	14	253	20	89	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	378	711	4	56	1026	1	1	14	253	20	89	184

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	1027	xxxx	xxxxxx	715	xxxx	xxxxxx	2295	2610	514	2101	2608	358
Potent Cap.:	684	xxxx	xxxxxx	895	xxxx	xxxxxx	22	25	511	30	25	645
Move Cap.:	684	xxxx	xxxxxx	895	xxxx	xxxxxx	0	10	511	0	10	645
Volume/Cap:	0.55	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	1.35	0.49	xxxx	8.55	0.29

Level Of Service Module:

2Way95thQ:	3.4	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	2.7	xxxx	xxxx	xxxxxx
Control Del:	16.6	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	xxxx	18.7	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	A	*	*	*	*	C	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	xxxx	0	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	+Inf	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.161
Loss Time (sec): 0 Average Delay (sec/veh): 262.8
Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1			

Volume Module:

Base Vol:	139	117	80	108	105	98	51	534	155	206	739	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	117	80	108	105	98	51	534	155	206	739	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	117	80	108	105	98	51	534	155	206	739	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	117	80	108	105	98	51	534	155	206	739	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	117	80	108	105	98	51	534	155	206	739	103

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.46	1.00	1.00	1.00	1.00	0.09	0.91	1.00	0.22	0.78	1.00
Final Sat.:	216	182	444	351	369	398	39	404	482	95	342	478

Capacity Analysis Module:

Vol/Sat:	0.64	0.64	0.18	0.31	0.28	0.25	1.32	1.32	0.32	2.16	2.16	0.22
Crit Moves:	****			****			****			****		
Delay/Veh:	26.2	26.2	12.4	17.1	16.0	14.4	182.4	182	13.5	547.3	547	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	26.2	12.4	17.1	16.0	14.4	182.4	182	13.5	547.3	547	12.1
LOS by Move:	D	D	B	C	C	B	F	F	B	F	F	B
ApproachDel:	22.9			15.9			147.0			494.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.9			15.9			147.0			494.7		
LOS by Appr:	C			C			F			F		
AllWayAvgQ:	1.6	1.6	0.2	0.4	0.4	0.3	21.1	21.1	0.5	65.2	65.2	0.3

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 0 Average Delay (sec/veh): 18.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	Palm Ave.						8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Base Vol:	19	152	84	83	381	13	30	85	43	88	181	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	152	84	83	381	13	30	85	43	88	181	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	152	84	83	381	13	30	85	43	88	181	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	152	84	83	381	13	30	85	43	88	181	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	152	84	83	381	13	30	85	43	88	181	34

Saturation Flow Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.60	0.33	0.17	0.80	0.03	0.19	0.54	0.27	0.29	0.60	0.11
Final Sat.:	41	328	181	105	483	16	91	259	131	155	319	60

Capacity Analysis Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Vol/Sat:	0.46	0.46	0.46	0.79	0.79	0.79	0.33	0.33	0.33	0.57	0.57	0.57
Crit Moves:	****			****			****			****		
Delay/Veh:	13.4	13.4	13.4	25.5	25.5	25.5	12.1	12.1	12.1	16.0	16.0	16.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	25.5	25.5	25.5	12.1	12.1	12.1	16.0	16.0	16.0
LOS by Move:	B	B	B	D	D	D	B	B	B	C	C	C
ApproachDel:	13.4			25.5			12.1			16.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.4			25.5			12.1			16.0		
LOS by Appr:	B			D			B			C		
AllWayAvgQ:	0.7	0.7	0.7	2.8	2.8	2.8	0.3	0.3	0.3	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.325
Loss Time (sec): 0 Average Delay (sec/veh): 105.8
Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0			

Volume Module:

Base Vol:	100	0	94	0	0	0	0	594	96	164	814	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	94	0	0	0	0	594	96	164	814	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	94	0	0	0	0	594	96	164	814	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	94	0	0	0	0	594	96	164	814	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	0	94	0	0	0	0	594	96	164	814	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	0.86	0.14	1.00	1.00	0.00
Final Sat.:	283	0	266	0	0	0	0	566	92	566	614	0

Capacity Analysis Module:

Vol/Sat:	0.35	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	1.05	1.05	0.29	1.33	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	13.1	0.0	13.1	0.0	0.0	0.0	0.0	71.5	71.5	11.6	176	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	0.0	13.1	0.0	0.0	0.0	0.0	71.5	71.5	11.6	176	0.0
LOS by Move:	B	*	B	*	*	*	*	F	F	B	F	*
ApproachDel:	13.1			xxxxxx				71.5			148.4	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	13.1			xxxxxx				71.5			148.4	
LOS by Appr:	B			*				F			F	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	11.5	11.5	11.5	0.4	28.5	0.0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 0 Average Delay (sec/veh): 18.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	Pennsylvania Ave.						8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	29	171	17	83	363	39	25	196	23	23	150	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	171	17	83	363	39	25	196	23	23	150	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	171	17	83	363	39	25	196	23	23	150	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	171	17	83	363	39	25	196	23	23	150	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	171	17	83	363	39	25	196	23	23	150	53

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.79	0.08	0.17	0.75	0.08	0.10	0.81	0.09	0.10	0.67	0.23
Final Sat.:	71	417	41	105	459	49	53	417	49	53	343	121

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.41	0.41	0.41	0.79	0.79	0.79	0.47	0.47	0.47	0.44	0.44	0.44
Crit Moves:	****			****			****			****		
Delay/Veh:	12.8	12.8	12.8	25.3	25.3	25.3	13.9	13.9	13.9	13.3	13.3	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	12.8	25.3	25.3	25.3	13.9	13.9	13.9	13.3	13.3	13.3
LOS by Move:	B	B	B	D	D	D	B	B	B	B	B	B
ApproachDel:	12.8			25.3			13.9			13.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.8			25.3			13.9			13.3		
LOS by Appr:	B			D			B			B		
AllWayAvgQ:	0.5	0.5	0.5	2.8	2.8	2.8	0.7	0.7	0.7	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Pennsylvania Ave.					I-10 Westbound Ramp						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	487	286	590	708	0	0	0	0	125	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	487	286	590	708	0	0	0	0	125	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	487	286	590	708	0	0	0	0	125	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	487	286	590	708	0	0	0	0	125	0	174

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	773	xxxx	xxxxx	xxxx	xxxx	xxxxx	2518	2518	630
Potent Cap.:	xxxx	xxxx	xxxxx	851	xxxx	xxxxx	xxxx	xxxx	xxxxx	31	28	485
Move Cap.:	xxxx	xxxx	xxxxx	851	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	485
Volume/Cap:	xxxx	xxxx	xxxx	0.69	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.36

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	5.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	18.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	5.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	18.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): 300.8 Worst Case Level Of Service: F[1089.2]

Street Name:	Pennsylvania Ave					I-10 Eastbound Ramp						
Approach:	North Bound			South Bound		East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled		Stop Sign			Stop Sign			
Rights:	Include			Include		Include			Include			
Lanes:	0	0	0	1	0	0	0	1	0	0	0	0

Volume Module:

Base Vol:	0	520	117	215	615	0	253	0	304	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	117	215	615	0	253	0	304	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	117	215	615	0	253	0	304	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	520	117	215	615	0	253	0	304	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	637	xxxx	xxxxx	1624	1682	615	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	956	xxxx	xxxxx	114	95	495	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	956	xxxx	xxxxx	94	74	495	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	2.68	0.00	0.61	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	169	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	52.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1089	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1089.2			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: E[37.2]

Street Name:		Pennsylvania Ave.				3rd St.				
Approach:	North Bound	South Bound			East Bound			West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Uncontrolled	Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include	Include			Include			Include		
Lanes:	1 0 0 1 0	0 1 0 0 1	0 0 1 0 0	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	
Volume Module:										
Base Vol:	7 638 0	0 920 26	17 0 2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	7 638 0	0 920 26	17 0 2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	7 638 0	0 920 26	17 0 2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
FinalVolume:	7 638 0	0 920 26	17 0 2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	946	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1572	1572	920	xxxx	xxxx	xxxxxx
Potent Cap.:	734	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	123	111	331	xxxx	xxxx	xxxxxx
Move Cap.:	734	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	122	110	331	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	0.14	0.00	0.01	xxxx	xxxx	xxxxxx

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Control Del:	10.0	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	131	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	0.0	xxxxxx	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	7.2	xxxxxx	xxxxxx	xxxxxx	37.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	37.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	E	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.593

Loss Time (sec): 0 Average Delay (sec/veh): 143.2

Optimal Cycle: 0 Level Of Service: F

Street Name: Cherry Ave. Oak Valley Pkwy.-14th St.

Approach: North Bound South Bound East Bound West Bound

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

-----|-----|-----|-----|

Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Lanes: 0 0 0 1 0 1 0 0 1 0 0 0 1 0 0 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 0 24 1 289 63 439 124 517 0 7 538 229

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 24 1 289 63 439 124 517 0 7 538 229

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 24 1 289 63 439 124 517 0 7 538 229

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 24 1 289 63 439 124 517 0 7 538 229

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 0 24 1 289 63 439 124 517 0 7 538 229

-----|-----|-----|-----|

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.96 0.04 1.00 0.13 0.87 1.00 1.00 0.00 0.01 0.69 0.30

Final Sat.: 0 356 15 444 64 449 440 470 0 4 338 144

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Capacity Analysis Module:

Vol/Sat: xxxx 0.07 0.07 0.65 0.98 0.98 0.28 1.10 xxxx 1.59 1.59 1.59

Crit Moves: **** **** ****

Delay/Veh: 0.0 13.4 13.4 24.8 60.2 60.2 14.0 98.6 0.0 295.8 296 295.8

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 13.4 13.4 24.8 60.2 60.2 14.0 98.6 0.0 295.8 296 295.8

LOS by Move: * B B C F F B F * F F F

ApproachDel: 13.4 47.3 82.3 295.8

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 13.4 47.3 82.3 295.8

LOS by Appr: B E F F

AllWayAvgQ: 0.1 0.1 0.1 1.7 7.2 7.2 0.4 11.5 11.5 38.5 38.5 38.5

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584

Loss Time (sec): 0 Average Delay (sec/veh): 16.0

Optimal Cycle: 0 Level Of Service: C

Street Name: Starlight Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound

South Bound

East Bound

West Bound

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

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Control: Stop Sign

Stop Sign

Stop Sign

Stop Sign

Rights: Include

Include

Include

Include

Min. Green: 7 7 7

7 7 7

7 7 7

7 7 7

Lanes: 1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 160 13 9 108 98 120 40 380 182 15 276 38

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 160 13 9 108 98 120 40 380 182 15 276 38

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 160 13 9 108 98 120 40 380 182 15 276 38

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 160 13 9 108 98 120 40 380 182 15 276 38

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 160 13 9 108 98 120 40 380 182 15 276 38

-----|-----|-----|-----|

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.18 0.82 1.00 1.00 1.00 1.00 1.35 0.65 1.00 1.76 0.24

Final Sat.: 381 471 344 398 420 459 435 651 326 399 763 106

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Capacity Analysis Module:

Vol/Sat: 0.42 0.03 0.03 0.27 0.23 0.26 0.09 0.58 0.56 0.04 0.36 0.36

Crit Moves: **** **** ****

Delay/Veh: 17.3 11.2 10.7 14.2 13.0 12.4 11.4 19.2 17.6 11.5 14.6 14.4

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 17.3 11.2 10.7 14.2 13.0 12.4 11.4 19.2 17.6 11.5 14.6 14.4

LOS by Move: C B B B B B B C C B B B

ApproachDel: 16.5 13.2 18.2 14.5

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 16.5 13.2 18.2 14.5

LOS by Appr: C B C B

AllWayAvgQ: 0.6 0.0 0.0 0.3 0.3 0.3 0.1 1.3 1.1 0.0 0.5 0.5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	176	150	71	106	350	113	46	188	185	213	362	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	150	71	106	350	113	46	188	185	213	362	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	150	71	106	350	113	46	188	185	213	362	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	176	150	71	106	350	113	46	188	185	213	362	90

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	463	xxxx	xxxxxx	221	xxxx	xxxxxx	1382	1192	407	1343	1213	186
Potent Cap.:	1109	xxxx	xxxxxx	1360	xxxx	xxxxxx	122	189	649	130	184	862
Move Cap.:	1109	xxxx	xxxxxx	1360	xxxx	xxxxxx	0	146	649	0	142	862
Volume/Cap:	0.16	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	1.29	0.29	xxxx	2.56	0.10

Level Of Service Module:

2Way95thQ:	0.6	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.9	xxxx	xxxxxx	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[12.7]

Street Name:	Highland Springs Ave.						16th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	2	203	0	0	331	48	25	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	203	0	0	331	48	25	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	203	0	0	331	48	25	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	2	203	0	0	331	48	25	0	1	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	379	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	562	562	355	xxxx	xxxx	xxxxxx
Potent Cap.:	1191	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	492	439	693	xxxx	xxxx	xxxxxx
Move Cap.:	1191	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	491	438	693	xxxx	xxxx	xxxxxx
Volume/Cap:	0.00	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.05	0.00	0.00	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	497	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	12.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.7			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	0	191	0	0	398	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	191	0	0	398	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	191	0	0	398	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	191	0	0	398	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gap:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	589	589	191
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	474	423	856
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	474	423	856
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 12 Average Delay (sec/veh): 35.0
Optimal Cycle: 71 Level Of Service: D

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	276	185	0	0	376	9	6	0	521	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	185	0	0	376	9	6	0	521	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	185	0	0	376	9	6	0	521	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	185	0	0	376	9	6	0	521	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	276	185	0	0	376	9	6	0	521	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.98	0.02	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1850	44	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.15	0.10	0.00	0.00	0.20	0.20	0.00	0.00	0.32	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.20	0.46	0.00	0.00	0.26	0.26	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.77	0.21	0.00	0.00	0.77	0.77	0.01	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	47.9	16.2	0.0	0.0	41.3	41.3	17.0	0.0	30.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	16.2	0.0	0.0	41.3	41.3	17.0	0.0	30.4	0.0	0.0	0.0
LOS by Move:	D	B	A	A	D	D	B	A	C	A	A	A
HCM2kAvgQ:	8	3	0	0	13	13	0	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): 11.0 Worst Case Level Of Service: F[52.2]

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	0	1	0	0	0	1	0
Volume Module:												
Base Vol:	219	423	0	0	705	212	22	0	330	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	423	0	0	705	212	22	0	330	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	423	0	0	705	212	22	0	330	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	219	423	0	0	705	212	22	0	330	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	917	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1672	xxxx	811	xxxx	xxxx	xxxxxx
Potent Cap.:	752	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	107	xxxx	383	xxxx	xxxx	xxxxxx
Move Cap.:	752	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	83	xxxx	383	xxxx	xxxx	xxxxxx
Volume/Cap:	0.29	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	0.27	xxxx	0.86	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	1.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1.0	xxxx	8.3	xxxx	xxxx	xxxxxx
Control Del:	11.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	63.8	xxxx	51.4	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	F	*	F	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			52.2			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 16 Average Delay (sec/veh): 36.0
Optimal Cycle: 76 Level Of Service: D

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0

Volume Module:

Base Vol:	57	343	155	174	536	93	33	115	101	517	199	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	343	155	174	536	93	33	115	101	517	199	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	343	155	174	536	93	33	115	101	517	199	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	343	155	174	536	93	33	115	101	517	199	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	343	155	174	536	93	33	115	101	517	199	123

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.88	0.88	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.70	0.30	1.00	1.06	0.94	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	3009	522	1805	1787	1570	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.18	0.10	0.10	0.18	0.18	0.02	0.06	0.06	0.29	0.06	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.24	0.62	0.13	0.27	0.27	0.22	0.09	0.09	0.38	0.24	0.24
Volume/Cap:	0.30	0.75	0.15	0.75	0.67	0.67	0.08	0.75	0.75	0.75	0.23	0.31
Delay/Veh:	42.3	41.7	7.9	54.5	34.7	34.7	30.7	54.9	54.9	31.1	30.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	41.7	7.9	54.5	34.7	34.7	30.7	54.9	54.9	31.1	30.3	31.3
LOS by Move:	D	D	A	D	C	C	C	D	D	C	C	C
HCM2kAvgQ:	2	10	2	5	9	9	1	5	5	15	3	3

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

General Plan Buildout Without Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	221	306	428	144	71	275	718	461	142	1024	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4642		1770	3364		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4642		1770	3364		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	74	221	306	428	144	71	275	718	461	142	1024	48
RTOR Reduction (vph)	0	170	0	0	52	0	0	0	299	0	0	27
Lane Group Flow (vph)	74	357	0	428	163	0	275	718	162	142	1024	21
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.0	12.4		17.5	22.9		10.5	30.0	30.0	8.5	28.0	28.0
Effective Green, g (s)	7.0	12.4		17.5	22.9		10.5	30.0	30.0	8.5	28.0	28.0
Actuated g/C Ratio	0.08	0.15		0.20	0.27		0.12	0.35	0.35	0.10	0.33	0.33
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	145	674		363	902		218	1243	556	176	1160	519
v/s Ratio Prot	0.04	c0.08		c0.24	0.05		c0.16	0.20		0.08	c0.29	
v/s Ratio Perm									0.10			0.01
v/c Ratio	0.51	0.53		1.18	0.18		1.26	0.58	0.29	0.81	0.88	0.04
Uniform Delay, d1	37.6	33.8		34.0	24.0		37.5	22.5	20.0	37.6	27.1	19.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.0	0.8		105.5	0.1		149.1	2.0	1.3	23.0	9.8	0.1
Delay (s)	40.6	34.6		139.5	24.1		186.5	24.5	21.3	60.6	37.0	19.7
Level of Service	D	C		F	C		F	C	C	E	D	B
Approach Delay (s)		35.3			100.9			54.1			39.1	
Approach LOS		D			F			D			D	
Intersection Summary												
HCM Average Control Delay			54.3			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			85.4			Sum of lost time (s)			17.0			
Intersection Capacity Utilization			93.4%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

General Plan Buildout Without Project
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰	↰	↰	↰			↰	↰
Volume (vph)	0	0	0	391	0	414	583	1039	0	0	1004	754
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Flt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	391	0	414	583	1039	0	0	1004	754
RTOR Reduction (vph)	0	0	0	0	0	45	0	0	0	0	0	503
Lane Group Flow (vph)	0	0	0	0	391	369	583	1039	0	0	1004	251
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.22		c0.33	0.29			c0.28	
v/s Ratio Perm						c0.23						0.16
v/c Ratio					0.66	0.70	3.94	0.59			0.85	0.48
Uniform Delay, d1					13.7	13.9	22.0	8.5			14.9	12.7
Progression Factor					1.00	1.00	0.95	1.10			1.00	1.00
Incremental Delay, d2					5.8	7.5	1328.8	0.6			7.8	3.1
Delay (s)					19.5	21.4	1349.7	9.9			22.7	15.7
Level of Service					B	C	F	A			C	B
Approach Delay (s)		0.0			20.4			491.4			19.7	
Approach LOS		A			C			F			B	
Intersection Summary												
HCM Average Control Delay			202.7				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.13									
Actuated Cycle Length (s)			48.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			135.1%				ICU Level of Service		H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

General Plan Buildout Without Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	570	0	442	0	0	0	0	1053	482	480	914	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	570	0	442	0	0	0	0	1053	482	480	914	0
RTOR Reduction (vph)	0	0	65	0	0	0	0	0	321	0	0	0
Lane Group Flow (vph)	0	570	377	0	0	0	0	1053	161	480	914	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.32						c0.30		c0.27	0.26	
v/s Ratio Perm			0.24						0.10			
v/c Ratio		0.97	0.71					0.89	0.30	3.24	0.52	
Uniform Delay, d1		15.7	14.0					15.2	11.9	22.0	8.1	
Progression Factor		1.00	1.00					1.00	1.00	1.03	1.10	
Incremental Delay, d2		29.6	8.0					10.4	1.5	1019.5	0.6	
Delay (s)		45.3	22.0					25.6	13.4	1042.2	9.5	
Level of Service		D	C					C	B	F	A	
Approach Delay (s)		35.1			0.0			21.8			365.1	
Approach LOS		D			A			C			F	
Intersection Summary												
HCM Average Control Delay		146.6										
HCM Volume to Capacity ratio		1.19										
Actuated Cycle Length (s)		48.0										
Intersection Capacity Utilization		135.1%										
Analysis Period (min)		15										
c Critical Lane Group												

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 16 Average Delay (sec/veh): 30.0
Optimal Cycle: 61 Level Of Service: C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	152	953	70	191	494	39	75	101	47	76	277	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	953	70	191	494	39	75	101	47	76	277	308
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	152	953	70	191	494	0	75	101	47	76	277	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	953	70	191	494	0	75	101	47	76	277	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	152	953	70	191	494	0	75	101	47	76	277	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.90	0.90	0.94	0.94	1.00
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.36	0.64	0.43	1.57	1.00
Final Sat.:	1805	3329	245	1805	3610	1900	1805	2345	1091	769	2802	1900

Capacity Analysis Module:

Vol/Sat:	0.08	0.29	0.29	0.11	0.14	0.00	0.04	0.04	0.04	0.10	0.10	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.23	0.45	0.45	0.17	0.38	0.00	0.07	0.07	0.07	0.16	0.16	0.00
Volume/Cap:	0.36	0.64	0.64	0.64	0.36	0.00	0.59	0.62	0.62	0.64	0.64	0.00
Delay/Veh:	32.5	22.1	22.1	43.4	22.4	0.0	52.5	49.9	49.9	42.1	42.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	22.1	22.1	43.4	22.4	0.0	52.5	49.9	49.9	42.1	42.1	0.0
LOS by Move:	C	C	C	D	C	A	D	D	D	D	D	A
HCM2kAvgQ:	4	13	13	5	5	0	3	3	3	6	6	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Mellon Lane

Average Delay (sec/veh): 51.5 Worst Case Level Of Service: F[245.0]

Street Name:	Highland Springs Ave.						Mellon Lane									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Lanes:	1	0	2	0	0	0	0	0	2	0	1	1	0	0	0	0

Volume Module:

Base Vol:	95	785	0	0	497	94	307	0	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	785	0	0	497	94	307	0	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	785	0	0	497	94	307	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	95	785	0	0	497	94	307	0	80	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	591	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1080	xxxx	249	xxxx	xxxx	xxxxxx
Potent Cap.:	995	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	216	xxxx	758	xxxx	xxxx	xxxxxx
Move Cap.:	995	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	200	xxxx	758	xxxx	xxxx	xxxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	1.53	xxxx	0.11	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	19.3	xxxx	0.4	xxxx	xxxx	xxxxxx
Control Del:	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	306.1	xxxx	10.3	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx		245.0		xxxxxx			
ApproachLOS:	*				*		F		*			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: D[27.4]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	1	1	0	0
Volume Module:												
Base Vol:	6	0	0	0	0	0	0	439	1	0	915	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	0	0	0	0	439	1	0	915	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	0	0	0	0	439	1	0	915	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	0	0	0	0	0	439	1	0	915	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1355	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	167	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	167	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.04	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	27.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	D	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	27.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	641	0	0	368	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	641	0	0	368	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	641	0	0	368	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	641	0	0	368	0	0	0	0	0	0	0

Critical Gap Module:

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

Capacity Module:

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

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 96.9 Worst Case Level Of Service: F[171.9]

Street Name:	Beaumont Rd.-G St					Highland Home Rd.							
Approach:	North Bound			South Bound		East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled		Stop Sign			Stop Sign				
Rights:	Include			Include		Include			Include				
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	163	77	105	262	0	0	0	0	294	0	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	163	77	105	262	0	0	0	0	294	0	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	163	77	105	262	0	0	0	0	294	0	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	163	77	105	262	0	0	0	0	294	0	478

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	240	xxxx	xxxxx	xxxx	xxxx	xxxxx	674	674	202
Potent Cap.:	xxxx	xxxx	xxxxx	1339	xxxx	xxxxx	xxxx	xxxx	xxxxx	423	379	844
Move Cap.:	xxxx	xxxx	xxxxx	1339	xxxx	xxxxx	xxxx	xxxx	xxxxx	396	347	844
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.74	0.00	0.57

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	590	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	31.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	172	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			171.9		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	226	0	0	0	583	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	226	0	0	0	583	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	226	0	0	0	583	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	226	0	0	0	583	0	0	0	0	0	0

Critical Gap Module:

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

Capacity Module:

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

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	226	0	0	0	573	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	226	0	0	0	573	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	226	0	0	0	573	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	226	0	0	0	573	0	0	0	0	0	0

Critical Gap Module:

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

Capacity Module:

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

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1

Volume Module:	Highland Home Rd.			Wilson St.		
Base Vol:	14	65	30	250	264	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	65	30	250	264	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	65	30	250	264	59
Reduct Vol:	0	0	0	0	0	0
Final Volume:	14	65	30	250	264	59

Critical Gap Module:	Highland Home Rd.			Wilson St.		
Critical Gp:	7.5	6.5	6.9	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	2.2	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Wilson St.		
Cnflct Vol:	1320	1676	159	928	xxxx	xxxxx
Potent Cap.:	117	96	865	745	xxxx	xxxxx
Move Cap.:	0	74	865	745	xxxx	xxxxx
Volume/Cap:	xxxx	0.88	0.03	0.15	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Wilson St.		
2Way95thQ:	xxxx	4.4	0.1	0.5	xxxx	xxxxx
Control Del:	xxxxx	167	9.3	10.7	xxxx	xxxxx
LOS by Move:	*	F	A	B	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*
ApproachDel:	+Inf	8040.0		xxxxxx		xxxxxx
ApproachLOS:	F	F		*		*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: D[27.6]

Street Name:	Highland Home Rd.						Ramsey St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Base Vol:	0	0	0	270	2	201	22	555	0	0	356	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	270	2	201	22	555	0	0	356	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	270	2	201	22	555	0	0	356	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	270	2	201	22	555	0	0	356	82

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Cnflct Vol:	778	1037	278	719	996	219	438	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	290	233	726	368	246	791	1133	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	212	229	726	362	242	791	1133	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.74	0.01	0.25	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.0	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.1	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	361	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	6.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	39.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	E	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			27.6			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec):	100	Critical Vol./Cap.(X):	2.596
Loss Time (sec):	0	Average Delay (sec/veh):	437.6
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Sunset Ave.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	107	267	44	140	811	138	125	433	201	44	209	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	267	44	140	811	138	125	433	201	44	209	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	267	44	140	811	138	125	433	201	44	209	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	267	44	140	811	138	125	433	201	44	209	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	267	44	140	811	138	125	433	201	44	209	67

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.71	1.00	0.13	0.74	0.13	0.16	0.58	0.26	0.14	0.65	0.21
Final Sat.:	114	284	438	54	312	53	71	244	113	55	262	84

Capacity Analysis Module:												
Vol/Sat:	0.94	0.94	0.10	2.60	2.60	2.60	1.77	1.77	1.77	0.80	0.80	0.80
Crit Moves:	****			****			****			****		
Delay/Veh:	61.0	61.0	11.8	743.6	744	743.6	377.3	377	377.3	38.2	38.2	38.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	61.0	11.8	743.6	744	743.6	377.3	377	377.3	38.2	38.2	38.2
LOS by Move:	F	F	B	F	F	F	F	F	F	E	E	E
ApproachDel:	55.8			743.6			377.3			38.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	55.8			743.6			377.3			38.2		
LOS by Appr:	F			F			F			E		
AllWayAvgQ:	5.4	5.4	0.1	85.3	85.3	85.3	43.5	43.5	43.5	2.9	2.9	2.9

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.413
Loss Time (sec): 12 Average Delay (sec/veh): 79.2
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	308	469	151	111	1239	106	47	334	223	97	159	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	469	151	111	1239	106	47	334	223	97	159	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	469	151	111	1239	106	47	334	223	97	159	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	469	151	111	1239	106	47	334	223	97	159	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	308	469	151	111	1239	106	47	334	223	97	159	28

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.91	0.91	0.40	0.94	0.94	0.95	0.89	0.89	0.95	0.93	0.93
Lanes:	1.00	1.51	0.49	1.00	1.84	0.16	1.00	1.20	0.80	1.00	1.70	0.30
Final Sat.:	300	2630	847	751	3286	281	1805	2035	1359	1805	3002	529

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	1.03	0.18	0.18	0.15	0.38	0.38	0.03	0.16	0.16	0.05	0.05	0.05
Crit Moves:	****						****			****		
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.70	0.09	0.11	0.11	0.07	0.09	0.09
Volume/Cap:	1.47	0.26	0.26	0.21	0.54	0.54	0.29	1.47	1.47	0.77	0.58	0.58
Delay/Veh:	250.4	5.6	5.6	5.5	7.5	7.5	43.4	270	269.5	70.0	46.4	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	250.4	5.6	5.6	5.5	7.5	7.5	43.4	270	269.5	70.0	46.4	46.4
LOS by Move:	F	A	A	A	A	A	D	F	F	E	D	D
HCM2kAvgQ:	23	4	4	1	11	11	2	22	22	5	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	1	0	0	0	0	0	1
Volume Module:												
Base Vol:	566	654	0	0	705	853	0	0	0	109	7	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	654	0	0	705	853	0	0	0	109	7	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	654	0	0	705	853	0	0	0	109	7	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	566	654	0	0	705	853	0	0	0	109	7	275

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	1558	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2139	3344	327
Potent Cap.:	430	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	43	8	675
Move Cap.:	430	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0	0	675
Volume/Cap:	1.32	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	0.41

Level Of Service Module:

2Way95thQ:	25.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	184.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	F

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 1106.8 Worst Case Level Of Service: F[4035.6]

Street Name:	Sunset Ave.					I-10 Eastbound Ramps				
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign			
Rights:	Include		Include		Include		Include			
Lanes:	0	0	1	1	0	0	1	0	0	
Volume Module:										
Base Vol:	0	847	229	372	442	0	372	2	338	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	847	229	372	442	0	372	2	338	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	847	229	372	442	0	372	2	338	
Reduct Vol:	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	847	229	372	442	0	372	2	338	

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1076	xxxx	xxxxx	1610	2262	221	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	656	xxxx	xxxxx	97	41	789	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	656	xxxx	xxxxx	41	12	789	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.57	xxxx	xxxx	9.13	0.17	0.43	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	3.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	17.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	73	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	3.6	xxxx	xxxxx	xxxxx	83.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	17.4	xxxx	xxxxx	xxxxx	4036	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			4035.6			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: D[34.0]

Sunrise Ave.						Wilson St.						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	44	22	34	21	111	30	25	445	151	31	241	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	22	34	21	111	30	25	445	151	31	241	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	22	34	21	111	30	25	445	151	31	241	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	44	22	34	21	111	30	25	445	151	31	241	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	948	882	521	902	949	241	249	xxxx	xxxxx	596	xxxx	xxxxx
Potent Cap.:	243	287	560	261	262	803	1328	xxxx	xxxxx	990	xxxx	xxxxx
Move Cap.:	147	273	560	221	249	803	1328	xxxx	xxxxx	990	xxxx	xxxxx
Volume/Cap:	0.30	0.08	0.06	0.09	0.45	0.04	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	227	xxxxx	xxxx	281	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.1	xxxxx	xxxxx	3.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	32.8	xxxxx	xxxxx	34.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	D	*	*	*	*	*	*	*
ApproachDel:	32.8			34.0			xxxxxx			xxxxxx		
ApproachLOS:	D			D			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[14.4]

16th St.							Wilson St.						
North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0	
Volume Module:													
Base Vol:	27	0	46	0	0	0	1	421	15	158	234	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	27	0	46	0	0	0	1	421	15	158	234	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	27	0	46	0	0	0	1	421	15	158	234	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	27	0	46	0	0	0	1	421	15	158	234	0	
Critical Gap Module:													
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	
Capacity Module:													
Cnflct Vol:	864	981	218	763	988	117	234	xxxx	xxxxx	436	xxxx	xxxxx	
Potent Cap.:	298	252	792	297	249	919	1345	xxxx	xxxxx	1134	xxxx	xxxxx	
Move Cap.:	266	216	792	250	214	919	1345	xxxx	xxxxx	1134	xxxx	xxxxx	
Volume/Cap:	0.10	0.00	0.06	0.00	0.00	0.00	0.00	xxxx	xxxx	0.14	xxxx	xxxx	
Level Of Service Module:													
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	8.7	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*	
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	
Shared Cap.:	xxxx	457	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	14.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	14.4			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B			*			*			*			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.926

Loss Time (sec): 0 Average Delay (sec/veh): 32.3

Optimal Cycle: 0 Level Of Service: D

Street Name: 8th St. Wilson St.

Approach: North Bound South Bound East Bound West Bound

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

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 0 1 0

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Volume Module:

Base Vol: 118 48 19 171 195 47 21 448 68 41 249 45

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 118 48 19 171 195 47 21 448 68 41 249 45

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 118 48 19 171 195 47 21 448 68 41 249 45

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 118 48 19 171 195 47 21 448 68 41 249 45

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 118 48 19 171 195 47 21 448 68 41 249 45

-----|-----|-----|-----|

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.64 0.26 0.10 0.41 0.48 0.11 1.00 1.00 1.00 1.00 0.85 0.15

Final Sat.: 265 108 43 204 232 56 451 484 531 417 381 69

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.44 0.44 0.44 0.84 0.84 0.84 0.05 0.93 0.13 0.10 0.65 0.65

Crit Moves: **** **** ****

Delay/Veh: 16.3 16.3 16.3 34.8 34.8 34.8 10.9 49.6 10.3 11.8 22.2 22.2

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 16.3 16.3 16.3 34.8 34.8 34.8 10.9 49.6 10.3 11.8 22.2 22.2

LOS by Move: C C C D D D B E B B C C

ApproachDel: 16.3 34.8 43.2 20.9

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 16.3 34.8 43.2 20.9

LOS by Appr: C D E C

AllWayAvgQ: 0.6 0.6 0.6 3.4 3.4 3.4 0.0 5.3 0.1 0.1 1.5 1.5

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.106
Loss Time (sec): 16 Average Delay (sec/veh): 101.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	104	197	510	45	356	31	17	208	98	681	99	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	197	510	45	356	31	17	208	98	681	99	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	197	510	45	356	31	17	208	98	681	99	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	197	510	45	356	31	17	208	98	681	99	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	104	197	510	45	356	31	17	208	98	681	99	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	0.28	0.72	1.00	0.92	0.08	1.00	1.00	1.00	1.00	1.58	0.42
Final Sat.:	1805	472	1223	1805	1727	150	1805	1900	1615	1805	2770	728

Capacity Analysis Module:

Vol/Sat:	0.06	0.42	0.42	0.02	0.21	0.21	0.01	0.11	0.06	0.38	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.36	0.36	0.07	0.32	0.32	0.21	0.09	0.09	0.32	0.21	0.21
Volume/Cap:	0.53	1.17	1.17	0.36	0.65	0.65	0.05	1.17	0.65	1.17	0.17	0.17
Delay/Veh:	45.1	127	127.1	46.1	31.9	31.9	31.8	168	53.4	129.4	32.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	127	127.1	46.1	31.9	31.9	31.8	168	53.4	129.4	32.7	32.7
LOS by Move:	D	F	F	D	C	C	C	F	D	F	C	C
HCM2kAvgQ:	4	38	38	2	11	11	0	13	4	36	2	2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	683	586	0	0	375	758	0	0	0	60	2	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	683	586	0	0	375	758	0	0	0	60	2	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	683	586	0	0	375	758	0	0	0	60	2	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	683	586	0	0	375	758	0	0	0	60	2	138

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	1133	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2706	3085	586
Potent Cap.:	624	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	24	12	514
Move Cap.:	624	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	514
Volume/Cap:	1.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.27

Level Of Service Module:

2Way95thQ:	20.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	89.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	20.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	89.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 1219.0 Worst Case Level Of Service: F[2667.5]

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Street Name:          8th St.          I-10 Eastbound Ramps
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 0 0 1 0      0 1 0 0 0      0 0 1! 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 742 117      286 165      0 527 0 573      0 0 0
Growth Adj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse: 0 742 117      286 165      0 527 0 573      0 0 0
User Adj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume: 0 742 117      286 165      0 527 0 573      0 0 0
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
FinalVolume: 0 742 117      286 165      0 527 0 573      0 0 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx      4.1 xxxx xxxxx      6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx      2.2 xxxx xxxxx      3.5 4.0 3.3 xxxxx xxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx      859 xxxx xxxxx      1538 1596 165      xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx      791 xxxx xxxxx      129 108 885      xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx      791 xxxx xxxxx      86 61 885      xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx      0.36 xxxx xxxxx      6.16 0.00 0.65      xxxx xxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx      1.7 xxxx xxxxx      xxxx xxxx xxxxx      xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx      12.1 xxxx xxxxx      xxxxx xxxx xxxxx      xxxxx xxxx xxxxx
LOS by Move: * * *      B * *      * * *      * * *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 162 xxxxx      xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx      1.7 xxxx xxxxx      xxxxx 121 xxxxx      xxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx      12.1 xxxx xxxxx      xxxxx 2667 xxxxx      xxxx xxxx xxxxx
Shared LOS:      * * *      B * *      * F *      * * *
ApproachDel:      xxxxxx      xxxxxx      2667.5      xxxxxx
ApproachLOS:      *      *      F      *

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Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.058

Loss Time (sec): 0 Average Delay (sec/veh): 45.8

Optimal Cycle: 0 Level Of Service: E

Street Name:	4th St.						Wilson St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0			

Volume Module:	4th St.						Wilson St.					
Base Vol:	16	30	19	107	200	49	12	594	30	65	248	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	30	19	107	200	49	12	594	30	65	248	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	30	19	107	200	49	12	594	30	65	248	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	30	19	107	200	49	12	594	30	65	248	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	30	19	107	200	49	12	594	30	65	248	30

Saturation Flow Module:	4th St.						Wilson St.					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.65	1.00	0.30	0.56	0.14	0.02	0.93	0.05	0.19	0.72	0.09
Final Sat.:	140	263	447	158	295	72	11	561	28	104	396	48

Capacity Analysis Module:	4th St.						Wilson St.					
Vol/Sat:	0.11	0.11	0.04	0.68	0.68	0.68	1.06	1.06	1.06	0.63	0.63	0.63
Crit Moves:	****			****			****			****		
Delay/Veh:	11.9	11.9	10.3	22.3	22.3	22.3	76.8	76.8	76.8	19.1	19.1	19.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	10.3	22.3	22.3	22.3	76.8	76.8	76.8	19.1	19.1	19.1
LOS by Move:	B	B	B	C	C	C	F	F	F	C	C	C
ApproachDel:	11.4			22.3			76.8			19.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.4			22.3			76.8			19.1		
LOS by Appr:	B			C			F			C		
AllWayAvgQ:	0.1	0.1	0.0	1.8	1.8	1.8	11.3	11.3	11.3	1.5	1.5	1.5

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.166
Loss Time (sec):	0	Average Delay (sec/veh):	67.4
Optimal Cycle:	0	Level Of Service:	F

Street Name: San Gorgonio Wilson St.

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	41	43	33	16	232	183	72	520	126	23	121	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	43	33	16	232	183	72	520	126	23	121	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	43	33	16	232	183	72	520	126	23	121	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	43	33	16	232	183	72	520	126	23	121	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	43	33	16	232	183	72	520	126	23	121	3

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.57	0.43	0.04	0.54	0.42	0.10	0.72	0.18	0.16	0.82	0.02
Final Sat.:	425	266	204	21	308	243	62	446	108	78	410	10

Capacity Analysis Module:

Vol/Sat:	0.10	0.16	0.16	0.75	0.75	0.75	1.17	1.17	1.17	0.29	0.29	0.29
Crit Moves:	****			****			****			****		
Delay/Veh:	11.7	11.4	11.4	25.4	25.4	25.4	112.9	113	112.9	12.5	12.5	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.4	11.4	25.4	25.4	25.4	112.9	113	112.9	12.5	12.5	12.5
LOS by Move:	B	B	B	D	D	D	F	F	F	B	B	B
ApproachDel:	11.5			25.4			112.9			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			25.4			112.9			12.5		
LOS by Appr:	B			D			F			B		
AllWayAvgQ:	0.1	0.2	0.2	2.6	2.6	2.6	17.8	17.8	17.8	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	I-10 Eastbound Ramp				San Timeteo Canyon Dr.															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Rights:	Include				Include				Include				Include							
Lanes:	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	59	1315	8	683	0	2473	12	19	1978	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	59	1315	8	683	0	2473	12	19	1978	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	59	1315	8	683	0	2473	12	19	1978	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	59	1315	8	683	0	2473	12	19	1978	205

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	2479	4627	4604	2081	xxxx	xxxx	xxxxx	2485	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	39	1	1	68	xxxx	xxxx	xxxxx	188	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	39	0	1	68	xxxx	xxxx	xxxxx	188	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	1.53	xxxx	7.84	10.06	xxxx	xxxx	xxxx	0.10	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	6.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	495.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.3	xxxx	xxxxx			
LOS by Move:	*	*	F	*	*	*	*	*	*	D	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	495.6			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	F			F			*			*					

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 151625.8 Worst Case Level Of Service: F[704828.2]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Stop Sign						Stop Sign						Uncontrolled							
Rights:	Include						Include						Include							
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0

Volume Module:												
Base Vol:	513	0	1026	0	0	0	0	2834	344	0	2437	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	513	0	1026	0	0	0	0	2834	344	0	2437	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	513	0	1026	0	0	0	0	2834	344	0	2437	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	513	0	1026	0	0	0	0	2834	344	0	2437	0

Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	5443	5443	3006	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	0	0	18	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	0	0	18	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.00	56.62	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	1	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	195	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	F			*			*			*					

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	0 1 0	1	0	0 1 0

Volume Module:

Base Vol:	265	263	45	50	201	218	277	1262	328	36	890	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	263	45	50	201	218	277	1262	328	36	890	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	263	45	50	201	218	277	1262	328	36	890	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	265	263	45	50	201	218	277	1262	328	36	890	63

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	3183	3005	1426	3128	3138	922	953	xxxx	xxxxx	1590	xxxx	xxxxx
Potent Cap.:	6	14	168	7	11	330	729	xxxx	xxxxx	418	xxxx	xxxxx
Move Cap.:	0	8	168	0	6	330	729	xxxx	xxxxx	418	xxxx	xxxxx
Volume/Cap:	xxxxx33.84	0.27	xxxxx31.62	0.66	0.38	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.9	xxxx	xxxxx	14.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	F	F	F	F	F	F	F	F	F	F	F	F

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 64 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	127	553	135	85	409	108	128	1187	51	102	778	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	553	135	85	409	108	128	1187	51	102	778	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	553	135	85	409	108	128	1187	51	102	778	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	553	135	85	409	108	128	1187	51	102	778	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	553	135	85	409	108	128	1187	51	102	778	105

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.92	0.92	0.25	0.94	0.94	0.14	0.93	0.93
Lanes:	1.00	1.61	0.39	1.00	1.58	0.42	1.00	1.92	0.08	1.00	1.76	0.24
Final Sat.:	1805	2817	688	1805	2767	731	475	3441	148	257	3123	422

Capacity Analysis Module:

Vol/Sat:	0.07	0.20	0.20	0.05	0.15	0.15	0.27	0.35	0.35	0.40	0.25	0.25
Crit Moves:	****			****			****					
Green/Cycle:	0.11	0.27	0.27	0.07	0.23	0.23	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.65	0.73	0.73	0.67	0.65	0.65	0.50	0.64	0.64	0.73	0.46	0.46
Delay/Veh:	50.0	36.4	36.4	58.7	36.7	36.7	15.8	16.7	16.7	35.5	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	36.4	36.4	58.7	36.7	36.7	15.8	16.7	16.7	35.5	14.1	14.1
LOS by Move:	D	D	D	E	D	D	B	B	B	D	B	B
HCM2kAvgQ:	5	12	12	4	9	9	3	14	14	4	9	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.514
Loss Time (sec): 0 Average Delay (sec/veh): 189.2
Optimal Cycle: 0 Level Of Service: F

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	0	0	0	1	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Base Vol:	243	881	39	47	503	36	51	261	166	20	529	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	881	39	47	503	36	51	261	166	20	529	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	881	39	47	503	36	51	261	166	20	529	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	881	39	47	503	36	51	261	166	20	529	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	243	881	39	47	503	36	51	261	166	20	529	47

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	1.51	0.07	0.16	1.72	0.12	0.11	0.54	0.35	0.03	0.89	0.08
Final Sat.:	160	592	26	62	667	48	44	223	142	14	357	32

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Vol/Sat:	1.51	1.49	1.47	0.76	0.75	0.75	1.17	1.17	1.17	1.48	1.48	1.48
Crit Moves:	****			****			****			****		
Delay/Veh:	268.5	257	250.1	36.4	35.5	34.6	127.5	128	127.5	253.1	253	253.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	268.5	257	250.1	36.4	35.5	34.6	127.5	128	127.5	253.1	253	253.1
LOS by Move:	F	F	F	E	E	D	F	F	F	F	F	F
ApproachDel:	259.3			35.5			127.5			253.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	259.3			35.5			127.5			253.1		
LOS by Appr:	F			E			F			F		
AllWayAvgQ:	27.3	26.1	26.1	2.6	2.5	2.5	13.2	13.2	13.2	27.0	27.0	27.0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 12 Average Delay (sec/veh): 39.6
Optimal Cycle: 167 Level Of Service: D

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	1

Volume Module:

Base Vol:	397	2219	0	0	1311	223	0	0	0	290	1	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	397	2219	0	0	1311	223	0	0	0	290	1	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	2219	0	0	1311	223	0	0	0	290	1	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	2219	0	0	1311	223	0	0	0	290	1	338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	397	2219	0	0	1311	223	0	0	0	290	1	338

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.93	0.93	0.85
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3017	513	0	0	0	1763	6	1615

Capacity Analysis Module:

Vol/Sat:	0.22	0.61	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.16	0.16	0.21
Crit Moves:	****			****								****
Green/Cycle:	0.22	0.67	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.98	0.92	0.00	0.00	0.98	0.98	0.00	0.00	0.00	0.77	0.77	0.98
Delay/Veh:	78.3	20.9	0.0	0.0	45.9	45.9	0.0	0.0	0.0	46.5	46.5	82.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.3	20.9	0.0	0.0	45.9	45.9	0.0	0.0	0.0	46.5	46.5	82.5
LOS by Move:	E	C	A	A	D	D	A	A	A	D	D	F
HCM2kAvgQ:	12	29	0	0	31	31	0	0	0	10	10	15

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.294
Loss Time (sec): 12 Average Delay (sec/veh): 110.9
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:

Base Vol:	0	1706	360	292	1309	0	910	0	484	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1706	360	292	1309	0	910	0	484	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1706	360	292	1309	0	910	0	484	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1706	360	292	1309	0	910	0	484	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1706	360	292	1309	0	910	0	484	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.47	0.22	0.16	0.36	0.00	0.50	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.37	0.37	0.13	0.49	0.00	0.39	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	1.29	0.61	1.29	0.74	0.00	1.29	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	170	27.8	205.0	22.1	0.0	173.1	0.0	32.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	170	27.8	205.0	22.1	0.0	173.1	0.0	32.3	0.0	0.0	0.0
LOS by Move:	A	F	C	F	C	A	F	A	C	A	A	A
HCM2kAvgQ:	0	51	8	17	16	0	55	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.504
Loss Time (sec): 12 Average Delay (sec/veh): 467.4
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Base Vol:	43	1316	203	337	1240	151	306	509	36	336	512	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1316	203	337	1240	151	306	509	36	336	512	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1316	203	337	1240	151	306	509	36	336	512	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1316	203	337	1240	151	306	509	36	336	512	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	1316	203	337	1240	151	306	509	36	336	512	239

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.10	0.99	0.99	0.27	0.95	0.95
Lanes:	1.00	1.73	0.27	1.00	1.78	0.22	1.00	0.93	0.07	1.00	0.68	0.32
Final Sat.:	1805	3065	473	1805	3167	386	193	1757	124	514	1233	576

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.02	0.43	0.43	0.19	0.39	0.39	1.59	0.29	0.29	0.65	0.42	0.42
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.17	0.17	0.07	0.18	0.18	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.34	2.50	2.50	2.50	2.22	2.22	2.50	0.46	0.46	1.03	0.65	0.65
Delay/Veh:	45.9	723	723.3	744.8	598	597.6	719.0	9.7	9.7	76.7	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	723	723.3	744.8	598	597.6	719.0	9.7	9.7	76.7	12.8	12.8
LOS by Move:	D	F	F	F	F	F	F	A	A	E	B	B
HCM2kAvgQ:	2	84	84	35	71	71	33	9	9	16	15	15

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	29	886	469	97	936	469	420	449	15	362	221	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	886	469	97	936	469	420	449	15	362	221	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	886	469	97	936	469	420	449	15	362	221	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	886	469	97	936	469	420	449	15	362	221	161
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	1405	xxxx	xxxxxx	1355	xxxx	xxxxxx	1976	2778	703	2065	2778	678
Potent Cap.:	492	xxxx	xxxxxx	514	xxxx	xxxxxx	38	19	385	32	19	400
Move Cap.:	492	xxxx	xxxxxx	514	xxxx	xxxxxx	0	13	385	0	13	400
Volume/Cap:	0.06	xxxx	xxxx	0.19	xxxx	xxxx	xxxxx34.91	0.04	xxxxx17.18	0.40		
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxxx	0.7	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	12.8	xxxx	xxxxxx	13.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.2	xxxx	xxxxxx	0.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	12.8	xxxx	xxxxxx	13.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	B	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	310	1254	20	187	1111	1	1	124	394	8	60	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1254	20	187	1111	1	1	124	394	8	60	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1254	20	187	1111	1	1	124	394	8	60	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	310	1254	20	187	1111	1	1	124	394	8	60	100

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	1112	xxxx	xxxxxx	1274	xxxx	xxxxxx	2763	3380	556	2876	3370	637
Potent Cap.:	635	xxxx	xxxxxx	552	xxxx	xxxxxx	9	8	480	8	8	425
Move Cap.:	635	xxxx	xxxxxx	552	xxxx	xxxxxx	0	2	480	0	3	425
Volume/Cap:	0.49	xxxx	xxxx	0.34	xxxx	xxxx	xxxxx50.27	0.82	xxxxx23.97	0.24		

Level Of Service Module:

2Way95thQ:	2.7	xxxx	xxxxxx	1.5	xxxx	xxxxxx	xxxx	xxxx	7.9	xxxx	xxxx	xxxxxx
Control Del:	15.9	xxxx	xxxxxx	14.8	xxxx	xxxxxx	xxxxxx	xxxx	38.6	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	B	*	*	*	*	E	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	1.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	14.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	+Inf	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	F	F	F	F	F

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.897

Loss Time (sec): 0 Average Delay (sec/veh): 443.1

Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	108	269	203	44	242	59	109	1024	226	49	773	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	269	203	44	242	59	109	1024	226	49	773	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	269	203	44	242	59	109	1024	226	49	773	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	269	203	44	242	59	109	1024	226	49	773	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	108	269	203	44	242	59	109	1024	226	49	773	227

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.71	1.00	1.00	1.00	1.00	0.10	0.90	1.00	0.06	0.94	1.00
Final Sat.:	110	275	420	313	329	349	38	353	422	23	369	422

Capacity Analysis Module:

Vol/Sat:	0.98	0.98	0.48	0.14	0.74	0.17	2.90	2.90	0.54	2.10	2.10	0.54
Crit Moves:	****			****			****			****		
Delay/Veh:	71.7	71.7	18.8	15.9	38.0	14.9	879.4	879	20.3	522.7	523	20.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	71.7	18.8	15.9	38.0	14.9	879.4	879	20.3	522.7	523	20.4
LOS by Move:	F	F	C	C	E	B	F	F	C	F	F	C
ApproachDel:	53.2			31.2			736.5			414.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	53.2			31.2			736.5			414.0		
LOS by Appr:	F			D			F			F		
AllWayAvgQ:	6.4	6.4	0.9	0.2	2.2	0.2	94.2	94.2	1.1	55.6	55.6	1.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.945
Loss Time (sec): 0 Average Delay (sec/veh): 265.5
Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Base Vol:	19	476	87	41	368	104	51	244	66	149	434	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	476	87	41	368	104	51	244	66	149	434	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	476	87	41	368	104	51	244	66	149	434	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	476	87	41	368	104	51	244	66	149	434	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	476	87	41	368	104	51	244	66	149	434	214

Saturation Flow Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.82	0.15	0.08	0.72	0.20	0.14	0.68	0.18	0.19	0.54	0.27
Final Sat.:	13	334	61	33	293	83	56	269	73	77	223	110

Capacity Analysis Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Vol/Sat:	1.43	1.43	1.43	1.25	1.25	1.25	0.91	0.91	0.91	1.95	1.95	1.95
Crit Moves:	****			****			****			****		
Delay/Veh:	230.0	230	230.0	160.0	160	160.0	55.3	55.3	55.3	454.6	455	454.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	230.0	230	230.0	160.0	160	160.0	55.3	55.3	55.3	454.6	455	454.6
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	230.0			160.0			55.3			454.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	230.0			160.0			55.3			454.6		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	24.7	24.7	24.7	16.8	16.8	16.8	4.8	4.8	4.8	50.4	50.4	50.4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.084
Loss Time (sec): 0 Average Delay (sec/veh): 335.7
Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0			

Volume Module:

Base Vol:	131	0	271	0	0	0	0	1121	69	186	872	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	0	271	0	0	0	0	1121	69	186	872	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	0	271	0	0	0	0	1121	69	186	872	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	0	271	0	0	0	0	1121	69	186	872	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	0	271	0	0	0	0	1121	69	186	872	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.00	0.67	0.00	0.00	0.00	0.00	0.94	0.06	1.00	1.00	0.00
Final Sat.:	183	0	378	0	0	0	0	538	33	497	533	0

Capacity Analysis Module:

Vol/Sat:	0.72	xxxx	0.72	xxxx	xxxx	xxxx	xxxx	2.08	2.08	0.37	1.64	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	24.0	0.0	24.0	0.0	0.0	0.0	0.0	509	508.9	14.2	312	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	0.0	24.0	0.0	0.0	0.0	0.0	509	508.9	14.2	312	0.0
LOS by Move:	C	*	C	*	*	*	*	F	F	B	F	*
ApproachDel:	24.0			xxxxxx			508.9			259.4		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	24.0			xxxxxx			508.9			259.4		
LOS by Appr:	C			*			F			F		
AllWayAvgQ:	2.3	2.3	2.3	0.0	0.0	0.0	79.2	79.2	79.2	0.6	44.8	0.0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.307
Loss Time (sec): 0 Average Delay (sec/veh): 462.9
Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	124	317	547	113	176	34	21	497	20	105	694	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	317	547	113	176	34	21	497	20	105	694	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	317	547	113	176	34	21	497	20	105	694	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	317	547	113	176	34	21	497	20	105	694	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	124	317	547	113	176	34	21	497	20	105	694	158

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.32	0.55	0.35	0.54	0.11	0.04	0.92	0.04	0.11	0.73	0.16
Final Sat.:	54	137	237	138	215	42	16	382	15	46	302	69

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	2.31	2.31	2.31	0.82	0.82	0.82	1.30	1.30	1.30	2.30	2.30	2.30
Crit Moves:	****			****			****			****		
Delay/Veh:	613.9	614	613.9	42.3	42.3	42.3	177.3	177	177.3	609.5	609	609.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	613.9	614	613.9	42.3	42.3	42.3	177.3	177	177.3	609.5	609	609.5
LOS by Move:	F	F	F	E	E	E	F	F	F	F	F	F
ApproachDel:	613.9			42.3			177.3			609.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	613.9			42.3			177.3			609.5		
LOS by Appr:	F			E			F			F		
AllWayAvgQ:	71.7	71.7	71.7	3.3	3.3	3.3	19.0	19.0	19.0	69.2	69.2	69.2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Pennsylvania Ave.					I-10 Westbound Ramp						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	1099	412	383	816	0	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1099	412	383	816	0	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1099	412	383	816	0	0	0	0	225	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1099	412	383	816	0	0	0	0	225	0	265

Critical Gap Module:

Critical Gp:xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1511	xxxx	xxxxx	xxxx	xxxx	xxxxx	2887	2887	1305
Potent Cap.:	xxxx	xxxx	xxxxx	448	xxxx	xxxxx	xxxx	xxxx	xxxxx	18	16	198
Move Cap.:	xxxx	xxxx	xxxxx	448	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	198
Volume/Cap:	xxxx	xxxx	xxxx	0.85	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.34

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	44.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	44.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	E	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	F

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): 1369.9 Worst Case Level Of Service: F[5115.9]

Street Name:	Pennsylvania Ave					I-10 Eastbound Ramp						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	1148	89	173	763	0	364	0	430	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1148	89	173	763	0	364	0	430	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1148	89	173	763	0	364	0	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1148	89	173	763	0	364	0	430	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	1237	xxxx	xxxxxx	2302	2346	763	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	570	xxxx	xxxxxx	43	37	408	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	570	xxxx	xxxxxx	33	26	408	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.30	xxxx	xxxx	11.05	0.00	1.06	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	1.3	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	14.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	66	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	94.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	5116	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			5115.9			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: F[251.6]

Street Name: Pennsylvania Ave.

3rd St.

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Control: Uncontrolled

Uncontrolled

Stop Sign

Stop Sign

Rights: Include

Include

Include

Include

Lanes: 1 0 0 1 0

0 1 0 0 1

0 0 1! 0 0

0 0 0 0 0

Volume Module:

Base Vol:	56	1202	0	0	1185	39	21	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1202	0	0	1185	39	21	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1202	0	0	1185	39	21	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	56	1202	0	0	1185	39	21	0	2	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1224	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	2499	2499	1185	xxxx	xxxx	xxxxxx
Potent Cap.:	577	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	32	29	232	xxxx	xxxx	xxxxxx
Move Cap.:	577	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	30	26	232	xxxx	xxxx	xxxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.70	0.00	0.01	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	11.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	32	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	2.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.2	xxxx	xxxxxx	xxxxxx	252	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	251.6	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.087

Loss Time (sec): 0 Average Delay (sec/veh): 343.4

Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0			
	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0			

Volume Module:

Base Vol:	0	68	6	278	38	174	413	979	0	3	885	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	68	6	278	38	174	413	979	0	3	885	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	68	6	278	38	174	413	979	0	3	885	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	68	6	278	38	174	413	979	0	3	885	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	68	6	278	38	174	413	979	0	3	885	131

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.92	0.08	1.00	0.18	0.82	1.00	1.00	0.00	0.01	0.86	0.13
Final Sat.:	0	352	31	426	87	400	457	488	0	1	424	63

Capacity Analysis Module:

Vol/Sat:	xxxx	0.19	0.19	0.65	0.43	0.43	0.90	2.01	xxxx	2.09	2.09	2.09
Crit Moves:		****		****			****			****		
Delay/Veh:	0.0	14.4	14.4	25.6	15.6	15.6	49.4	477	0.0	513.3	513	513.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.4	14.4	25.6	15.6	15.6	49.4	477	0.0	513.3	513	513.3
LOS by Move:	*	B	B	D	C	C	E	F	*	F	F	F
ApproachDel:		14.4			21.2			349.9			513.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.4			21.2			349.9			513.3	
LOS by Appr:		B			C			F			F	
AllWayAvgQ:	0.2	0.2	0.2	1.7	0.7	0.7	4.9	63.3	63.3	68.2	68.2	68.2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.280

Loss Time (sec): 0 Average Delay (sec/veh): 106.2

Optimal Cycle: 0 Level Of Service: F

Street Name: Starlight Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound

South Bound

East Bound

West Bound

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

-----|-----|-----|-----|

Control: Stop Sign

Stop Sign

Stop Sign

Stop Sign

Rights: Include

Include

Include

Include

Min. Green: 7 7 7

7 7 7

7 7 7

7 7 7

Lanes: 1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 280 124 16 91 49 74 121 665 274 4 614 139

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 280 124 16 91 49 74 121 665 274 4 614 139

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 280 124 16 91 49 74 121 665 274 4 614 139

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 280 124 16 91 49 74 121 665 274 4 614 139

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 280 124 16 91 49 74 121 665 274 4 614 139

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.77 0.23 1.00 1.00 1.00 1.00 1.42 0.58 1.00 1.63 0.37

Final Sat.: 309 570 74 288 299 318 336 520 221 323 575 132

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Capacity Analysis Module:

Vol/Sat: 0.91 0.22 0.22 0.32 0.16 0.23 0.36 1.28 1.24 0.01 1.07 1.05

Crit Moves: **** **** **** ****

Delay/Veh: 65.3 16.8 16.7 20.6 16.8 17.2 18.7 174 157.9 13.6 100 94.4

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 65.3 16.8 16.7 20.6 16.8 17.2 18.7 174 157.9 13.6 100 94.4

LOS by Move: F C C C C C C F F B F F

ApproachDel: 49.2 18.5 151.9 98.6

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 49.2 18.5 151.9 98.6

LOS by Appr: E C F F

AllWayAvgQ: 4.4 0.3 0.3 0.4 0.2 0.3 0.5 16.9 15.3 0.0 8.8 8.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.					Brookside Ave.						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	151	712	452	192	369	102	225	391	113	267	378	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	712	452	192	369	102	225	391	113	267	378	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	712	452	192	369	102	225	391	113	267	378	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	151	712	452	192	369	102	225	391	113	267	378	179

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	471	xxxx	xxxxxx	1164	xxxx	xxxxxx	2323	2270	420	2296	2095	938
Potent Cap.:	1101	xxxx	xxxxxx	607	xxxx	xxxxxx	27	41	638	28	53	323
Move Cap.:	1101	xxxx	xxxxxx	607	xxxx	xxxxxx	0	23	638	0	29	323
Volume/Cap:	0.14	xxxx	xxxx	0.32	xxxx	xxxx	xxxx	17.12	0.18	xxxx	12.83	0.55

Level Of Service Module:

2Way95thQ:	0.5	xxxx	xxxxxx	1.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.8	xxxx	xxxxxx	13.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	F	F	F	F	F

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: D[28.6]

Street Name:		Highland Springs Ave.				16th St.				
Approach:		North Bound		South Bound		East Bound		West Bound		
Movement:		L	T	R	L	T	R	L	T	R
Control:		Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:		Include		Include		Include		Include		
Lanes:		0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	1	478	0	0	281	111	202	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	478	0	0	281	111	202	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	478	0	0	281	111	202	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	478	0	0	281	111	202	0	1	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	392	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	817	817	337	xxxx	xxxx	xxxxxx
Potent Cap.:	1178	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	349	313	710	xxxx	xxxx	xxxxxx
Move Cap.:	1178	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	349	313	710	xxxx	xxxx	xxxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.58	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	350	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	28.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			28.6			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	0	556	0	0	328	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	556	0	0	328	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	556	0	0	328	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	556	0	0	328	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	884	884	556
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	318	286	534
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	318	286	534
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.123
Loss Time (sec): 12 Average Delay (sec/veh): 88.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	777	446	0	0	307	5	107	0	635	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	777	446	0	0	307	5	107	0	635	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	777	446	0	0	307	5	107	0	635	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	777	446	0	0	307	5	107	0	635	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	777	446	0	0	307	5	107	0	635	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.98	0.02	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1866	30	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.43	0.23	0.00	0.00	0.16	0.16	0.06	0.00	0.39	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.38	0.53	0.00	0.00	0.15	0.15	0.35	0.00	0.35	0.00	0.00	0.00
Volume/Cap:	1.12	0.44	0.00	0.00	1.12	1.12	0.17	0.00	1.12	0.00	0.00	0.00
Delay/Veh:	104.1	14.8	0.0	0.0	134	134.0	22.6	0.0	108.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.1	14.8	0.0	0.0	134	134.0	22.6	0.0	108.9	0.0	0.0	0.0
LOS by Move:	F	B	A	A	F	F	C	A	F	A	A	A
HCM2kAvgQ:	33	8	0	0	17	17	2	0	32	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): 326.8 Worst Case Level Of Service: F[2339.6]

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	319	1119	0	0	835	187	178	0	219	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	1119	0	0	835	187	178	0	219	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	1119	0	0	835	187	178	0	219	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	319	1119	0	0	835	187	178	0	219	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1022	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2686	xxxx	929	xxxx	xxxx	xxxxxx
Potent Cap.:	687	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	24	xxxx	327	xxxx	xxxx	xxxxxx
Move Cap.:	687	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	16	xxxx	327	xxxx	xxxx	xxxxxx
Volume/Cap:	0.46	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	11.44	xxxx	0.67	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	2.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	23.2	xxxx	4.5	xxxx	xxxx	xxxxxx
Control Del:	14.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	5174	xxxx	35.6	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	F	*	E	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			2339.6		xxxxxx			
ApproachLOS:	*			*			F		*			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.987
Loss Time (sec): 16 Average Delay (sec/veh): 58.9
Optimal Cycle: 166 Level Of Service: E

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0

Volume Module:

Base Vol:	26	706	179	336	411	110	96	603	49	160	438	323
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	706	179	336	411	110	96	603	49	160	438	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	706	179	336	411	110	96	603	49	160	438	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	706	179	336	411	110	96	603	49	160	438	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	706	179	336	411	110	96	603	49	160	438	323

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.58	0.42	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	2757	738	1805	3302	268	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.37	0.11	0.19	0.15	0.15	0.05	0.18	0.18	0.09	0.12	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.38	0.47	0.19	0.38	0.38	0.07	0.19	0.19	0.09	0.20	0.20
Volume/Cap:	0.08	0.99	0.24	0.99	0.39	0.39	0.75	0.99	0.99	0.99	0.60	0.98
Delay/Veh:	34.2	61.2	16.2	85.5	22.4	22.4	66.6	72.2	72.2	112.0	37.4	84.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	61.2	16.2	85.5	22.4	22.4	66.6	72.2	72.2	112.0	37.4	84.3
LOS by Move:	C	E	B	F	C	C	E	E	E	F	D	F
HCM2kAvgQ:	1	25	3	10	6	6	5	16	16	9	7	15

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.366
 Loss Time (sec): 16 Average Delay (sec/veh): 178.2
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	188	617	272	386	773	43	81	923	266	343	847	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	617	272	386	773	43	81	923	266	343	847	335
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	188	617	272	386	773	0	81	923	266	343	847	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	617	272	386	773	0	81	923	266	343	847	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	188	617	272	386	773	0	81	923	266	343	847	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	1.00	0.95	0.92	0.92	0.94	0.94	1.00
Lanes:	1.00	1.39	0.61	1.00	2.00	1.00	1.00	1.55	0.45	0.58	1.42	1.00
Final Sat.:	1805	2390	1054	1805	3610	1900	1805	2707	780	1026	2533	1900

Capacity Analysis Module:

Vol/Sat:	0.10	0.26	0.26	0.21	0.21	0.00	0.04	0.34	0.34	0.33	0.33	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.19	0.19	0.16	0.23	0.00	0.25	0.25	0.25	0.24	0.24	0.00
Volume/Cap:	0.92	1.37	1.37	1.37	0.92	0.00	0.18	1.37	1.37	1.37	1.37	0.00
Delay/Veh:	85.4	215	214.9	227.9	52.8	0.0	29.7	210	209.5	209.7	210	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.4	215	214.9	227.9	52.8	0.0	29.7	210	209.5	209.7	210	0.0
LOS by Move:	F	F	F	F	D	A	C	F	F	F	F	A
HCM2kAvgQ:	9	32	32	25	14	0	2	42	42	42	42	0

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

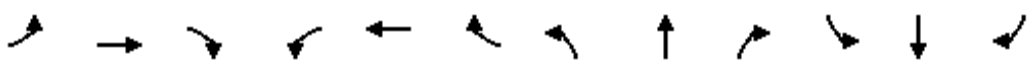
General Plan Buildout Without Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	608	347	577	608	206	512	767	596	260	569	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.95		1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4808		1770	3405		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4808		1770	3405		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	140	608	347	577	608	206	512	767	596	260	569	102
RTOR Reduction (vph)	0	166	0	0	60	0	0	0	161	0	0	73
Lane Group Flow (vph)	140	789	0	577	754	0	512	767	435	260	569	29
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Effective Green, g (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Actuated g/C Ratio	0.07	0.29		0.07	0.29		0.07	0.29	0.29	0.07	0.29	0.29
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	126	1374		126	973		126	1011	452	126	1011	452
v/s Ratio Prot	0.08	0.16		c0.33	c0.22		c0.29	0.22		0.15	0.16	
v/s Ratio Perm									c0.27			0.02
v/c Ratio	1.11	0.57		4.58	0.77		4.06	0.76	0.96	2.06	0.56	0.06
Uniform Delay, d1	26.0	17.1		26.0	18.3		26.0	18.2	19.7	26.0	17.0	14.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	113.1	1.7		1628.8	6.0		1397.3	5.3	34.0	504.8	2.3	0.3
Delay (s)	139.1	18.8		1654.8	24.4		1423.3	23.6	53.8	530.8	19.3	14.8
Level of Service	F	B		F	C		F	C	D	F	B	B
Approach Delay (s)		34.2			700.7			415.4			161.7	
Approach LOS		C			F			F			F	
Intersection Summary												
HCM Average Control Delay			366.9	HCM Level of Service					F			
HCM Volume to Capacity ratio			1.56									
Actuated Cycle Length (s)			56.0	Sum of lost time (s)					16.0			
Intersection Capacity Utilization			108.9%	ICU Level of Service					G			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

General Plan Buildout Without Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↶	↶	↶↶			↶↶	↶
Volume (vph)	0	0	0	347	0	652	330	1222	0	0	1132	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	347	0	652	330	1222	0	0	1132	361
RTOR Reduction (vph)	0	0	0	0	0	27	0	0	0	0	0	241
Lane Group Flow (vph)	0	0	0	0	347	625	330	1222	0	0	1132	120
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.20		c0.19	0.35			c0.32	
v/s Ratio Perm						c0.39						0.08
v/c Ratio					0.59	1.18	2.23	0.69			0.96	0.23
Uniform Delay, d1					13.3	16.0	22.0	9.2			15.7	11.5
Progression Factor					1.00	1.00	1.04	1.12			1.00	1.00
Incremental Delay, d2					4.3	100.5	562.1	0.9			18.1	1.0
Delay (s)					17.5	116.5	585.0	11.2			33.8	12.5
Level of Service					B	F	F	B			C	B
Approach Delay (s)		0.0			82.1			133.2			28.6	
Approach LOS		A			F			F			C	
Intersection Summary												
HCM Average Control Delay			82.0		HCM Level of Service					F		
HCM Volume to Capacity ratio			1.20									
Actuated Cycle Length (s)			48.0		Sum of lost time (s)				12.0			
Intersection Capacity Utilization			84.9%		ICU Level of Service				E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

General Plan Buildout Without Project

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	381	0	480	0	0	0	0	1172	409	387	1092	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	381	0	480	0	0	0	0	1172	409	387	1092	0
RTOR Reduction (vph)	0	0	39	0	0	0	0	0	273	0	0	0
Lane Group Flow (vph)	0	381	441	0	0	0	0	1172	136	387	1092	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		0.22						c0.33		c0.22	0.31	
v/s Ratio Perm			c0.28						0.09			
v/c Ratio		0.65	0.83					0.99	0.26	2.61	0.62	
Uniform Delay, d1		13.6	14.8					15.9	11.7	22.0	8.7	
Progression Factor		1.00	1.00					1.00	1.00	1.06	1.12	
Incremental Delay, d2		5.4	14.4					24.6	1.2	735.7	0.8	
Delay (s)		19.0	29.2					40.6	12.9	759.0	10.5	
Level of Service		B	C					D	B	F	B	
Approach Delay (s)		24.7			0.0			33.4			206.4	
Approach LOS		C			A			C			F	
Intersection Summary												
HCM Average Control Delay			96.7		HCM Level of Service					F		
HCM Volume to Capacity ratio			1.10									
Actuated Cycle Length (s)			48.0		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			84.9%		ICU Level of Service					E		
Analysis Period (min)			15									
c Critical Lane Group												

c Critical Lane Group

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year Without Project Conditions - PM Peak Hour

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Mellon Lane

Average Delay (sec/veh): 77.0 Worst Case Level Of Service: F[502.8]

Street Name:	Highland Springs Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	2	0	1	0

Volume Module:

Base Vol:	129	747	0	0	917	354	229	0	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	747	0	0	917	354	229	0	155	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	747	0	0	917	354	229	0	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	129	747	0	0	917	354	229	0	155	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1271	xxxx	xxxxx	xxxx	xxxx	xxxxx	1549	xxxx	459	xxxx	xxxx	xxxxx
Potent Cap.:	553	xxxx	xxxxx	xxxx	xxxx	xxxxx	107	xxxx	555	xxxx	xxxx	xxxxx
Move Cap.:	553	xxxx	xxxxx	xxxx	xxxx	xxxxx	88	xxxx	555	xxxx	xxxx	xxxxx
Volume/Cap:	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	2.61	xxxx	0.28	xxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	21.6	xxxx	1.1	xxxx	xxxx	xxxxx
Control Del:	13.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	833.6	xxxx	14.0	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			502.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: F[72.8]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	1	0	0	0	0	0	0	1152	4	0	991	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	0	0	0	0	1152	4	0	991	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	0	0	0	0	1152	4	0	991	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	0	0	0	0	0	1152	4	0	991	0

Critical Gap Module:	C St.			C St.			Wilson St.			Wilson St.		
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	C St.			C St.			Wilson St.			Wilson St.		
Cnflct Vol:	2145	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	54	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	54	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:	C St.			C St.			Wilson St.			Wilson St.		
2Way95thQ:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	72.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	72.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	813	0	0	1011	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	813	0	0	1011	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	813	0	0	1011	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	813	0	0	1011	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gap:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

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

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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 General Plan Build-Out Year Without Project Conditions - PM Peak Hour

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

 Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Beaumont Rd.-G St				Highland Home Rd.															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Rights:	Include				Include				Include				Include							
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	0	492	230	624	388	0	0	0	0	179	0	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	492	230	624	388	0	0	0	0	179	0	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	492	230	624	388	0	0	0	0	179	0	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	492	230	624	388	0	0	0	0	179	0	322

Critical Gap Module:												
Critical Gp:xxxxx	xxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:xxxxx	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	722	xxxx	xxxxx	xxxx	xxxx	xxxxx	2243	2243	607
Potent Cap.:	xxxx	xxxx	xxxxx	889	xxxx	xxxxx	xxxx	xxxx	xxxxx	47	43	500
Move Cap.:	xxxx	xxxx	xxxxx	889	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	500
Volume/Cap:	xxxx	xxxx	xxxx	0.70	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.64

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	6.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:xxxxx	xxxx	xxxx	xxxxx	18.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx			
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	6.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	18.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	*			*			*			F					

 Note: Queue reported is the number of cars per lane.

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

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.	F St.		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0

Volume Module:	Highland Home Rd.	F St.		
Base Vol:	0 651 0	0 567 0	0 0 0	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 651 0	0 567 0	0 0 0	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 651 0	0 567 0	0 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	0 651 0	0 567 0	0 0 0	0 0 0

Critical Gap Module:	Highland Home Rd.	F St.		
Critical Gp:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
FollowUpTim:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx

Capacity Module:	Highland Home Rd.	F St.		
Cnflct Vol:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Potent Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Move Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Volume/Cap:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx

Level Of Service Module:	Highland Home Rd.	F St.		
2Way95thQ:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Control Del:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
LOS by Move:	* * *	* * *	* * *	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
SharedQueue:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
Shared LOS:	* * *	* * *	* * *	* * *
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Highland Home Rd.		D St.
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign Stop Sign
Rights:	Include	Include	Include Include
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 0 0 0 0 0 0 0 0

Volume Module:												
Base Vol:	0	696	0	0	551	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	696	0	0	551	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	696	0	0	551	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	696	0	0	551	0	0	0	0	0	0	0

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
-----|-----|-----|-----|-----|

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
-----|-----|-----|-----|-----|

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * * *

Note: Queue reported is the number of cars per lane.

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

 Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	1	0	1	0	0	1	0	0	1	0	1	1	0

Volume Module:												
Base Vol:	87	315	198	241	270	39	13	975	146	43	830	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	315	198	241	270	39	13	975	146	43	830	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	315	198	241	270	39	13	975	146	43	830	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	87	315	198	241	270	39	13	975	146	43	830	369

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	1710	2359	561	1772	2248	600	1199	xxxx	xxxxx	1121	xxxx	xxxxx
Potent Cap.:	60	36	476	54	42	449	589	xxxx	xxxxx	631	xxxx	xxxxx
Move Cap.:	0	33	476	0	39	449	589	xxxx	xxxxx	631	xxxx	xxxxx
Volume/Cap:	xxxx	9.62	0.42	xxxx	7.00	0.09	0.02	xxxx	xxxxx	0.07	xxxx	xxxxx

Level Of Service Module:															
2Way95thQ:	xxxx	38.4	2.0	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx			
Control Del:	xxxxx	4111	17.8	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx	11.1	xxxx	xxxxx			
LOS by Move:	*	F	C	*	*	*	B	*	*	B	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	+Inf			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	F			F			*			*					

Note: Queue reported is the number of cars per lane.

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

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 926.2 Worst Case Level Of Service: F[7003.7]

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	0	0	0	305	0	100	330	972	1	9	1022	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	305	0	100	330	972	1	9	1022	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	305	0	100	330	972	1	9	1022	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	305	0	100	330	972	1	9	1022	332

Critical Gap Module:												
Critical Gap:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	2162	3005	487	2352	2839	677	1354	xxxx	xxxxx	973	xxxx	xxxxx
Potent Cap.:	27	14	532	31	18	400	515	xxxx	xxxxx	717	xxxx	xxxxx
Move Cap.:	10	5	532	15	6	400	515	xxxx	xxxxx	717	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	20.55	0.00	0.25	0.64	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.0	4.5	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.0	23.7	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	C	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				
Shared Cap.:	xxxx	0	xxxxx	15	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	39.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9294	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	7003.7			xxxxxx			xxxxxx				
ApproachLOS:	*	F			*			*				

Note: Queue reported is the number of cars per lane.

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

 Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 3.237
 Loss Time (sec): 0 Average Delay (sec/veh): 836.1
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	Sunset Ave.			Wilson St.		
Base Vol:	288	806	54	141	445	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	806	54	141	445	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	806	54	141	445	206
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	288	806	54	141	445	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	806	54	141	445	206

Saturation Flow Module:	Sunset Ave.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	1.00	0.18	0.56	0.26
Final Sat.:	101	282	421	70	222	103

Capacity Analysis Module:	Sunset Ave.			Wilson St.		
Vol/Sat:	2.86	2.86	0.13	2.00	2.00	2.00
Crit Moves:	****			****		
Delay/Veh:	861.2	861	12.5	480.8	481	480.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	861.2	861	12.5	480.8	481	480.8
LOS by Move:	F	F	B	F	F	F
ApproachDel:	821.2			480.8		877.0
Delay Adj:	1.00			1.00		1.00
ApprAdjDel:	821.2			480.8		877.0
LOS by Appr:	F			F		F
AllWayAvgQ:	90.3	90.3	0.1	51.5	51.5	51.5

Note: Queue reported is the number of cars per lane.

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

 Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.675
 Loss Time (sec): 12 Average Delay (sec/veh): 136.8
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	192	1301	196	127	946	239	191	837	195	543	686	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	1301	196	127	946	239	191	837	195	543	686	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	1301	196	127	946	239	191	837	195	543	686	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1301	196	127	946	239	191	837	195	543	686	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	1301	196	127	946	239	191	837	195	543	686	67

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.93	0.93	0.08	0.92	0.92	0.95	0.92	0.92	0.95	0.94	0.94
Lanes:	1.00	1.74	0.26	1.00	1.60	0.40	1.00	1.62	0.38	1.00	1.82	0.18
Final Sat.:	270	3075	463	144	2795	706	1805	2846	663	1805	3246	317

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.71	0.42	0.42	0.88	0.34	0.34	0.11	0.29	0.29	0.30	0.21	0.21
Crit Moves:				****				****				****
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.12	0.18	0.18	0.18	0.24	0.24
Volume/Cap:	1.36	0.81	0.81	1.68	0.64	0.64	0.89	1.68	1.68	1.68	0.89	0.89
Delay/Veh:	222.8	22.3	22.3	378.2	17.9	17.9	77.6	352	352.3	358.2	48.8	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	222.8	22.3	22.3	378.2	17.9	17.9	77.6	352	352.3	358.2	48.8	48.8
LOS by Move:	F	C	C	F	B	B	E	F	F	F	D	D
HCM2kAvgQ:	14	22	22	12	14	14	9	45	45	45	15	15

 Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	401	1640	0	0	636	1049	0	0	0	101	15	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	1640	0	0	636	1049	0	0	0	101	15	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	1640	0	0	636	1049	0	0	0	101	15	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	401	1640	0	0	636	1049	0	0	0	101	15	142

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	1685	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2760	4127	820
Potent Cap.:	385	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	2	322
Move Cap.:	385	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	322
Volume/Cap:	1.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.44

Level Of Service Module:

2Way95thQ:	13.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	90.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	F

Note: Queue reported is the number of cars per lane.

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

 Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 1932.3 Worst Case Level Of Service: F[4173.0]

 Street Name: Sunset Ave. I-10 Eastbound Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 1 0 0 1 1 0 0 0 0 0 0 0 0

Volume Module:
 Base Vol: 0 1038 76 113 679 0 1004 4 635 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 1038 76 113 679 0 1004 4 635 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 1038 76 113 679 0 1004 4 635 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 1038 76 113 679 0 1004 4 635 0 0 0

Critical Gap Module:
 Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx 6.8 6.5 6.9 xxxxx xxxx xxxxx
 FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:
 Cnflct Vol: xxxx xxxx xxxxx 1114 xxxx xxxxx 1424 2019 340 xxxx xxxx xxxxx
 Potent Cap.: xxxx xxxx xxxxx 634 xxxx xxxxx 129 59 662 xxxx xxxx xxxxx
 Move Cap.: xxxx xxxx xxxxx 634 xxxx xxxxx 110 48 662 xxxx xxxx xxxxx
 Volume/Cap: xxxx xxxx xxxxx 0.18 xxxx xxxxx 9.12 0.08 0.96 xxxx xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx 0.6 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx 11.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 LOS by Move: * * * B * * * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 162 xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx xxxx xxxxx 0.6 xxxx xxxxx xxxxx 188 xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:xxxxx xxxx xxxxx 11.9 xxxx xxxxx xxxxx 4173 xxxxx xxxxx xxxx xxxxx
 Shared LOS: * * * B * * * F * * * *
 ApproachDel: xxxxxx xxxxxx 4173.0 xxxxxx
 ApproachLOS: * * F *

Note: Queue reported is the number of cars per lane.

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

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sunrise Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1

Volume Module:												
Base Vol:	131	87	144	32	35	49	58	803	40	110	1100	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	87	144	32	35	49	58	803	40	110	1100	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	87	144	32	35	49	58	803	40	110	1100	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	131	87	144	32	35	49	58	803	40	110	1100	50

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

Capacity Module:												
Cnflct Vol:	2326	2309	823	2375	2279	1100	1150	xxxx	xxxxx	843	xxxx	xxxxx
Potent Cap.:	26	39	377	24	40	260	615	xxxx	xxxxx	802	xxxx	xxxxx
Move Cap.:	0	30	377	0	31	260	615	xxxx	xxxxx	802	xxxx	xxxxx
Volume/Cap:	xxxx	2.89	0.38	xxxx	1.11	0.19	0.09	xxxx	xxxx	0.14	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.5	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: D[28.4]

Street Name:	16th St.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0

Volume Module:												
Base Vol:	23	0	163	0	0	0	0	780	139	96	1133	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	163	0	0	0	0	780	139	96	1133	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	163	0	0	0	0	780	139	96	1133	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	163	0	0	0	0	780	139	96	1133	0

Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	1608	2175	460	1715	2244	567	xxxx	xxxx	xxxxxx	919	xxxx	xxxxxx
Potent Cap.:	98	47	554	59	43	472	xxxx	xxxx	xxxxxx	751	xxxx	xxxxxx
Move Cap.:	88	41	554	38	37	472	xxxx	xxxx	xxxxxx	751	xxxx	xxxxxx
Volume/Cap:	0.26	0.00	0.29	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.13	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	10.5	xxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	335	xxxxxx	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	3.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	28.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	28.4			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	D			*			*			*					

 Note: Queue reported is the number of cars per lane.

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

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.545
 Loss Time (sec): 0 Average Delay (sec/veh): 416.5
 Optimal Cycle: 0 Level Of Service: F

Street Name: 8th St. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 261 163 56 161 81 91 61 753 39 46 881 149
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 261 163 56 161 81 91 61 753 39 46 881 149
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 261 163 56 161 81 91 61 753 39 46 881 149
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 261 163 56 161 81 91 61 753 39 46 881 149
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 261 163 56 161 81 91 61 753 39 46 881 149

Saturation Flow Module:
 Adjustmet: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.54 0.34 0.12 0.49 0.24 0.27 1.00 1.00 1.00 1.00 0.86 0.14
 Final Sat.: 223 139 48 192 97 109 380 401 435 379 346 59

Capacity Analysis Module:
 Vol/Sat: 1.17 1.17 1.17 0.84 0.84 0.84 0.16 1.88 0.09 0.12 2.55 2.55
 Crit Moves: ****
 Delay/Veh: 128.9 129 128.9 44.4 44.4 44.4 14.0 426 11.8 13.5 721 721.4
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 128.9 129 128.9 44.4 44.4 44.4 14.0 426 11.8 13.5 721 721.4
 LOS by Move: F F F E E E B F B B F F
 ApproachDel: 128.9 44.4 377.3 691.1
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 128.9 44.4 377.3 691.1
 LOS by Appr: F E F F
 AllWayAvgQ: 13.3 13.3 13.3 3.6 3.6 3.6 0.2 46.1 0.1 0.1 79.8 79.8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.319
 Loss Time (sec): 16 Average Delay (sec/veh): 157.6
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	619	319	570	26	167	53	80	605	271	465	433	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	619	319	570	26	167	53	80	605	271	465	433	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	619	319	570	26	167	53	80	605	271	465	433	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	619	319	570	26	167	53	80	605	271	465	433	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	619	319	570	26	167	53	80	605	271	465	433	81

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	0.36	0.64	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	616	1101	1805	1390	441	1805	1900	1615	1805	2968	555

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.34	0.52	0.52	0.01	0.12	0.12	0.04	0.32	0.17	0.26	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.32	0.36	0.36	0.07	0.11	0.11	0.13	0.22	0.22	0.18	0.27	0.27
Volume/Cap:	1.07	1.42	1.42	0.21	1.07	1.07	0.34	1.42	0.75	1.42	0.53	0.53
Delay/Veh:	90.1	230	230.2	44.7	126	125.5	40.3	241	44.5	247.1	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.1	230	230.2	44.7	126	125.5	40.3	241	44.5	247.1	31.4	31.4
LOS by Move:	F	F	F	D	F	F	D	F	D	F	C	C
HCM2kAvgQ:	29	61	61	1	12	12	3	42	9	33	7	7

Note: Queue reported is the number of cars per lane.

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

 Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	0	0	0	1

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Volume Module:

Base Vol:	666	1026	0	0	428	408	0	0	0	104	0	482
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	666	1026	0	0	428	408	0	0	0	104	0	482
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	666	1026	0	0	428	408	0	0	0	104	0	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	666	1026	0	0	428	408	0	0	0	104	0	482

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Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

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Capacity Module:

Cnflct Vol:	836	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2990	3194	1026
Potent Cap.:	807	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	10	288
Move Cap.:	807	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	288
Volume/Cap:	0.83	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.68

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Level Of Service Module:

2Way95thQ:	9.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	26.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	26.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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

 Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 2049.2 Worst Case Level Of Service: F[5143.5]

 Street Name: 8th St. I-10 Eastbound Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0

Volume Module:
 Base Vol: 0 1145 136 203 328 0 549 1 649 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 1145 136 203 328 0 549 1 649 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 1145 136 203 328 0 549 1 649 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 1145 136 203 328 0 549 1 649 0 0 0

Critical Gap Module:
 Critical Gap:xxxxx xxxx xxxxx 4.1 xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
 FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:
 Cnflct Vol: xxxx xxxx xxxxx 1281 xxxx xxxxx 1947 2015 328 xxxx xxxx xxxxx
 Potent Cap.: xxxx xxxx xxxxx 549 xxxx xxxxx 72 59 718 xxxx xxxx xxxxx
 Move Cap.: xxxx xxxx xxxxx 549 xxxx xxxxx 49 35 718 xxxx xxxx xxxxx
 Volume/Cap: xxxx xxxx xxxxx 0.37 xxxx xxxxx 11.32 0.03 0.90 xxxx xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx 1.7 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx 15.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 LOS by Move: * * * C * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 98 xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx xxxx xxxxx 1.7 xxxx xxxxx xxxxx 141 xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:xxxxx xxxx xxxxx 15.4 xxxx xxxxx xxxxx 5143 xxxxx xxxxx xxxx xxxxx
 Shared LOS: * * * C * * * F * * *
 ApproachDel: xxxxxx xxxxxx 5143.5 xxxxxx
 ApproachLOS: * * F *

Note: Queue reported is the number of cars per lane.

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.081
 Loss Time (sec): 0 Average Delay (sec/veh): 358.4
 Optimal Cycle: 0 Level Of Service: F

Street Name: 4th St. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 15 169 113 81 41 8 62 848 14 15 1015 128
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 15 169 113 81 41 8 62 848 14 15 1015 128
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 15 169 113 81 41 8 62 848 14 15 1015 128
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 15 169 113 81 41 8 62 848 14 15 1015 128
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 15 169 113 81 41 8 62 848 14 15 1015 128
 -----|-----|-----|-----|

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.08 0.92 1.00 0.62 0.32 0.06 0.07 0.92 0.01 0.01 0.88 0.11
 Final Sat.: 36 408 490 266 135 26 37 505 8 7 488 62
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.41 0.41 0.23 0.30 0.30 0.30 1.68 1.68 1.68 2.08 2.08 2.08
 Crit Moves: ****
 Delay/Veh: 16.2 16.2 12.1 14.8 14.8 14.8 329.8 330 329.8 507.8 508 507.8
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 16.2 16.2 12.1 14.8 14.8 14.8 329.8 330 329.8 507.8 508 507.8
 LOS by Move: C C B B B B F F F F F F
 ApproachDel: 14.7 14.8 329.8 507.8
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 14.7 14.8 329.8 507.8
 LOS by Appr: B B F F
 AllWayAvgQ: 0.7 0.7 0.3 0.4 0.4 0.4 49.0 49.0 49.0 77.1 77.1 77.1

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.232
 Loss Time (sec): 0 Average Delay (sec/veh): 417.3
 Optimal Cycle: 0 Level Of Service: F

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	San Gorgonio			Wilson St.			Wilson St.			Wilson St.		
Base Vol:	81	235	41	11	92	224	357	523	130	42	817	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	235	41	11	92	224	357	523	130	42	817	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	235	41	11	92	224	357	523	130	42	817	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	235	41	11	92	224	357	523	130	42	817	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	235	41	11	92	224	357	523	130	42	817	103

Saturation Flow Module:	San Gorgonio			Wilson St.			Wilson St.			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	0.03	0.28	0.69	0.35	0.52	0.13	0.04	0.85	0.11
Final Sat.:	383	349	61	15	122	298	160	234	58	20	387	49

Capacity Analysis Module:	San Gorgonio			Wilson St.			Wilson St.			Wilson St.		
Vol/Sat:	0.21	0.67	0.67	0.75	0.75	0.75	2.23	2.23	2.23	2.11	2.11	2.11
Crit Moves:	****			****			****			****		
Delay/Veh:	14.4	27.2	27.2	31.7	31.7	31.7	578.4	578	578.4	525.3	525	525.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	27.2	27.2	31.7	31.7	31.7	578.4	578	578.4	525.3	525	525.3
LOS by Move:	B	D	D	D	D	D	F	F	F	F	F	F
ApproachDel:	24.3			31.7			578.4			525.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	24.3			31.7			578.4			525.3		
LOS by Appr:	C			D			F			F		
AllWayAvgQ:	0.3	1.8	1.8	2.5	2.5	2.5	71.3	71.3	71.3	65.1	65.1	65.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 100381.7 Worst Case Level Of Service: F[561765.9]

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1		0	0	0	1	0	

Volume Module:												
Base Vol:	0	0	19	464	11	615	0	2428	16	31	2117	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	19	464	11	615	0	2428	16	31	2117	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	19	464	11	615	0	2428	16	31	2117	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	19	464	11	615	0	2428	16	31	2117	399

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	2436	4824	4823	2317	xxxx	xxxx	xxxxx	2444	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	41	0	1	49	xxxx	xxxx	xxxxx	195	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	41	0	1	49	xxxx	xxxx	xxxxx	195	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.46	xxxx	16.38	12.63	xxxx	xxxx	xxxx	0.16	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	1.6	xxxx	xxxx	73.9	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	152.8	xxxxx	xxxx	5391	xxxxx	xxxx	xxxxx	26.9	xxxx	xxxxx
LOS by Move:	*	*	F	*	*	F	*	*	*	D	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	62.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*

Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 22447.2 Worst Case Level Of Service: F[195312.5]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	399	0	320	0	0	0	0	1386	735	0	3416	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	0	320	0	0	0	0	1386	735	0	3416	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	399	0	320	0	0	0	0	1386	735	0	3416	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	399	0	320	0	0	0	0	1386	735	0	3416	0

Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	5170	xxxx	1754	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1	xxxx	107	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1	xxxx	107	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	2.99	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	52.7	xxxx	30.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	982.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	F	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Elm Ave.			Oak Valley Pkwy.-14th St.		
Approach:	North Bound		South Bound		East Bound West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign		Uncontrolled	
Rights:	Include		Include		Include	
Lanes:	0 0 1! 0 0	0 0 1! 0 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0

Volume Module:											
Base Vol:	264	82	53	41	119	260	143	725	188	90	1184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	82	53	41	119	260	143	725	188	90	1184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	82	53	41	119	260	143	725	188	90	1184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	264	82	53	41	119	260	143	725	188	90	1184

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

Capacity Module:											
Cnflct Vol:	2679	2510	819	2557	2584	1205	1225	xxxx	xxxxx	913	xxxx
Potent Cap.:	15	29	379	18	26	226	576	xxxx	xxxxx	755	xxxx
Move Cap.:	0	19	379	0	17	226	576	xxxx	xxxxx	755	xxxx
Volume/Cap:	xxxx	4.30	0.14	xxxx	6.96	1.15	0.25	xxxx	xxxxx	0.12	xxxx

Level Of Service Module:											
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	0.4	xxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.3	xxxx	xxxxx	10.4	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx
ApproachLOS:	F		F		F		F		F		F

Note: Queue reported is the number of cars per lane.

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

 Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
 Loss Time (sec): 12 Average Delay (sec/veh): 30.0
 Optimal Cycle: 101 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:												
Base Vol:	34	286	31	202	514	281	145	641	66	71	1059	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	286	31	202	514	281	145	641	66	71	1059	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	286	31	202	514	281	145	641	66	71	1059	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	286	31	202	514	281	145	641	66	71	1059	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	286	31	202	514	281	145	641	66	71	1059	164

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.90	0.90	0.15	0.94	0.94	0.33	0.93	0.93
Lanes:	1.00	1.80	0.20	1.00	1.29	0.71	1.00	1.81	0.19	1.00	1.73	0.27
Final Sat.:	1805	3208	348	1805	2210	1208	277	3227	332	619	3063	474

Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.11	0.23	0.23	0.52	0.20	0.20	0.11	0.35	0.35
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.14	0.14	0.18	0.25	0.25	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.27	0.63	0.63	0.63	0.93	0.93	0.93	0.35	0.35	0.20	0.62	0.62
Delay/Veh:	45.2	43.0	43.0	42.0	53.5	53.5	72.6	12.2	12.2	11.2	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	43.0	43.0	42.0	53.5	53.5	72.6	12.2	12.2	11.2	15.3	15.3
LOS by Move:	D	D	D	D	D	D	E	B	B	B	B	B
HCM2kAvgQ:	1	6	6	7	17	17	7	6	6	1	14	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
 Loss Time (sec): 0 Average Delay (sec/veh): 22.2
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	1	0	0	1	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Base Vol:	14	267	22	57	695	31	20	143	16	16	312	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	267	22	57	695	31	20	143	16	16	312	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	267	22	57	695	31	20	143	16	16	312	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	267	22	57	695	31	20	143	16	16	312	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	267	22	57	695	31	20	143	16	16	312	23

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.76	0.15	0.15	1.77	0.08	0.11	0.80	0.09	0.05	0.89	0.06
Final Sat.:	42	811	67	75	923	42	51	368	41	23	457	34

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Vol/Sat:	0.33	0.33	0.33	0.76	0.75	0.75	0.39	0.39	0.39	0.68	0.68	0.68
Crit Moves:	****			****			****			****		
Delay/Veh:	13.7	13.6	13.4	27.9	27.1	26.5	14.4	14.4	14.4	22.3	22.3	22.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.6	13.4	27.9	27.1	26.5	14.4	14.4	14.4	22.3	22.3	22.3
LOS by Move:	B	B	B	D	D	D	B	B	B	C	C	C
ApproachDel:	13.6			27.2			14.4			22.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.6			27.2			14.4			22.3		
LOS by Appr:	B			D			B			C		
AllWayAvgQ:	0.4	0.4	0.4	2.6	2.5	2.5	0.5	0.5	0.5	1.8	1.8	1.8

Note: Queue reported is the number of cars per lane.

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 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.138
 Loss Time (sec): 12 Average Delay (sec/veh): 85.3
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	0	0	0	0	0	1

Volume Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	642	703	0	0	1130	250	0	0	0	338	0	409
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	642	703	0	0	1130	250	0	0	0	338	0	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	642	703	0	0	1130	250	0	0	0	338	0	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	642	703	0	0	1130	250	0	0	0	338	0	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	642	703	0	0	1130	250	0	0	0	338	0	409

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.92	0.92	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.64	0.36	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2876	636	0	0	0	1809	0	1615

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Vol/Sat:	0.36	0.19	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.19	0.00	0.25
Crit Moves:	****			****								****
Green/Cycle:	0.31	0.66	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	1.14	0.30	0.00	0.00	1.14	1.14	0.00	0.00	0.00	0.84	0.00	1.14
Delay/Veh:	116.6	7.4	0.0	0.0	106	105.5	0.0	0.0	0.0	51.7	0.0	129.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.6	7.4	0.0	0.0	106	105.5	0.0	0.0	0.0	51.7	0.0	129.4
LOS by Move:	F	A	A	A	F	F	A	A	A	D	A	F
HCM2kAvgQ:	29	4	0	0	37	37	0	0	0	13	0	22

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
 Loss Time (sec): 12 Average Delay (sec/veh): 32.0
 Optimal Cycle: 100 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0	0	0

Volume Module:	Beaumont Ave.			Beaumont Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	1089	254	342	1126	0	256	0	453	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1089	254	342	1126	0	256	0	453	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1089	254	342	1126	0	256	0	453	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1089	254	342	1126	0	256	0	453	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1089	254	342	1126	0	256	0	453	0	0	0

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Vol/Sat:	0.00	0.30	0.16	0.19	0.31	0.00	0.14	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.34	0.34	0.22	0.56	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.88	0.46	0.88	0.56	0.00	0.44	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	38.1	26.1	57.4	14.4	0.0	27.5	0.0	47.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.1	26.1	57.4	14.4	0.0	27.5	0.0	47.7	0.0	0.0	0.0
LOS by Move:	A	D	C	E	B	A	C	A	D	A	A	A
HCM2kAvgQ:	0	16	6	9	11	0	6	0	16	0	0	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.866
 Loss Time (sec): 12 Average Delay (sec/veh): 30.5
 Optimal Cycle: 96 Level Of Service: C

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Base Vol:	72	1191	291	144	1061	143	45	69	11	347	189	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1191	291	144	1061	143	45	69	11	347	189	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1191	291	144	1061	143	45	69	11	347	189	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1191	291	144	1061	143	45	69	11	347	189	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	72	1191	291	144	1061	143	45	69	11	347	189	123

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.36	0.98	0.98	0.70	0.94	0.94
Lanes:	1.00	1.61	0.39	1.00	1.76	0.24	1.00	0.86	0.14	1.00	0.61	0.39
Final Sat.:	1805	2817	688	1805	3124	421	692	1604	256	1338	1083	705

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.04	0.42	0.42	0.08	0.34	0.34	0.07	0.04	0.04	0.26	0.17	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.49	0.49	0.09	0.48	0.48	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.40	0.87	0.87	0.87	0.71	0.71	0.22	0.14	0.14	0.87	0.58	0.58
Delay/Veh:	43.7	27.6	27.6	79.6	21.8	21.8	26.8	25.7	25.7	50.7	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	27.6	27.6	79.6	21.8	21.8	26.8	25.7	25.7	50.7	31.3	31.3
LOS by Move:	D	C	C	E	C	C	C	C	C	D	C	C
HCM2kAvgQ:	3	24	24	5	15	15	1	2	2	13	9	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	1	0	1	0	0	1	0	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Base Vol:	51	850	76	46	979	396	341	35	6	163	63	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	850	76	46	979	396	341	35	6	163	63	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	850	76	46	979	396	341	35	6	163	63	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	51	850	76	46	979	396	341	35	6	163	63	248

Critical Gap Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Cnflct Vol:	1375	xxxx	xxxxx	926	xxxx	xxxxx	1828	2297	688	1589	2457	463
Potent Cap.:	505	xxxx	xxxxx	746	xxxx	xxxxx	49	39	394	74	31	551
Move Cap.:	505	xxxx	xxxxx	746	xxxx	xxxxx	0	32	394	0	25	551
Volume/Cap:	0.10	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	1.09	0.02	xxxx	2.47	0.45

Level Of Service Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
2Way95thQ:	0.3	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.9	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	12.9	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

 Note: Queue reported is the number of cars per lane.

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

 Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.				California Ave.			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign	
Rights:	Include		Include		Include		Include	
Lanes:	1 0 1 1 0	0 1 0 1 0	0 1 0 0 1	0 0 1! 0 0				

Volume Module:												
Base Vol:	378	727	4	56	1056	1	1	14	253	20	89	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	378	727	4	56	1056	1	1	14	253	20	89	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	378	727	4	56	1056	1	1	14	253	20	89	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	378	727	4	56	1056	1	1	14	253	20	89	184

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	1057	xxxx	xxxxxx	731	xxxx	xxxxxx	2333	2656	529	2132	2654	366
Potent Cap.:	667	xxxx	xxxxxx	883	xxxx	xxxxxx	20	23	500	29	23	637
Move Cap.:	667	xxxx	xxxxxx	883	xxxx	xxxxxx	0	9	500	0	9	637
Volume/Cap:	0.57	xxxx	xxxxxx	0.06	xxxx	xxxxxx	xxxx	1.49	0.51	xxxx	9.47	0.29

Level Of Service Module:												
2Way95thQ:	3.6	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	2.8	xxxx	xxxx	xxxxxx
Control Del:	17.2	xxxx	xxxxxx	9.4	xxxx	xxxxxx	xxxxxx	xxxx	19.4	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	A	*	*	*	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	9.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf		xxxxxx			
ApproachLOS:	*			*			F		F			

Note: Queue reported is the number of cars per lane.

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

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.847
 Loss Time (sec): 0 Average Delay (sec/veh): 458.1
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1

Volume Module:												
Base Vol:	139	117	80	108	105	98	51	689	155	206	1043	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	117	80	108	105	98	51	689	155	206	1043	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	117	80	108	105	98	51	689	155	206	1043	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	117	80	108	105	98	51	689	155	206	1043	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	117	80	108	105	98	51	689	155	206	1043	103

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.46	1.00	1.00	1.00	1.00	0.07	0.93	1.00	0.16	0.84	1.00
Final Sat.:	216	182	444	351	369	398	31	413	482	72	366	478

Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.18	0.31	0.28	0.25	1.67	1.67	0.32	2.85	2.85	0.22
Crit Moves:	****			****			****			****		
Delay/Veh:	26.2	26.2	12.4	17.1	16.0	14.4	329.8	330	13.5	853.3	853	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	26.2	12.4	17.1	16.0	14.4	329.8	330	13.5	853.3	853	12.1
LOS by Move:	D	D	B	C	C	B	F	F	B	F	F	B
ApproachDel:	22.9			15.9			275.0			789.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.9			15.9			275.0			789.2		
LOS by Appr:	C			C			F			F		
AllWayAvgQ:	1.6	1.6	0.2	0.4	0.4	0.3	39.3	39.3	0.5	103	103	0.3

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.058
 Loss Time (sec): 0 Average Delay (sec/veh): 56.4
 Optimal Cycle: 0 Level Of Service: F

Street Name: Palm Ave. 8th St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 19 152 100 83 381 13 30 178 43 118 363 34
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 19 152 100 83 381 13 30 178 43 118 363 34
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 19 152 100 83 381 13 30 178 43 118 363 34
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 19 152 100 83 381 13 30 178 43 118 363 34
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 19 152 100 83 381 13 30 178 43 118 363 34

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.07 0.56 0.37 0.17 0.80 0.03 0.12 0.71 0.17 0.23 0.70 0.07
 Final Sat.: 31 250 164 84 386 13 52 308 74 112 343 32

Capacity Analysis Module:
 Vol/Sat: 0.61 0.61 0.61 0.99 0.99 0.99 0.58 0.58 0.58 1.06 1.06 1.06
 Crit Moves: ****
 Delay/Veh: 21.8 21.8 21.8 64.6 64.6 64.6 21.0 21.0 21.0 84.1 84.1 84.1
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 21.8 21.8 21.8 64.6 64.6 64.6 21.0 21.0 21.0 84.1 84.1 84.1
 LOS by Move: C C C F F F C C C F F F
 ApproachDel: 21.8 64.6 21.0 84.1
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 21.8 64.6 21.0 84.1
 LOS by Appr: C F C F
 AllWayAvgQ: 1.4 1.4 1.4 7.3 7.3 7.3 1.2 1.2 1.2 10.0 10.0 10.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.869
 Loss Time (sec): 0 Average Delay (sec/veh): 263.3
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:	Pennsylvania Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Base Vol:	100	0	94	0	0	0	0	765	96	164	1148	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	94	0	0	0	0	765	96	164	1148	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	94	0	0	0	0	765	96	164	1148	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	94	0	0	0	0	765	96	164	1148	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	94	0	0	0	0	765	96	164	1148	0

Saturation Flow Module:	Pennsylvania Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	0.89	0.11	1.00	1.00	0.00
Final Sat.:	282	0	265	0	0	0	0	583	73	566	614	0

Capacity Analysis Module:	Pennsylvania Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Vol/Sat:	0.35	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	1.31	1.31	0.29	1.87	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	13.1	0.0	13.1	0.0	0.0	0.0	0.0	169	169.4	11.6	412	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	0.0	13.1	0.0	0.0	0.0	0.0	169	169.4	11.6	412	0.0
LOS by Move:	B	*	B	*	*	*	*	F	F	B	F	*
ApproachDel:	13.1			xxxxxx				169.4			361.9	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	13.1			xxxxxx				169.4			361.9	
LOS by Appr:	B			*				F			F	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	29.3	29.3	29.3	0.4	68.8	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.042
 Loss Time (sec): 0 Average Delay (sec/veh): 58.5
 Optimal Cycle: 0 Level Of Service: F

Street Name: Pennsylvania Ave. 8th St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 29 171 33 83 363 39 25 305 23 53 363 53
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 29 171 33 83 363 39 25 305 23 53 363 53
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 29 171 33 83 363 39 25 305 23 53 363 53
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 29 171 33 83 363 39 25 305 23 53 363 53
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 29 171 33 83 363 39 25 305 23 53 363 53

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.12 0.74 0.14 0.17 0.75 0.08 0.07 0.86 0.07 0.11 0.78 0.11
 Final Sat.: 51 300 58 80 348 37 31 381 29 53 362 53

Capacity Analysis Module:
 Vol/Sat: 0.57 0.57 0.57 1.04 1.04 1.04 0.80 0.80 0.80 1.00 1.00 1.00
 Crit Moves: **** *
 Delay/Veh: 21.8 21.8 21.8 81.2 81.2 81.2 35.6 35.6 35.6 70.6 70.6 70.6
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 21.8 21.8 21.8 81.2 81.2 81.2 35.6 35.6 35.6 70.6 70.6 70.6
 LOS by Move: C C C F F F E E E F F F
 ApproachDel: 21.8 81.2 35.6 70.6
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 21.8 81.2 35.6 70.6
 LOS by Appr: C F E F
 AllWayAvgQ: 1.2 1.2 1.2 9.1 9.1 9.1 3.0 3.0 3.0 7.8 7.8 7.8

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	549	286	590	829	0	0	0	0	125	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	549	286	590	829	0	0	0	0	125	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	549	286	590	829	0	0	0	0	125	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	549	286	590	829	0	0	0	0	125	0	174

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	
FollowUpTim:xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol: xxxxx	424	0	612	337	xxxxx	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx	
Potent Cap.: xxxxx	525	1091	408	587	xxxxx	xxxxx	xxxxx	xxxxx	1636	xxxxx	xxxxx	
Move Cap.: xxxxx	482	1091	0	539	xxxxx	xxxxx	xxxxx	xxxxx	1636	xxxxx	xxxxx	
Volume/Cap: xxxxx	1.14	0.26	xxxxx	1.54	xxxxx	xxxxx	xxxxx	xxxxx	0.08	xxxxx	xxxxx	

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ: xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	
Control Del:xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	7.4	xxxxx	xxxxx	
LOS by Move: *	*	*	*	*	*	*	*	*	A	*	*	
Movement: LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.: xxxxx	xxxxx	596	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	
SharedQueue:xxxxx	xxxxx	38.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	
Shrd ConDel:xxxxx	xxxxx	210.9	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	
Shared LOS: *	*	F	*	*	*	*	*	*	*	*	*	
ApproachDel: 210.9	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
ApproachLOS: F	F	F	*	*	*	*	*	*	*	*	*	

Note: Queue reported is the number of cars per lane.

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

 Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	1	0	0	0

Volume Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
Base Vol:	0	582	117	215	736	0	253	0	304	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	582	117	215	736	0	253	0	304	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	582	117	215	736	0	253	0	304	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	582	117	215	736	0	253	0	304	0	0	0

Critical Gap Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
Critical Gp:xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Capacity Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
Cnflct Vol:	xxxx	658	152	1008	810	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	387	900	221	316	xxxxx	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	317	900	0	259	xxxxx	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	1.84	0.13	xxxx	2.84	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	63.9	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	xxxxx	867	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	F	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	356	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	48.3	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	469.1	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	F	*	*	*	*	*	*	*	*	*
ApproachDel:	469.1			+Inf			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: E[48.7]

Street Name:	Pennsylvania Ave.				3rd St.															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Rights:	Include				Include				Include				Include							
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	7	700	0	0	1041	26	17	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	700	0	0	1041	26	17	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	700	0	0	1041	26	17	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	700	0	0	1041	26	17	0	2	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	1067	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1755	1755	1041	xxxx	xxxx	xxxxxx
Potent Cap.:	661	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	95	86	282	xxxx	xxxx	xxxxxx
Move Cap.:	661	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	94	85	282	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.18	0.00	0.01	xxxx	xxxx	xxxxxx

Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	10.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	101	xxxxxx	xxxxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.2	xxxx	xxxxxx	xxxxxx	48.7	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	A	*	*	*	E	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			48.7			xxxxxx					
ApproachLOS:		*			*		E				*				

 Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

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

 Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.632
 Loss Time (sec): 0 Average Delay (sec/veh): 153.0
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.				Oak Valley Pkwy.-14th St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Min. Green:	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	1	0	0	1	0

Volume Module:												
Base Vol:	0	24	1	289	63	439	124	688	0	7	872	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	24	1	289	63	439	124	688	0	7	872	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	24	1	289	63	439	124	688	0	7	872	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	24	1	289	63	439	124	688	0	7	872	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	24	1	289	63	439	124	688	0	7	872	229

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	1.00	0.13	0.87	1.00	1.00	0.00	0.01	1.58	0.41
Final Sat.:	0	356	15	418	60	420	395	422	0	6	722	194

Capacity Analysis Module:												
Vol/Sat:	xxxx	0.07	0.07	0.69	1.04	1.04	0.31	1.63	xxxx	1.23	1.21	1.18
Crit Moves:		****			****			****		****		
Delay/Veh:	0.0	13.4	13.4	28.4	80.3	80.3	15.8	316	0.0	144.9	138	126.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.4	13.4	28.4	80.3	80.3	15.8	316	0.0	144.9	138	126.5
LOS by Move:	*	B	B	D	F	F	C	F	*	F	F	F
ApproachDel:	13.4			61.3			270.3			135.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.4			61.3			270.3			135.7		
LOS by Appr:	B			F			F			F		
AllWayAvgQ:	0.1	0.1	0.1	2.0	9.4	9.4	0.4	35.7	35.7	16.9	15.1	15.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935
 Loss Time (sec): 0 Average Delay (sec/veh): 45.5
 Optimal Cycle: 0 Level Of Service: E

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:												
Base Vol:	160	13	9	124	98	120	40	566	182	15	640	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	13	9	124	98	120	40	566	182	15	640	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	13	9	124	98	120	40	566	182	15	640	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	13	9	124	98	120	40	566	182	15	640	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	13	9	124	98	120	40	566	182	15	640	68

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.18	0.82	1.00	1.00	1.00	1.00	1.51	0.49	1.00	1.81	0.19
Final Sat.:	307	379	274	323	338	362	353	605	199	351	708	76

Capacity Analysis Module:												
Vol/Sat:	0.52	0.03	0.03	0.38	0.29	0.33	0.11	0.94	0.91	0.04	0.90	0.90
Crit Moves:	****			****			****			****		
Delay/Veh:	24.6	13.7	13.2	19.5	16.8	16.6	13.4	59.6	54.0	12.8	53.9	52.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	13.7	13.2	19.5	16.8	16.6	13.4	59.6	54.0	12.8	53.9	52.3
LOS by Move:	C	B	B	C	C	C	B	F	F	B	F	F
ApproachDel:	23.3			17.7			55.9			52.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	23.3			17.7			55.9			52.9		
LOS by Appr:	C			C			F			F		
AllWayAvgQ:	0.9	0.0	0.0	0.5	0.4	0.4	0.1	5.6	4.8	0.0	4.7	4.4

 Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			Brookside Ave.			Brookside Ave.		
Base Vol:	206	180	102	230	366	113	46	219	201	274	423	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	180	102	230	366	113	46	219	201	274	423	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	180	102	230	366	113	46	219	201	274	423	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	206	180	102	230	366	113	46	219	201	274	423	333

Critical Gap Module:	Highland Springs Ave.			Highland Springs Ave.			Brookside Ave.			Brookside Ave.		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Highland Springs Ave.			Highland Springs Ave.			Brookside Ave.			Brookside Ave.		
Cnflct Vol:	479	xxxx	xxxxx	282	xxxx	xxxxx	1904	1577	423	1736	1582	231
Potent Cap.:	1094	xxxx	xxxxx	1292	xxxx	xxxxx	53	111	636	69	110	813
Move Cap.:	1094	xxxx	xxxxx	1292	xxxx	xxxxx	0	72	636	0	71	813
Volume/Cap:	0.19	xxxx	xxxx	0.18	xxxx	xxxx	xxxx	3.06	0.32	xxxx	5.96	0.41

Level Of Service Module:	Highland Springs Ave.			Highland Springs Ave.			Brookside Ave.			Brookside Ave.		
2Way95thQ:	0.7	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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

 Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[14.5]

Street Name:	Highland Springs Ave.						16th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0

Volume Module:												
Base Vol:	32	295	0	0	423	48	25	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	295	0	0	423	48	25	0	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	295	0	0	423	48	25	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	295	0	0	423	48	25	0	17	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	471	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	806	806	447	xxxx	xxxx	xxxxxx
Potent Cap.:	1101	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	354	318	616	xxxx	xxxx	xxxxxx
Move Cap.:	1101	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	346	308	616	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	8.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	421	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	8.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	14.5	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			14.5			xxxxxx					
ApproachLOS:		*			*		B				*				

 Note: Queue reported is the number of cars per lane.

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

 Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 97.5 Worst Case Level Of Service: F[302.1]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1 0 0

Volume Module:	North Bound	South Bound	East Bound	West Bound
Base Vol:	0 283 233	16 490 0	0 0 0	456 0 30
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 283 233	16 490 0	0 0 0	456 0 30
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 283 233	16 490 0	0 0 0	456 0 30
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	0 283 233	16 490 0	0 0 0	456 0 30

Critical Gap Module:	North Bound	South Bound	East Bound	West Bound
Critical Gap:	xxxxx xxxx xxxxx	4.1 xxxx xxxxx	xxxxx xxxx xxxxx	6.4 6.5 6.2
FollowUpTim:	xxxxx xxxx xxxxx	2.2 xxxx xxxxx	xxxxx xxxx xxxxx	3.5 4.0 3.3

Capacity Module:	North Bound	South Bound	East Bound	West Bound
Cnflct Vol:	xxxx xxxx xxxxx	516 xxxx xxxxx	xxxx xxxx xxxxx	922 922 400
Potent Cap.:	xxxx xxxx xxxxx	1060 xxxx xxxxx	xxxx xxxx xxxxx	303 272 655
Move Cap.:	xxxx xxxx xxxxx	1060 xxxx xxxxx	xxxx xxxx xxxxx	299 268 655
Volume/Cap:	xxxx xxxx xxxx	0.02 xxxx xxxx	xxxx xxxx xxxx	1.52 0.00 0.05

Level Of Service Module:	North Bound	South Bound	East Bound	West Bound
2Way95thQ:	xxxx xxxx xxxxx	0.0 xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Control Del:	xxxxx xxxx xxxxx	8.4 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
LOS by Move:	* * *	A * *	* * *	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 309 xxxxx
SharedQueue:	xxxxx xxxx xxxxx	0.0 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 28.5 xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	8.4 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 302 xxxxx
Shared LOS:	* * *	A * *	* * *	* F *
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	302.1
ApproachLOS:	*	*	*	F

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.942
 Loss Time (sec): 12 Average Delay (sec/veh): 116.7
 Optimal Cycle: 133 Level Of Service: F

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Base Vol:	367	433	78	31	862	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	433	78	31	862	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	433	78	31	862	39
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	367	433	78	31	862	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	367	433	78	31	862	39

Saturation Flow Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.99	0.99
Lanes:	1.00	0.85	0.15	1.00	0.96	0.04
Final Sat.:	1805	1573	283	1805	1807	82

Capacity Analysis Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Vol/Sat:	0.20	0.28	0.28	0.02	0.48	0.48
Crit Moves:	****			****		
Green/Cycle:	0.22	0.58	0.58	0.15	0.51	0.51
Volume/Cap:	0.94	0.48	0.48	0.12	0.94	0.94
Delay/Veh:	69.6	12.7	12.7	37.3	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.6	12.7	12.7	37.3	40.1	40.1
LOS by Move:	E	B	B	D	D	D
HCM2kAvgQ:	11	8	8	1	31	31

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			Starlight Ave.			Starlight Ave.		
Base Vol:	219	687	124	47	1221	333	84	78	330	243	152	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	687	124	47	1221	333	84	78	330	243	152	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	687	124	47	1221	333	84	78	330	243	152	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	219	687	124	47	1221	333	84	78	330	243	152	91

Critical Gap Module:	Highland Springs Ave.			Highland Springs Ave.			Starlight Ave.			Starlight Ave.		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Highland Springs Ave.			Highland Springs Ave.			Starlight Ave.			Starlight Ave.		
Cnflct Vol:	1554	xxxx	xxxxx	811	xxxx	xxxxx	2790	2731	1388	2873	2835	749
Potent Cap.:	432	xxxx	xxxxx	824	xxxx	xxxxx	12	21	177	11	18	415
Move Cap.:	432	xxxx	xxxxx	824	xxxx	xxxxx	0	10	177	0	8	415
Volume/Cap:	0.51	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	8.11	1.87	xxxx	18.49	0.22

Level Of Service Module:	Highland Springs Ave.			Highland Springs Ave.			Starlight Ave.			Starlight Ave.		
2Way95thQ:	2.8	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	21.6	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	41	xxxx	0	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	49.0	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	4229	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

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

 Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.137
 Loss Time (sec): 16 Average Delay (sec/veh): 93.0
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			8th St.-Wilson St.								
Base Vol:	57	685	264	204	1204	154	64	162	101	730	290	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	685	264	204	1204	154	64	162	101	730	290	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	685	264	204	1204	154	64	162	101	730	290	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	685	264	204	1204	154	64	162	101	730	290	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	685	264	204	1204	154	64	162	101	730	290	139

Saturation Flow Module:	Highland Springs Ave.			8th St.-Wilson St.								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.89	0.89	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.77	0.23	1.00	1.23	0.77	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	3146	402	1805	2095	1306	1805	3610	1615

Capacity Analysis Module:	Highland Springs Ave.			8th St.-Wilson St.								
Vol/Sat:	0.03	0.36	0.16	0.11	0.38	0.38	0.04	0.08	0.08	0.40	0.08	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.32	0.67	0.10	0.35	0.35	0.19	0.07	0.07	0.35	0.23	0.23
Volume/Cap:	0.45	1.14	0.24	1.14	1.11	1.11	0.19	1.10	1.10	1.14	0.34	0.37
Delay/Veh:	47.2	116	6.6	155.1	93.5	93.5	34.2	136	135.8	113.2	32.1	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	116	6.6	155.1	93.5	93.5	34.2	136	135.8	113.2	32.1	32.7
LOS by Move:	D	F	A	F	F	F	C	F	F	F	C	C
HCM2kAvgQ:	2	31	3	9	30	30	2	9	9	37	4	4

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

General Plan Buildout With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	221	306	428	144	102	275	1122	461	203	1814	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4642		1770	3319		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4642		1770	3319		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	90	221	306	428	144	102	275	1122	461	203	1814	78
RTOR Reduction (vph)	0	150	0	0	83	0	0	0	232	0	0	24
Lane Group Flow (vph)	90	377	0	428	163	0	275	1122	229	203	1814	54
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	8.0	12.9		11.5	16.4		8.5	33.0	33.0	11.5	36.0	36.0
Effective Green, g (s)	8.0	12.9		11.5	16.4		8.5	33.0	33.0	11.5	36.0	36.0
Actuated g/C Ratio	0.09	0.15		0.13	0.19		0.10	0.38	0.38	0.13	0.42	0.42
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	165	697		237	634		175	1360	608	237	1483	663
v/s Ratio Prot	0.05	c0.08		c0.24	c0.05		c0.16	0.32		0.11	c0.51	
v/s Ratio Perm									0.14			0.03
v/c Ratio	0.55	0.54		1.81	0.26		1.57	0.82	0.38	0.86	1.22	0.08
Uniform Delay, d1	37.2	33.8		37.2	29.6		38.7	23.8	19.0	36.4	25.0	15.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.7	0.9		378.9	0.2		282.9	5.8	1.8	24.9	106.7	0.2
Delay (s)	40.9	34.6		416.1	29.8		321.6	29.7	20.8	61.3	131.6	15.2
Level of Service	D	C		F	C		F	C	C	E	F	B
Approach Delay (s)		35.5			275.1			70.7			120.5	
Approach LOS		D			F			E			F	
Intersection Summary												
HCM Average Control Delay			112.7			HCM Level of Service			F			
HCM Volume to Capacity ratio			1.27									
Actuated Cycle Length (s)			85.9			Sum of lost time (s)			22.0			
Intersection Capacity Utilization			115.2%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

General Plan Buildout With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↶	↶	↶↶			↶↶	↶
Volume (vph)	0	0	0	391	0	461	583	1396	0	0	1399	1149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Flt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	391	0	461	583	1396	0	0	1399	1149
RTOR Reduction (vph)	0	0	0	0	0	17	0	0	0	0	0	582
Lane Group Flow (vph)	0	0	0	0	391	444	583	1396	0	0	1399	567
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.22		c0.33	0.39			c0.40	
v/s Ratio Perm						c0.28						0.36
v/c Ratio					0.66	0.84	3.94	0.79			1.19	1.07
Uniform Delay, d1					13.7	14.8	22.0	9.9			16.0	16.0
Progression Factor					1.00	1.00	0.89	1.08			1.00	1.00
Incremental Delay, d2					5.8	15.0	1324.1	0.3			92.3	60.5
Delay (s)					19.5	29.8	1343.6	11.1			108.3	76.5
Level of Service					B	C	F	B			F	E
Approach Delay (s)		0.0			25.1			403.6			94.0	
Approach LOS		A			C			F			F	
Intersection Summary												
HCM Average Control Delay			197.0				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.34									
Actuated Cycle Length (s)			48.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			177.2%				ICU Level of Service		H			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

General Plan Buildout With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	772	0	442	0	0	0	0	1208	482	571	1218	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	772	0	442	0	0	0	0	1208	482	571	1218	0
RTOR Reduction (vph)	0	0	27	0	0	0	0	0	321	0	0	0
Lane Group Flow (vph)	0	772	415	0	0	0	0	1208	161	571	1218	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.44						c0.34		c0.32	0.34	
v/s Ratio Perm			0.26						0.10			
v/c Ratio		1.31	0.79					1.02	0.30	3.86	0.69	
Uniform Delay, d1		16.0	14.4					16.0	11.9	22.0	9.1	
Progression Factor		1.00	1.00					1.00	1.00	1.05	1.21	
Incremental Delay, d2		150.7	11.2					32.4	1.5	1287.6	0.2	
Delay (s)		166.7	25.6					48.4	13.4	1310.7	11.2	
Level of Service		F	C					D	B	F	B	
Approach Delay (s)		115.4			0.0			38.4			426.0	
Approach LOS		F			A			D			F	
Intersection Summary												
HCM Average Control Delay		206.1										
HCM Volume to Capacity ratio		1.47										
Actuated Cycle Length (s)		48.0										
Intersection Capacity Utilization		177.2%										
Analysis Period (min)		15										
c Critical Lane Group												

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
 Loss Time (sec): 16 Average Delay (sec/veh): 30.1
 Optimal Cycle: 66 Level Of Service: C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Base Vol:	152	1031	70	221	646	39	75	101	47	76	277	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1031	70	221	646	39	75	101	47	76	277	324
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	152	1031	70	221	646	0	75	101	47	76	277	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1031	70	221	646	0	75	101	47	76	277	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	152	1031	70	221	646	0	75	101	47	76	277	0

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.90	0.90	0.94	0.94	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	1.36	0.64	0.43	1.57	1.00
Final Sat.:	1805	3347	227	1805	3610	1900	1805	2345	1091	769	2802	1900

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Vol/Sat:	0.08	0.31	0.31	0.12	0.18	0.00	0.04	0.04	0.04	0.10	0.10	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.45	0.45	0.18	0.43	0.00	0.07	0.07	0.07	0.14	0.14	0.00
Volume/Cap:	0.42	0.69	0.69	0.69	0.42	0.00	0.59	0.62	0.62	0.69	0.69	0.00
Delay/Veh:	35.7	23.3	23.3	44.6	20.3	0.0	52.5	49.9	49.9	44.6	44.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	23.3	23.3	44.6	20.3	0.0	52.5	49.9	49.9	44.6	44.6	0.0
LOS by Move:	D	C	C	D	C	A	D	D	D	D	D	A
HCM2kAvgQ:	4	15	15	6	7	0	3	3	3	7	7	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #30 Highland Springs Ave./Mellon Lane

Average Delay (sec/veh): 77.6 Worst Case Level Of Service: F[390.9]

Street Name:	Highland Springs Ave.				Mellon Lane															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R											
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign													
Rights:	Include		Include		Include		Include													
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0

Volume Module:												
Base Vol:	95	832	0	0	588	124	323	0	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	832	0	0	588	124	323	0	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	832	0	0	588	124	323	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	95	832	0	0	588	124	323	0	80	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	712	xxxx	xxxxx	xxxx	xxxx	xxxxx	1194	xxxx	294	xxxx	xxxx	xxxxx
Potent Cap.:	897	xxxx	xxxxx	xxxx	xxxx	xxxxx	182	xxxx	708	xxxx	xxxx	xxxxx
Move Cap.:	897	xxxx	xxxxx	xxxx	xxxx	xxxxx	167	xxxx	708	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	1.93	xxxx	0.11	xxxx	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	24.4	xxxx	0.4	xxxx	xxxx	xxxxx			
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	485.0	xxxx	10.7	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	F	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			390.9			xxxxxx					
ApproachLOS:	*			*			F			*					

Note: Queue reported is the number of cars per lane.

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

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 159.6 Worst Case Level Of Service: F[966.3]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	6	0	0	121	0	213	109	516	1	0	1022	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	121	0	213	109	516	1	0	1022	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	121	0	213	109	516	1	0	1022	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	0	121	0	213	109	516	1	0	1022	62

Critical Gap Module:	C St.			C St.			Wilson St.			Wilson St.		
Critical Gap:	7.1	xxxx	xxxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:	C St.			C St.			Wilson St.			Wilson St.		
Cnflct Vol:	1894	xxxx	xxxxxx	1788	1788	1053	1084	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	54	xxxx	xxxxxx	64	82	277	651	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	11	xxxx	xxxxxx	55	67	277	651	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.56	xxxx	xxxx	2.20	0.00	0.77	0.17	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	C St.			C St.			Wilson St.			Wilson St.		
2Way95thQ:	1.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	546.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	11.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	113	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	31.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	966	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	546.4			966.3			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 257.5 Worst Case Level Of Service: F[878.4]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			Northern Loop		
Base Vol:	140	702	0	0	399	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	702	0	0	399	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	702	0	0	399	155
Reduct Vol:	0	0	0	0	0	0
Final Volume:	140	702	0	0	399	155

Critical Gap Module:	Highland Home Rd.			Northern Loop		
Critical Gap:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Northern Loop		
Cnflct Vol:	554	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1026	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1026	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:	Highland Home Rd.			Northern Loop		
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	203	xxxxx
SharedQueue:	0.5	xxxx	xxxxx	xxxxx	51.0	xxxxx
Shrd ConDel:	9.1	xxxx	xxxxx	xxxxx	878	xxxxx
Shared LOS:	A	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	878.4	xxxxxx		
ApproachLOS:	*	*	F	*		

Note: Queue reported is the number of cars per lane.

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

 Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): 392.9 Worst Case Level Of Service: F[856.3]

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Base Vol:	0	287	138	166	505	0	0	0	0	371	0	555
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	287	138	166	505	0	0	0	0	371	0	555
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	287	138	166	505	0	0	0	0	371	0	555
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	287	138	166	505	0	0	0	0	371	0	555

Critical Gap Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Cnflct Vol:	xxxx	xxxx	xxxxx	425	xxxx	xxxxx	xxxx	xxxx	xxxxx	1193	1193	356
Potent Cap.:	xxxx	xxxx	xxxxx	1145	xxxx	xxxxx	xxxx	xxxx	xxxxx	208	188	693
Move Cap.:	xxxx	xxxx	xxxxx	1145	xxxx	xxxxx	xxxx	xxxx	xxxxx	183	158	693
Volume/Cap:	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	2.03	0.00	0.80

Level Of Service Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	327	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	79.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	856	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	856.3		
ApproachLOS:	*	*	*	*	*	*	*	*	*	F		

Note: Queue reported is the number of cars per lane.

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

 Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: E[38.5]

Street Name:	Highland Home Rd.				F St.										
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0

Volume Module:															
Base Vol:	124	411	0	0	903	0	0	0	243	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	411	0	0	903	0	0	0	243	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	411	0	0	903	0	0	0	243	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	124	411	0	0	903	0	0	0	243	0	0	0	0	0	0

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

Capacity Module:															
Cnflct Vol:	903	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	903	xxxxxx	xxxx	xxxxxx			
Potent Cap.:	761	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	339	xxxxxx	xxxx	xxxxxx			
Move Cap.:	761	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	339	xxxxxx	xxxx	xxxxxx			
Volume/Cap:	0.16	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.72	xxxxxx	xxxx	xxxxxx			

Level Of Service Module:															
2Way95thQ:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	5.3	xxxxxx	xxxx	xxxxxx			
Control Del:	10.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	38.5	xxxxxx	xxxx	xxxxxx			
LOS by Move:	B	*	*	*	*	*	*	*	E	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
SharedQueue:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	10.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			38.5			xxxxxx					
ApproachLOS:	*			*			E			*					

 Note: Queue reported is the number of cars per lane.

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

 Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 25.8 Worst Case Level Of Service: F[206.4]

Street Name:	Highland Home Rd.						D St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0

Volume Module:												
Base Vol:	109	506	0	0	1120	16	30	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	506	0	0	1120	16	30	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	506	0	0	1120	16	30	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	109	506	0	0	1120	16	30	0	213	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	1136	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1852	1852	1128	xxxx	xxxx	xxxxxx
Potent Cap.:	622	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	82	75	251	xxxx	xxxx	xxxxxx
Move Cap.:	622	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	71	61	251	xxxx	xxxx	xxxxxx
Volume/Cap:	0.18	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.42	0.00	0.85	xxxx	xxxx	xxxxxx

Level Of Service Module:															
2Way95thQ:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	12.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	191	xxxxxx	xxxxxx	xxxx	xxxxxx			
SharedQueue:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	13.4	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	12.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	206	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	B	*	*	*	*	*	*	F	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			206.4			xxxxxx					
ApproachLOS:		*		*			F			*					

 Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	76	220	30	614	568	150	159	289	179	118	895	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	220	30	614	568	150	159	289	179	118	895	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	220	30	614	568	150	159	289	179	118	895	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	76	220	30	614	568	150	159	289	179	118	895	235

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	1664	2063	234	1821	2035	565	1130	xxxx	xxxxx	468	xxxx	xxxxx
Potent Cap.:	65	55	774	49	58	473	626	xxxx	xxxxx	1104	xxxx	xxxxx
Move Cap.:	0	37	774	0	38	473	626	xxxx	xxxxx	1104	xxxx	xxxxx
Volume/Cap:	xxxx	5.96	0.04	xxxx	14.79	0.32	0.25	xxxx	xxxx	0.11	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	26.1	0.1	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	2448	9.8	xxxxx	xxxx	xxxxx	12.7	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	F	A	*	*	*	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	+Inf			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 222.2 Worst Case Level Of Service: F[549.7]

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	0	0	0	695	2	201	22	616	0	0	387	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	695	2	201	22	616	0	0	387	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	695	2	201	22	616	0	0	387	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	695	2	201	22	616	0	0	387	299

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	855	1346	308	889	1197	343	686	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	255	153	694	287	188	659	917	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	173	149	694	282	183	659	917	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	2.47	0.01	0.31	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.3	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.8	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	281	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	56.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	704.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			549.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.852
 Loss Time (sec): 0 Average Delay (sec/veh): 623.8
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	123	267	44	140	811	169	186	676	231	44	333	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	267	44	140	811	169	186	676	231	44	333	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	267	44	140	811	169	186	676	231	44	333	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	267	44	140	811	169	186	676	231	44	333	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	267	44	140	811	169	186	676	231	44	333	67

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.68	1.00	0.13	0.72	0.15	0.17	0.62	0.21	0.10	0.75	0.15
Final Sat.:	121	262	420	49	284	59	68	247	84	39	298	60

Capacity Analysis Module:												
Vol/Sat:	1.02	1.02	0.10	2.85	2.85	2.85	2.74	2.74	2.74	1.12	1.12	1.12
Crit Moves:	****			****			****			****		
Delay/Veh:	82.7	82.7	12.3	858.1	858	858.1	809.8	810	809.8	110.6	111	110.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	82.7	12.3	858.1	858	858.1	809.8	810	809.8	110.6	111	110.6
LOS by Move:	F	F	B	F	F	F	F	F	F	F	F	F
ApproachDel:	75.6			858.1			809.8			110.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	75.6			858.1			809.8			110.6		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	7.5	7.5	0.1	92.3	92.3	92.3	88.3	88.3	88.3	10.9	10.9	10.9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.068
 Loss Time (sec): 12 Average Delay (sec/veh): 199.7
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	432	469	151	141	1239	106	47	425	466	97	206	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432	469	151	141	1239	106	47	425	466	97	206	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	469	151	141	1239	106	47	425	466	97	206	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	469	151	141	1239	106	47	425	466	97	206	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	432	469	151	141	1239	106	47	425	466	97	206	44

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.91	0.91	0.39	0.94	0.94	0.95	0.88	0.88	0.95	0.93	0.93
Lanes:	1.00	1.51	0.49	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	291	2630	847	747	3286	281	1805	1664	1664	1805	2897	619

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	1.49	0.18	0.18	0.19	0.38	0.38	0.03	0.26	0.28	0.05	0.07	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.10	0.13	0.13	0.07	0.10	0.10
Volume/Cap:	2.18	0.26	0.26	0.28	0.55	0.55	0.26	1.99	2.18	0.77	0.71	0.71
Delay/Veh:	563.4	6.2	6.2	6.5	8.4	8.4	42.5	496	582.8	70.0	50.3	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	563.4	6.2	6.2	6.5	8.4	8.4	42.5	496	582.8	70.0	50.3	50.3
LOS by Move:	F	A	A	A	A	A	D	F	F	E	D	D
HCM2kAvgQ:	43	4	4	2	11	11	2	42	49	5	5	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	1	1	0	0

Volume Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
Base Vol:	566	732	0	0	948	853	0	0	0	109	7	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	732	0	0	948	853	0	0	0	109	7	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	732	0	0	948	853	0	0	0	109	7	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	566	732	0	0	948	853	0	0	0	109	7	322

Critical Gap Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
Cnflct Vol:	1801	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2338	3665	366
Potent Cap.:	347	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	31	5	637
Move Cap.:	347	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0	0	637
Volume/Cap:	1.63	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	0.51

Level Of Service Module:	Sunset Ave. NB			Sunset Ave. SB			I-10 EB			I-10 WB		
2Way95thQ:	33.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	324.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			F		

 Note: Queue reported is the number of cars per lane.

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

 Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	0	1	0	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	925	229	463	594	0	372	2	338	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	925	229	463	594	0	372	2	338	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	925	229	463	594	0	372	2	338	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	925	229	463	594	0	372	2	338	0	0	0

Critical Gap Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Critical Gap:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Cnflct Vol:	xxxx	xxxx	xxxxx	1154	xxxx	xxxxx	1983	2674	297	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	613	xxxx	xxxxx	55	23	705	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	613	xxxx	xxxxx	0	0	705	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.76	xxxx	xxxx	xxxx	xxxx	0.48	xxxx	xxxx	xxxx

Level Of Service Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
2Way95thQ:	xxxx	xxxx	xxxxx	6.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	26.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	6.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	26.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	D	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

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

 Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): 43.6 Worst Case Level Of Service: F[408.8]

Street Name:	Sunrise Ave.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:												
Base Vol:	60	22	34	21	111	30	25	688	181	31	365	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	22	34	21	111	30	25	688	181	31	365	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	22	34	21	111	30	25	688	181	31	365	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	60	22	34	21	111	30	25	688	181	31	365	8

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

Capacity Module:												
Cnflct Vol:	1330	1264	779	1284	1346	365	373	xxxx	xxxxx	869	xxxx	xxxxx
Potent Cap.:	133	171	399	143	153	685	1197	xxxx	xxxxx	784	xxxx	xxxxx
Move Cap.:	44	161	399	112	144	685	1197	xxxx	xxxxx	784	xxxx	xxxxx
Volume/Cap:	1.35	0.14	0.09	0.19	0.77	0.04	0.02	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	9.8	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	74	xxxxx	xxxx	161	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	9.7	xxxxx	xxxxx	7.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	409	xxxxx	xxxxx	129	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*			
ApproachDel:	408.8			128.8			xxxxxx			xxxxxx					
ApproachLOS:	F			F			*			*					

 Note: Queue reported is the number of cars per lane.

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

 Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[22.7]

Street Name:	16th St.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0

Volume Module:												
Base Vol:	43	0	46	0	0	0	1	603	45	158	327	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	0	46	0	0	0	1	603	45	158	327	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	46	0	0	0	1	603	45	158	327	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	0	46	0	0	0	1	603	45	158	327	0

Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:												
Cnflct Vol:	1107	1271	324	xxxxx	xxxxx	xxxxx	327	xxxxx	xxxxx	648	xxxxx	xxxxx
Potent Cap.:	208	169	678	xxxxx	xxxxx	xxxxx	1244	xxxxx	xxxxx	947	xxxxx	xxxxx
Move Cap.:	181	141	678	xxxxx	xxxxx	xxxxx	1244	xxxxx	xxxxx	947	xxxxx	xxxxx
Volume/Cap:	0.24	0.00	0.07	xxxxx	xxxxx	xxxxx	0.00	xxxxx	xxxxx	0.17	xxxxx	xxxxx

Level Of Service Module:															
2Way95thQ:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.0	xxxxx	xxxxxx	0.6	xxxxx	xxxxxx			
Control Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	7.9	xxxxx	xxxxxx	9.6	xxxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxxx	291	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx			
SharedQueue:	xxxxxx	1.3	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx			
Shrd ConDel:	xxxxxx	22.7	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx			
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	22.7			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	C				*			*			*				

 Note: Queue reported is the number of cars per lane.

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

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.294
 Loss Time (sec): 0 Average Delay (sec/veh): 81.9
 Optimal Cycle: 0 Level Of Service: F

Street Name: 8th St. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 0 1 0 1 0 1 0
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 118 48 19 171 195 47 21 600 68 41 327 45
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 118 48 19 171 195 47 21 600 68 41 327 45
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 118 48 19 171 195 47 21 600 68 41 327 45
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 118 48 19 171 195 47 21 600 68 41 327 45
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 118 48 19 171 195 47 21 600 68 41 327 45
 -----|-----|-----|-----|

Saturation Flow Module:
 Adjustmet: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.64 0.26 0.10 0.41 0.48 0.11 1.00 1.00 1.00 1.00 0.88 0.12
 Final Sat.: 253 103 41 194 222 53 432 464 507 417 394 54
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.47 0.47 0.47 0.88 0.88 0.88 0.05 1.29 0.13 0.10 0.83 0.83
 Crit Moves: ****
 Delay/Veh: 18.1 18.1 18.1 43.4 43.4 43.4 11.4 171 10.8 12.1 37.5 37.5
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 18.1 18.1 18.1 43.4 43.4 43.4 11.4 171 10.8 12.1 37.5 37.5
 LOS by Move: C C C E E E B F B B E E
 ApproachDel: 18.1 43.4 150.3 35.0
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 18.1 43.4 150.3 35.0
 LOS by Appr: C E F D
 AllWayAvgQ: 0.7 0.7 0.7 4.3 4.3 4.3 0.1 20.7 0.2 0.1 3.3 3.3

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.139
 Loss Time (sec): 16 Average Delay (sec/veh): 111.8
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	134	197	540	45	356	31	17	208	114	697	99	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	197	540	45	356	31	17	208	114	697	99	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	197	540	45	356	31	17	208	114	697	99	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	197	540	45	356	31	17	208	114	697	99	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	197	540	45	356	31	17	208	114	697	99	26

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	0.27	0.73	1.00	0.92	0.08	1.00	1.00	1.00	1.00	1.58	0.42
Final Sat.:	1805	452	1239	1805	1727	150	1805	1900	1615	1805	2770	728

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.44	0.44	0.02	0.21	0.21	0.01	0.11	0.07	0.39	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.36	0.36	0.07	0.32	0.32	0.20	0.09	0.09	0.32	0.20	0.20
Volume/Cap:	0.65	1.21	1.21	0.36	0.65	0.65	0.05	1.21	0.78	1.21	0.17	0.17
Delay/Veh:	49.6	141	141.1	46.1	32.0	32.0	32.0	182	67.6	143.9	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	141	141.1	46.1	32.0	32.0	32.0	182	67.6	143.9	32.9	32.9
LOS by Move:	D	F	F	D	C	C	C	F	E	F	C	C
HCM2kAvgQ:	5	41	41	2	11	11	0	14	5	39	2	2

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

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

 Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	0	0	0	1
Volume Module:												
Base Vol:	699	647	0	0	375	789	0	0	0	60	2	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	699	647	0	0	375	789	0	0	0	60	2	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	699	647	0	0	375	789	0	0	0	60	2	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	699	647	0	0	375	789	0	0	0	60	2	138

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	1164	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2815	3209	647
Potent Cap.:	607	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	10	475
Move Cap.:	607	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	475
Volume/Cap:	1.15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.29

Level Of Service Module:												
2Way95thQ:	22.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	109.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	22.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	109.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:	*	*			*			*			F	

 Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

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

 Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 1468.0 Worst Case Level Of Service: F[3099.5]

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	1	0	0	0

Volume Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Base Vol:	0	758	117	286	165	0	588	0	603	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	758	117	286	165	0	588	0	603	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	758	117	286	165	0	588	0	603	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	758	117	286	165	0	588	0	603	0	0	0

Critical Gap Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Critical Gap:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Cnflct Vol:	xxxx	xxxx	xxxxxx	875	xxxx	xxxxxx	1554	1612	165	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	780	xxxx	xxxxxx	126	105	885	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	780	xxxx	xxxxxx	83	59	885	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.37	xxxx	xxxx	7.08	0.00	0.68	xxxx	xxxx	xxxx

Level Of Service Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
2Way95thQ:	xxxx	xxxx	xxxxxx	1.7	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	12.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	153	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	1.7	xxxx	xxxxxx	xxxxxx	133	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	12.3	xxxx	xxxxxx	xxxxxx	3100	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	B	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx	xxxxxx		xxxxxx	3099.5		xxxxxx		xxxxxx	
ApproachLOS:	*		*	*		*	F		*		*	

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.358
 Loss Time (sec): 0 Average Delay (sec/veh): 105.0
 Optimal Cycle: 0 Level Of Service: F

Street Name: 4th St. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 16 30 19 107 200 49 12 746 30 65 326 30
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 16 30 19 107 200 49 12 746 30 65 326 30
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 16 30 19 107 200 49 12 746 30 65 326 30
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 16 30 19 107 200 49 12 746 30 65 326 30
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 16 30 19 107 200 49 12 746 30 65 326 30
 -----|-----|-----|-----|

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.35 0.65 1.00 0.30 0.56 0.14 0.01 0.95 0.04 0.15 0.78 0.07
 Final Sat.: 135 253 429 153 286 70 9 550 22 85 424 39
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.12 0.12 0.04 0.70 0.70 0.70 1.36 1.36 1.36 0.77 0.77 0.77
 Crit Moves: ****
 Delay/Veh: 12.2 12.2 10.6 23.8 23.8 23.8 190.9 191 190.9 27.0 27.0 27.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 12.2 12.2 10.6 23.8 23.8 23.8 190.9 191 190.9 27.0 27.0 27.0
 LOS by Move: B B B C C C F F F D D D
 ApproachDel: 11.7 23.8 190.9 27.0
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 11.7 23.8 190.9 27.0
 LOS by Appr: B C F D
 AllWayAvgQ: 0.1 0.1 0.0 2.0 2.0 2.0 29.3 29.3 29.3 2.7 2.7 2.7

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.479
 Loss Time (sec): 0 Average Delay (sec/veh): 139.0
 Optimal Cycle: 0 Level Of Service: F

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:	San Gorgonio			Wilson St.		
Base Vol:	41	43	33	16	232	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	43	33	16	232	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	43	33	16	232	199
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	41	43	33	16	232	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	43	33	16	232	199

Saturation Flow Module:	San Gorgonio			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.57	0.43	0.04	0.52	0.44
Final Sat.:	406	252	194	20	289	248

Capacity Analysis Module:	San Gorgonio			Wilson St.		
Vol/Sat:	0.10	0.17	0.17	0.80	0.80	0.80
Crit Moves:	****			****		
Delay/Veh:	12.0	11.7	11.7	29.9	29.9	29.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	11.7	11.7	29.9	29.9	29.9
LOS by Move:	B	B	B	D	D	D
ApproachDel:	11.8			29.9		
Delay Adj:	1.00			1.00		
ApprAdjDel:	11.8			29.9		
LOS by Appr:	B			D		
AllWayAvgQ:	0.1	0.2	0.2	3.2	3.2	3.2

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1		0	0	0	1	0	
	0	0	0	0	1		0	0	0	1	0	

Volume Module:

Base Vol:	0	0	59	1385	8	683	0	2613	12	19	2076	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	59	1385	8	683	0	2613	12	19	2076	205

User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	59	1385	8	683	0	2613	12	19	2076	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	59	1385	8	683	0	2613	12	19	2076	205

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

----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	2619	4865	4842	2179	xxxx	xxxx	xxxxx	2625	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	32	0	1	59	xxxx	xxxx	xxxxx	165	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	32	0	1	59	xxxx	xxxx	xxxxx	165	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	1.86	xxxx	11.65	11.54	xxxx	xxxx	xxxxx	0.11	xxxx	xxxx

----- ----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	6.7	xxxx	xxxx	81.1	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	677.8	xxxxx	xxxx	4876	xxxxx	xxxx	xxxxx	29.6	xxxx	xxxxx
LOS by Move:	*	*	F	*	*	F	*	*	*	D	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	677.8			+Inf			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

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

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 88669.2 Worst Case Level Of Service: F[432744.9]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0

Volume Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Base Vol:	513	0	1026	0	0	0	0	3044	344	0	2584	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	513	0	1026	0	0	0	0	3044	344	0	2584	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	513	0	1026	0	0	0	0	3044	344	0	2584	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	513	0	1026	0	0	0	0	3044	344	0	2584	0

Critical Gap Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.		
Cnflct Vol:	5800	xxxx	3216	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	0	xxxx	13	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	0	xxxx	13	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	76.89	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	I-10 Westbound Ramps			I-10 Westbound Ramps			Oak Valley Pkwy.			Oak Valley Pkwy.					
2Way95thQ:	67.0	xxxx	129.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	34695	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	F	*	F	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*			*		

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

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

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	0 1 0	1	0	0 1 0

Volume Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Base Vol:	265	263	45	50	201	218	277	1542	328	36	1086	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	263	45	50	201	218	277	1542	328	36	1086	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	263	45	50	201	218	277	1542	328	36	1086	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	265	263	45	50	201	218	277	1542	328	36	1086	63

Critical Gap Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Cnflct Vol:	3659	3481	1706	3604	3614	1118	1149	xxxx	xxxxx	1870	xxxx	xxxxx
Potent Cap.:	3	7	114	3	5	254	615	xxxx	xxxxx	326	xxxx	xxxxx
Move Cap.:	0	3	114	0	3	254	615	xxxx	xxxxx	326	xxxx	xxxxx
Volume/Cap:	xxxx81.13	0.39	xxxx76.09	0.86	0.45	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx

Level Of Service Module:	Elm Ave.						Oak Valley Pkwy.-14th St.					
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.5	xxxx	xxxxx	17.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	C	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
ApproachLOS:	F	F	F	F	F	F	F	F	F	F	F	

Note: Queue reported is the number of cars per lane.

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

 Intersection #4 Beaumont Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.955
 Loss Time (sec): 12 Average Delay (sec/veh): 31.2
 Optimal Cycle: 143 Level Of Service: C

Street Name:	Beaumont Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Base Vol:	127	553	135	120	409	108	128	1467	51	102	974	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	553	135	120	409	108	128	1467	51	102	974	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	553	135	120	409	108	128	1467	51	102	974	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	553	135	120	409	108	128	1467	51	102	974	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	553	135	120	409	108	128	1467	51	102	974	129

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.92	0.92	0.20	0.95	0.95	0.09	0.93	0.93
Lanes:	1.00	1.61	0.39	1.00	1.58	0.42	1.00	1.93	0.07	1.00	1.77	0.23
Final Sat.:	1805	2817	688	1805	2767	731	371	3471	121	177	3130	415

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Vol/Sat:	0.07	0.20	0.20	0.07	0.15	0.15	0.35	0.42	0.42	0.58	0.31	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.21	0.21	0.07	0.19	0.19	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.79	0.95	0.95	0.95	0.79	0.79	0.57	0.70	0.70	0.95	0.51	0.51
Delay/Veh:	67.6	62.3	62.3	110.7	45.4	45.4	15.5	14.6	14.6	91.0	11.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	62.3	62.3	110.7	45.4	45.4	15.5	14.6	14.6	91.0	11.6	11.6
LOS by Move:	E	E	E	F	D	D	B	B	B	F	B	B
HCM2kAvgQ:	6	16	16	7	10	10	3	17	17	6	10	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.786
 Loss Time (sec): 0 Average Delay (sec/veh): 255.9
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	1	0	0	0	0	1	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Base Vol:	243	881	39	47	503	36	51	436	166	20	651	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	881	39	47	503	36	51	436	166	20	651	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	881	39	47	503	36	51	436	166	20	651	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	881	39	47	503	36	51	436	166	20	651	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	243	881	39	47	503	36	51	436	166	20	651	47

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	1.51	0.07	0.16	1.72	0.12	0.08	0.67	0.25	0.03	0.91	0.06
Final Sat.:	160	592	26	62	667	48	32	272	103	11	365	26

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Vol/Sat:	1.51	1.49	1.47	0.76	0.75	0.75	1.61	1.61	1.61	1.79	1.79	1.79
Crit Moves:	****			****			****			****		
Delay/Veh:	268.5	257	250.1	36.4	35.5	34.6	305.9	306	305.9	384.7	385	384.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	268.5	257	250.1	36.4	35.5	34.6	305.9	306	305.9	384.7	385	384.7
LOS by Move:	F	F	F	E	E	D	F	F	F	F	F	F
ApproachDel:	259.3			35.5			305.9			384.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	259.3			35.5			305.9			384.7		
LOS by Appr:	F			E			F			F		
AllWayAvgQ:	27.3	26.1	26.1	2.6	2.5	2.5	33.2	33.2	33.2	41.6	41.6	41.6

Note: Queue reported is the number of cars per lane.

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

 Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.982
 Loss Time (sec): 12 Average Delay (sec/veh): 40.9
 Optimal Cycle: 167 Level Of Service: D

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	0	0	0	0	1	0

Volume Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	397	2219	0	0	1311	223	0	0	0	339	1	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	397	2219	0	0	1311	223	0	0	0	339	1	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	2219	0	0	1311	223	0	0	0	339	1	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	2219	0	0	1311	223	0	0	0	339	1	338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	397	2219	0	0	1311	223	0	0	0	339	1	338

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.93	0.93	0.85
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3017	513	0	0	0	1752	5	1615

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Vol/Sat:	0.22	0.61	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.19	0.19	0.21
Crit Moves:	****			****								
Green/Cycle:	0.22	0.67	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.98	0.92	0.00	0.00	0.98	0.98	0.00	0.00	0.00	0.91	0.91	0.98
Delay/Veh:	78.3	20.9	0.0	0.0	45.9	45.9	0.0	0.0	0.0	63.4	63.4	82.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.3	20.9	0.0	0.0	45.9	45.9	0.0	0.0	0.0	63.4	63.4	82.5
LOS by Move:	E	C	A	A	D	D	A	A	A	E	E	F
HCM2kAvgQ:	12	29	0	0	31	31	0	0	0	14	14	15

 Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.294
 Loss Time (sec): 12 Average Delay (sec/veh): 109.5
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.					I-10 Eastbound Ramps									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0	0	0

Volume Module:	Beaumont Ave.			Beaumont Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	1706	430	292	1358	0	910	0	484	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1706	430	292	1358	0	910	0	484	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1706	430	292	1358	0	910	0	484	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1706	430	292	1358	0	910	0	484	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1706	430	292	1358	0	910	0	484	0	0	0

Saturation Flow Module:	Beaumont Ave.			Beaumont Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	1615	0	0	0

Capacity Analysis Module:	Beaumont Ave.			Beaumont Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Vol/Sat:	0.00	0.47	0.27	0.16	0.38	0.00	0.50	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.37	0.37	0.13	0.49	0.00	0.39	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	1.29	0.73	1.29	0.77	0.00	1.29	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	170	32.0	205.0	22.9	0.0	173.1	0.0	32.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	170	32.0	205.0	22.9	0.0	173.1	0.0	32.3	0.0	0.0	0.0
LOS by Move:	A	F	C	F	C	A	F	A	C	A	A	A
HCM2kAvgQ:	0	51	10	17	17	0	55	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.541
 Loss Time (sec): 12 Average Delay (sec/veh): 482.0
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Base Vol:	43	1386	203	337	1289	151	306	509	36	336	512	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1386	203	337	1289	151	306	509	36	336	512	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1386	203	337	1289	151	306	509	36	336	512	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1386	203	337	1289	151	306	509	36	336	512	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	1386	203	337	1289	151	306	509	36	336	512	239

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.10	0.99	0.99	0.27	0.95	0.95
Lanes:	1.00	1.74	0.26	1.00	1.79	0.21	1.00	0.93	0.07	1.00	0.68	0.32
Final Sat.:	1805	3089	452	1805	3180	372	191	1757	124	512	1233	576

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.02	0.45	0.45	0.19	0.41	0.41	1.60	0.29	0.29	0.66	0.42	0.42
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.18	0.18	0.07	0.18	0.18	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.34	2.54	2.54	2.54	2.25	2.25	2.54	0.46	0.46	1.04	0.66	0.66
Delay/Veh:	45.9	739	739.3	761.4	609	609.0	735.7	9.9	9.9	79.6	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	739	739.3	761.4	609	609.0	735.7	9.9	9.9	79.6	13.1	13.1
LOS by Move:	D	F	F	F	F	F	F	A	A	E	B	B
HCM2kAvgQ:	2	88	88	35	74	74	33	9	9	17	15	15

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	1	0	1	0	0	1	0	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Base Vol:	29	956	469	97	985	469	420	449	15	362	221	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	956	469	97	985	469	420	449	15	362	221	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	956	469	97	985	469	420	449	15	362	221	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	29	956	469	97	985	469	420	449	15	362	221	161

Critical Gap Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Cnflct Vol:	1454	xxxx	xxxxx	1425	xxxx	xxxxx	2060	2897	727	2160	2897	713
Potent Cap.:	471	xxxx	xxxxx	484	xxxx	xxxxx	33	16	371	27	16	379
Move Cap.:	471	xxxx	xxxxx	484	xxxx	xxxxx	0	10	371	0	10	379
Volume/Cap:	0.06	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	42.93	0.04	xxxx	21.13	0.42

Level Of Service Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
2Way95thQ:	0.2	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	13.1	xxxx	xxxxx	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shared Queue:	0.2	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	13.1	xxxx	xxxxx	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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

 Intersection #10 California Ave./Lamb Canyon Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Lamb Canyon Rd.				California Ave.															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Rights:	Include				Include				Include				Include							
Lanes:	1	0	1	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:																
Base Vol:	310	1289	20	187	1135	1	1	124	394	8	60	100				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	310	1289	20	187	1135	1	1	124	394	8	60	100				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	310	1289	20	187	1135	1	1	124	394	8	60	100				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	310	1289	20	187	1135	1	1	124	394	8	60	100				

Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9				
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3				

Capacity Module:																
Cnflct Vol:	1136	xxxx	xxxxxx	1309	xxxx	xxxxxx	2804	3439	568	2923	3429	655				
Potent Cap.:	622	xxxx	xxxxxx	535	xxxx	xxxxxx	9	7	471	7	7	414				
Move Cap.:	622	xxxx	xxxxxx	535	xxxx	xxxxxx	0	2	471	0	2	414				
Volume/Cap:	0.50	xxxx	xxxx	0.35	xxxx	xxxx	xxxx57.25	0.84	xxxx27.30	0.24						

Level Of Service Module:																
2Way95thQ:	2.8	xxxx	xxxxxx	1.6	xxxx	xxxxxx	xxxx	xxxx	8.3	xxxx	xxxx	xxxxxx				
Control Del:	16.4	xxxx	xxxxxx	15.3	xxxx	xxxxxx	xxxxxx	xxxx	40.9	xxxxxx	xxxx	xxxxxx				
LOS by Move:	C	*	*	C	*	*	*	*	E	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	xxxx	0	xxxxxx				
SharedQueue:	xxxxxx	xxxx	xxxxxx	1.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx				
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	15.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx				
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx						
ApproachLOS:	*			*			F			F						

Note: Queue reported is the number of cars per lane.

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

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 3.790
 Loss Time (sec): 0 Average Delay (sec/veh): 713.6
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1

Volume Module:												
Base Vol:	108	269	203	44	242	59	109	1375	226	49	1018	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	269	203	44	242	59	109	1375	226	49	1018	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	269	203	44	242	59	109	1375	226	49	1018	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	269	203	44	242	59	109	1375	226	49	1018	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	269	203	44	242	59	109	1375	226	49	1018	227

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.71	1.00	1.00	1.00	1.00	0.07	0.93	1.00	0.05	0.95	1.00
Final Sat.:	110	275	420	313	329	349	29	363	422	18	374	422

Capacity Analysis Module:												
Vol/Sat:	0.98	0.98	0.48	0.14	0.74	0.17	3.79	3.79	0.54	2.72	2.72	0.54
Crit Moves:	****			****			****			****		
Delay/Veh:	71.7	71.7	18.8	15.9	38.0	14.9	1280	1280	20.3	800.4	800	20.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	71.7	18.8	15.9	38.0	14.9	1280	1280	20.3	800.4	800	20.4
LOS by Move:	F	F	C	C	E	B	F	F	C	F	F	C
ApproachDel:	53.2			31.2			1113.2			663.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	53.2			31.2			1113.2			663.5		
LOS by Appr:	F			D			F			F		
AllWayAvgQ:	6.4	6.4	0.9	0.2	2.2	0.2	138	138	1.1	85.9	85.9	1.1

 Note: Queue reported is the number of cars per lane.

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

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.427
 Loss Time (sec): 0 Average Delay (sec/veh): 391.1
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	0

Volume Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Base Vol:	19	476	122	41	368	104	51	454	66	173	581	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	476	122	41	368	104	51	454	66	173	581	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	476	122	41	368	104	51	454	66	173	581	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	476	122	41	368	104	51	454	66	173	581	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	476	122	41	368	104	51	454	66	173	581	214

Saturation Flow Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.77	0.20	0.08	0.72	0.20	0.09	0.79	0.12	0.18	0.60	0.22
Final Sat.:	12	308	79	32	286	81	35	316	46	71	239	88

Capacity Analysis Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Vol/Sat:	1.55	1.55	1.55	1.28	1.28	1.28	1.44	1.44	1.44	2.43	2.43	2.43
Crit Moves:	****			****			****			****		
Delay/Veh:	280.3	280	280.3	172.7	173	172.7	235.8	236	235.8	669.2	669	669.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	280.3	280	280.3	172.7	173	172.7	235.8	236	235.8	669.2	669	669.2
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	280.3			172.7			235.8			669.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	280.3			172.7			235.8			669.2		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	29.7	29.7	29.7	17.8	17.8	17.8	24.7	24.7	24.7	72.8	72.8	72.8

Note: Queue reported is the number of cars per lane.

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

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.764
 Loss Time (sec): 0 Average Delay (sec/veh): 575.8
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Base Vol:	131	0	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	0	271	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	0	271	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	131	0	271	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	0	271	0	0	0

Saturation Flow Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.00	0.67	0.00	0.00	0.00
Final Sat.:	183	0	378	0	0	0

Capacity Analysis Module:	Pennsylvania Ave.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.72	xxxx	0.72	xxxx	xxxx	xxxx
Crit Moves:	****			****		
Delay/Veh:	24.0	0.0	24.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	0.0	24.0	0.0	0.0	0.0
LOS by Move:	C	*	C	*	*	*
ApproachDel:	24.0		xxxxxx			812.7
Delay Adj:	1.00		xxxxxx			1.00
ApprAdjDel:	24.0		xxxxxx			812.7
LOS by Appr:	C		*			F
AllWayAvgQ:	2.3	2.3	2.3	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.769
 Loss Time (sec): 0 Average Delay (sec/veh): 597.6
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	0

Volume Module:	Pennsylvania Ave.			8th St.		
Base Vol:	124	317	582	113	176	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	317	582	113	176	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	317	582	113	176	34
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	124	317	582	113	176	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	317	582	113	176	34

Saturation Flow Module:	Pennsylvania Ave.			8th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.31	0.57	0.35	0.54	0.11
Final Sat.:	52	133	244	138	215	42

Capacity Analysis Module:	Pennsylvania Ave.			8th St.		
Vol/Sat:	2.39	2.39	2.39	0.82	0.82	0.82
Crit Moves:	****	****	****	****	****	****
Delay/Veh:	649.0	649	649.0	42.3	42.3	42.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	649.0	649	649.0	42.3	42.3	42.3
LOS by Move:	F	F	F	E	E	E
ApproachDel:	649.0			42.3		
Delay Adj:	1.00			1.00		
ApprAdjDel:	649.0			42.3		
LOS by Appr:	F			E		
AllWayAvgQ:	76.0	76.0	76.0	3.3	3.3	3.3

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Pennsylvania Ave.				I-10 Westbound Ramp				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	0	1	0	0	0	0	0

Volume Module:	Pennsylvania Ave.				I-10 Westbound Ramp						
Base Vol:	0	1239	412	383	914	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1239	412	383	914	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1239	412	383	914	0	0	0	225	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1239	412	383	914	0	0	0	225	0	265

Critical Gap Module:	Pennsylvania Ave.				I-10 Westbound Ramp						
Critical Gp:xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Pennsylvania Ave.				I-10 Westbound Ramp							
Cnflct Vol:	xxxx	715	0	1202	583	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	359	1091	163	427	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Move Cap.:	xxxx	302	1091	0	360	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Volume/Cap:	xxxx	4.10	0.38	xxxx	2.54	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx

Level Of Service Module:	Pennsylvania Ave.				I-10 Westbound Ramp							
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxxx	
Control Del:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	7.6	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	A	*	*	
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	369	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	164.0	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	1591	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	F	*	*	*	*	*	*	*	*	*
ApproachDel:	1591.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0		1	0	1	0	0	

Volume Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
Base Vol:	0	1288	89	173	861	0	364	0	430	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1288	89	173	861	0	364	0	430	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1288	89	173	861	0	364	0	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1288	89	173	861	0	364	0	430	0	0	0

Critical Gap Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
Critical Gp:xxxxx	6.5	6.2	7.1	6.5	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx	4.0	3.3	3.5	4.0	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
Cnflct Vol:	xxxx	943	215	1632	1158	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	265	830	82	198	xxxxx	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	191	830	0	143	xxxxx	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	6.75	0.11	xxxx	6.04	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	93.3	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	xxxxx	2327	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	F	*	A	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	201	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	150.5	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	2679	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	F	*	*	*	*	*	*	*	*	*
ApproachDel:	2679.1				+Inf		xxxxxx			xxxxxx		
ApproachLOS:	F				F		*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: F[438.3]

Street Name:	Pennsylvania Ave.						3rd St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	56	1342	0	0	1283	39	21	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1342	0	0	1283	39	21	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1342	0	0	1283	39	21	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	56	1342	0	0	1283	39	21	0	2	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	1322	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2737	2737	1283	xxxx	xxxx	xxxxxx
Potent Cap.:	529	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	23	21	204	xxxx	xxxx	xxxxxx
Move Cap.:	529	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	21	18	204	xxxx	xxxx	xxxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxxxx	xxxx	xxxx	1.01	0.00	0.01	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	12.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	23	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	3.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.2	xxxx	xxxxxx	xxxxxx	438	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			438.3			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 3.084
 Loss Time (sec): 0 Average Delay (sec/veh): 455.1
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	1	0	0	1	0	1	0	1

Volume Module:	Cherry Ave.			Oak Valley Pkwy.-14th St.		
Base Vol:	0	68	6	278	38	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	68	6	278	38	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	68	6	278	38	174
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	68	6	278	38	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	68	6	278	38	174

Saturation Flow Module:	Cherry Ave.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.92	0.08	1.00	0.18	0.82
Final Sat.:	0	350	31	380	77	351

Capacity Analysis Module:	Cherry Ave.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	xxxx	0.19	0.19	0.73	0.50	0.50
Crit Moves:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Delay/Veh:	0.0	14.6	14.6	34.0	19.0	19.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	14.6	34.0	19.0	19.0
LOS by Move:	*	B	B	D	C	C
ApproachDel:	14.6			27.5		
Delay Adj:	1.00			1.00		
ApprAdjDel:	14.6			27.5		
LOS by Appr:	B			D		
AllWayAvgQ:	0.2	0.2	0.2	2.3	0.9	0.9

Note: Queue reported is the number of cars per lane.

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

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.894
 Loss Time (sec): 0 Average Delay (sec/veh): 286.5
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:	Starlight Ave. NB			Starlight Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Base Vol:	280	124	16	126	49	74	121	1086	274	4	908	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	124	16	126	49	74	121	1086	274	4	908	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	124	16	126	49	74	121	1086	274	4	908	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	124	16	126	49	74	121	1086	274	4	908	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	124	16	126	49	74	121	1086	274	4	908	163

Saturation Flow Module:	Starlight Ave. NB			Starlight Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.70	0.30
Final Sat.:	305	563	73	288	299	317	331	573	147	318	586	106

Capacity Analysis Module:	Starlight Ave. NB			Starlight Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Vol/Sat:	0.92	0.22	0.22	0.44	0.16	0.23	0.37	1.89	1.86	0.01	1.55	1.53
Crit Moves:	****			****			****			****		
Delay/Veh:	68.3	17.0	16.9	24.2	16.9	17.2	19.1	436	420.4	13.9	288	279.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	17.0	16.9	24.2	16.9	17.2	19.1	436	420.4	13.9	288	279.2
LOS by Move:	F	C	C	C	C	C	C	F	F	B	F	F
ApproachDel:	51.2			20.7			398.7			285.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	51.2			20.7			398.7			285.3		
LOS by Appr:	F			C			F			F		
AllWayAvgQ:	4.5	0.3	0.3	0.7	0.2	0.3	0.5	42.6	41.4	0.0	26.6	25.8

Note: Queue reported is the number of cars per lane.

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

Intersection #20 Highland Springs Ave./Brookside Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	175	736	522	472	404	102	225	461	148	316	427	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	736	522	472	404	102	225	461	148	316	427	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	736	522	472	404	102	225	461	148	316	427	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	175	736	522	472	404	102	225	461	148	316	427	375

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

Capacity Module:												
Cnflct Vol:	506	xxxx	xxxxx	1258	xxxx	xxxxx	3147	3007	455	3051	2797	997
Potent Cap.:	1069	xxxx	xxxxx	560	xxxx	xxxxx	7	14	609	8	19	299
Move Cap.:	1069	xxxx	xxxxx	560	xxxx	xxxxx	0	0	609	0	0	299
Volume/Cap:	0.16	xxxx	xxxx	0.84	xxxx	xxxx	xxxx	xxxx	0.24	xxxx	xxxx	1.25

Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	36.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #21 Highland Springs Ave./16th St.

Average Delay (sec/veh): 14.3 Worst Case Level Of Service: F[81.7]

Street Name:	Highland Springs Ave.						16th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0		0	0	1	0	0	
	0	0	0	0	1	0	0	0	0	0	0	0

Volume Module:	Highland Springs Ave.						16th St.					
Base Vol:	25	597	0	0	400	111	202	0	36	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	597	0	0	400	111	202	0	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	597	0	0	400	111	202	0	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	597	0	0	400	111	202	0	36	0	0	0

Critical Gap Module:	Highland Springs Ave.						16th St.					
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Highland Springs Ave.						16th St.					
Cnflct Vol:	511	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1103	1103	456	xxxx	xxxx	xxxxxx
Potent Cap.:	1065	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	236	213	609	xxxx	xxxx	xxxxxx
Move Cap.:	1065	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	232	208	609	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.87	0.00	0.06	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Springs Ave.						16th St.					
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	256	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	8.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	81.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx		81.7			xxxxxx		
ApproachLOS:	*				*		F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 160.1 Worst Case Level Of Service: F[848.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:												
Base Vol:	0	675	526	35	447	0	0	0	0	367	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	675	526	35	447	0	0	0	0	367	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	675	526	35	447	0	0	0	0	367	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	675	526	35	447	0	0	0	0	367	0	24

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1201	xxxx	xxxxx	xxxx	xxxx	xxxxx	1455	1455	938
Potent Cap.:	xxxx	xxxx	xxxxx	588	xxxx	xxxxx	xxxx	xxxx	xxxxx	145	131	323
Move Cap.:	xxxx	xxxx	xxxxx	588	xxxx	xxxxx	xxxx	xxxx	xxxxx	138	123	323
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	2.66	0.00	0.07

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	143	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	35.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	848	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	848.4		
ApproachLOS:	*	*	*	*	*	*	*	*	*	F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.449
 Loss Time (sec): 12 Average Delay (sec/veh): 153.6
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	850	1007	175	70	698	29	142	315	740	122	220	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	850	1007	175	70	698	29	142	315	740	122	220	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	850	1007	175	70	698	29	142	315	740	122	220	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	850	1007	175	70	698	29	142	315	740	122	220	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	850	1007	175	70	698	29	142	315	740	122	220	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.99	0.99	0.81	1.00	0.85	0.49	0.49	0.49
Lanes:	1.00	0.85	0.15	1.00	0.96	0.04	1.00	1.00	1.00	0.31	0.56	0.13
Final Sat.:	1805	1583	275	1805	1813	75	1535	1900	1615	291	524	117

Capacity Analysis Module:

Vol/Sat:	0.47	0.64	0.64	0.04	0.38	0.38	0.09	0.17	0.46	0.42	0.42	0.42
Crit Moves:	****			****						****		
Green/Cycle:	0.32	0.52	0.52	0.07	0.27	0.27	0.29	0.29	0.61	0.29	0.29	0.29
Volume/Cap:	1.45	1.22	1.22	0.55	1.45	1.45	0.32	0.57	0.75	1.45	1.45	1.45
Delay/Veh:	245.4	133	133.3	50.3	250	249.9	28.2	31.7	16.9	257.3	257	257.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	245.4	133	133.3	50.3	250	249.9	28.2	31.7	16.9	257.3	257	257.3
LOS by Move:	F	F	F	D	F	F	C	C	B	F	F	F
HCM2kAvgQ:	57	60	60	3	51	51	4	9	17	29	29	29

Note: Queue reported is the number of cars per lane.

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

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	319	1715	280	105	1251	285	318	175	219	196	122	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	1715	280	105	1251	285	318	175	219	196	122	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	1715	280	105	1251	285	318	175	219	196	122	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	319	1715	280	105	1251	285	318	175	219	196	122	73

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

Capacity Module:												
Cnflct Vol:	1536	xxxx	xxxxx	1995	xxxx	xxxxx	4194	4237	1394	4294	4239	1855
Potent Cap.:	439	xxxx	xxxxx	292	xxxx	xxxxx	1	2	175	1	2	93
Move Cap.:	439	xxxx	xxxxx	292	xxxx	xxxxx	0	0	175	0	0	93
Volume/Cap:	0.73	xxxx	xxxx	0.36	xxxx	xxxx	xxxx	xxxx	1.25	xxxx	xxxx	0.78

Level Of Service Module:												
2Way95thQ:	5.8	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	32.2	xxxx	xxxxx	24.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	52.0	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.633
 Loss Time (sec): 16 Average Delay (sec/veh): 204.2
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			8th St.-Wilson St.		
Base Vol:	26	1477	424	360	949	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1477	424	360	949	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1477	424	360	949	159
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	26	1477	424	360	949	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1477	424	360	949	159

Saturation Flow Module:	Highland Springs Ave.			8th St.-Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	1.71	0.29
Final Sat.:	1805	1900	1615	1805	3024	507

Capacity Analysis Module:	Highland Springs Ave.			8th St.-Wilson St.		
Vol/Sat:	0.01	0.78	0.26	0.20	0.31	0.31
Crit Moves:	****			****		
Green/Cycle:	0.11	0.48	0.59	0.12	0.49	0.49
Volume/Cap:	0.13	1.63	0.45	1.63	0.64	0.64
Delay/Veh:	40.6	316	11.8	348.6	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	316	11.8	348.6	19.9	19.9
LOS by Move:	D	F	B	F	B	B
HCM2kAvgQ:	1	113	7	28	12	12

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

General Plan Buildout With Project

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	175	608	347	577	608	276	512	1678	596	309	1205	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Flt	1.00	0.95		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4808		1770	3373		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4808		1770	3373		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	175	608	347	577	608	276	512	1678	596	309	1205	126
RTOR Reduction (vph)	0	131	0	0	94	0	0	0	161	0	0	90
Lane Group Flow (vph)	175	824	0	577	790	0	512	1678	435	309	1205	36
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Effective Green, g (s)	4.0	16.0		4.0	16.0		4.0	16.0	16.0	4.0	16.0	16.0
Actuated g/C Ratio	0.07	0.29		0.07	0.29		0.07	0.29	0.29	0.07	0.29	0.29
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	126	1374		126	964		126	1011	452	126	1011	452
v/s Ratio Prot	0.10	0.17		c0.33	c0.23		c0.29	c0.47		0.17	0.34	
v/s Ratio Perm									0.27			0.02
v/c Ratio	1.39	0.60		4.58	0.82		4.06	1.66	0.96	2.45	1.19	0.08
Uniform Delay, d1	26.0	17.2		26.0	18.7		26.0	20.0	19.7	26.0	20.0	14.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	216.3	1.9		1628.8	7.8		1397.3	301.3	34.0	676.9	96.3	0.3
Delay (s)	242.3	19.2		1654.8	26.4		1423.3	321.3	53.8	702.9	116.3	15.0
Level of Service	F	B		F	C		F	F	D	F	F	B
Approach Delay (s)		53.7			669.5			466.6			219.0	
Approach LOS		D			F			F			F	
Intersection Summary												
HCM Average Control Delay		384.5					HCM Level of Service		F			
HCM Volume to Capacity ratio		1.85										
Actuated Cycle Length (s)		56.0					Sum of lost time (s)		16.0			
Intersection Capacity Utilization		128.3%					ICU Level of Service		H			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

General Plan Buildout With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↶	↶	↶			↶	↶
Volume (vph)	0	0	0	347	0	757	330	2028	0	0	1450	679
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Flt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	347	0	757	330	2028	0	0	1450	679
RTOR Reduction (vph)	0	0	0	0	0	3	0	0	0	0	0	453
Lane Group Flow (vph)	0	0	0	0	347	754	330	2028	0	0	1450	226
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					16.0	16.0	4.0	24.0			16.0	16.0
Effective Green, g (s)					16.0	16.0	4.0	24.0			16.0	16.0
Actuated g/C Ratio					0.33	0.33	0.08	0.50			0.33	0.33
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Grp Cap (vph)					590	528	148	1770			1180	528
v/s Ratio Prot					0.20		c0.19	c0.57			0.41	
v/s Ratio Perm						c0.48						0.14
v/c Ratio					0.59	1.43	2.23	1.15			1.23	0.43
Uniform Delay, d1					13.3	16.0	22.0	12.0			16.0	12.4
Progression Factor					1.00	1.00	0.90	1.06			1.00	1.00
Incremental Delay, d2					4.3	203.7	555.4	66.3			110.6	2.5
Delay (s)					17.5	219.7	575.2	79.0			126.6	15.0
Level of Service					B	F	F	E			F	B
Approach Delay (s)		0.0			156.1			148.5			91.0	
Approach LOS		A			F			F			F	
Intersection Summary												
HCM Average Control Delay			128.1				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.33									
Actuated Cycle Length (s)			48.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			178.7%				ICU Level of Service		H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

General Plan Buildout With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	837	0	480	0	0	0	0	1523	409	460	1337	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	837	0	480	0	0	0	0	1523	409	460	1337	0
RTOR Reduction (vph)	0	0	19	0	0	0	0	0	273	0	0	0
Lane Group Flow (vph)	0	837	461	0	0	0	0	1523	136	460	1337	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Effective Green, g (s)		16.0	16.0					16.0	16.0	4.0	24.0	
Actuated g/C Ratio		0.33	0.33					0.33	0.33	0.08	0.50	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		590	528					1180	528	148	1770	
v/s Ratio Prot		c0.47						c0.43		c0.26	0.38	
v/s Ratio Perm			0.29						0.09			
v/c Ratio		1.42	0.87					1.29	0.26	3.11	0.76	
Uniform Delay, d1		16.0	15.0					16.0	11.7	22.0	9.6	
Progression Factor		1.00	1.00					1.00	1.00	1.07	1.23	
Incremental Delay, d2		198.2	17.8					137.3	1.2	950.3	0.3	
Delay (s)		214.2	32.8					153.3	12.9	973.8	12.2	
Level of Service		F	C					F	B	F	B	
Approach Delay (s)		148.1			0.0			123.5			258.3	
Approach LOS		F			A			F			F	
Intersection Summary												
HCM Average Control Delay		178.0			HCM Level of Service			F				
HCM Volume to Capacity ratio		1.55										
Actuated Cycle Length (s)		48.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		178.7%			ICU Level of Service			H				
Analysis Period (min)		15										
c Critical Lane Group												

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

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

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.439
 Loss Time (sec): 16 Average Delay (sec/veh): 201.9
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Base Vol:	188	792	272	410	895	43	81	923	266	343	847	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	792	272	410	895	43	81	923	266	343	847	370
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	188	792	272	410	895	0	81	923	266	343	847	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	792	272	410	895	0	81	923	266	343	847	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	188	792	272	410	895	0	81	923	266	343	847	0

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	1.00	0.95	0.92	0.92	0.94	0.94	1.00
Lanes:	1.00	1.49	0.51	1.00	2.00	1.00	1.00	1.55	0.45	0.58	1.42	1.00
Final Sat.:	1805	2585	888	1805	3610	1900	1805	2707	780	1026	2533	1900

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Vol/Sat:	0.10	0.31	0.31	0.23	0.25	0.00	0.04	0.34	0.34	0.33	0.33	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.21	0.21	0.16	0.26	0.00	0.24	0.24	0.24	0.23	0.23	0.00
Volume/Cap:	0.95	1.44	1.44	1.44	0.95	0.00	0.19	1.44	1.44	1.44	1.44	0.00
Delay/Veh:	93.7	245	244.6	258.6	54.6	0.0	30.7	243	242.6	242.9	243	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.7	245	244.6	258.6	54.6	0.0	30.7	243	242.6	242.9	243	0.0
LOS by Move:	F	F	F	F	D	A	C	F	F	F	F	A
HCM2kAvgQ:	9	40	40	28	16	0	2	44	44	44	44	0

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

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

Intersection #30 Highland Springs Ave./Mellon Lane

Average Delay (sec/veh): 129.9 Worst Case Level Of Service: F[853.8]

Street Name:	Highland Springs Ave.						Mellon Lane								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	0

Volume Module:	Highland Springs Ave.						Mellon Lane					
Base Vol:	129	852	0	0	990	378	264	0	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	852	0	0	990	378	264	0	155	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	852	0	0	990	378	264	0	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	129	852	0	0	990	378	264	0	155	0	0	0

Critical Gap Module:	Highland Springs Ave.						Mellon Lane					
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	Highland Springs Ave.						Mellon Lane					
Cnflct Vol:	1368	xxxx	xxxxx	xxxx	xxxx	xxxxx	1674	xxxx	495	xxxx	xxxx	xxxxx
Potent Cap.:	508	xxxx	xxxxx	xxxx	xxxx	xxxxx	88	xxxx	525	xxxx	xxxx	xxxxx
Move Cap.:	508	xxxx	xxxxx	xxxx	xxxx	xxxxx	71	xxxx	525	xxxx	xxxx	xxxxx
Volume/Cap:	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	3.72	xxxx	0.29	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Springs Ave.						Mellon Lane					
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	27.7	xxxx	1.2	xxxx	xxxx	xxxxx
Control Del:	14.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1346	xxxx	14.7	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			853.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 715.9 Worst Case Level Of Service: F[8060.3]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	1

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	1	0	0	98	0	171	245	1281	4	0	1099	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	98	0	171	245	1281	4	0	1099	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	98	0	171	245	1281	4	0	1099	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	0	98	0	171	245	1281	4	0	1099	140

Critical Gap Module:	C St.			C St.			Wilson St.			Wilson St.		
Critical Gp:	7.1	xxxx	xxxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:	C St.			C St.			Wilson St.			Wilson St.		
Cnflct Vol:	3028	xxxx	xxxxxx	2942	2944	1169	1239	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	8	xxxx	xxxxxx	9	15	237	569	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	1	xxxx	xxxxxx	6	8	237	569	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.72	xxxx	xxxx	17.11	0.00	0.72	0.43	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	C St.			C St.			Wilson St.			Wilson St.		
2Way95thQ:	0.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	3458	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	16.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	15	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	34.7	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	8060	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	3458.0			8060.3			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 2274.6 Worst Case Level Of Service: F[15019.3]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Base Vol:	315	862	0	0	1081	351	245	0	220	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	862	0	0	1081	351	245	0	220	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	862	0	0	1081	351	245	0	220	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	315	862	0	0	1081	351	245	0	220	0	0	0

Critical Gap Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Cnflct Vol:	1432	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2749	2749	1257	xxxx	xxxx	xxxxxx
Potent Cap.:	481	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	22	20	211	xxxx	xxxx	xxxxxx
Move Cap.:	481	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8	4	211	xxxx	xxxx	xxxxxx
Volume/Cap:	0.66	xxxx	xxxx	xxxxxx	xxxx	xxxx	32.17	0.00	1.04	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
2Way95thQ:	4.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	25.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	D	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	14	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	4.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	59.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	25.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	D	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
City of Banning, Riverside County
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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Average Delay (sec/veh): OVERFLOW Worst Case Level of Service: F[xxxxx]

Street Name:	Beaumont Rd.-G St					Highland Home Rd.				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Control:	Uncontrolled		Uncontrolled			Stop Sign		Stop Sign		
Rights:	Include		Include			Include		Include		
Lanes:	0	0	0	1	0	0	1	0	0	0

Volume Module:	North Bound		South Bound			East Bound		West Bound		
Base Vol:	0	772	324	718	584	0	0	0	263	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	772	324	718	584	0	0	0	263	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	772	324	718	584	0	0	0	263	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	772	324	718	584	0	0	0	263	0

Critical Gap Module:	North Bound		South Bound			East Bound		West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4 6.5 6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5 4.0 3.3

Capacity Module:	North Bound		South Bound			East Bound		West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	1096	xxxx	xxxxx	xxxx	xxxx	xxxxx	2954 2954 934
Potent Cap.:	xxxx	xxxx	xxxxx	644	xxxx	xxxxx	xxxx	xxxx	xxxxx	16 15 325
Move Cap.:	xxxx	xxxx	xxxxx	644	xxxx	xxxxx	xxxx	xxxx	xxxxx	0 0 325
Volume/Cap:	xxxx	xxxx	xxxx	1.11	xxxx	xxxx	xxxx	xxxx	xxxx	1.25

Level of Service Module:	North Bound		South Bound			East Bound		West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	21.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx
Control Del:	xxxxx	xxxx	xxxxx	95.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx
LOS by Move:	*	*	*	F	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0
SharedQueue:	xxxxx	xxxx	xxxxx	21.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	95.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx	xxxxxx		xxxxxx		xxxxxx		xxxxxx
ApproachLOS:	*		*	*		*		*		F

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: D[25.8]

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	280	1026	0	0	847	0	0	0	196	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1026	0	0	847	0	0	0	196	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1026	0	0	847	0	0	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	280	1026	0	0	847	0	0	0	196	0	0	0

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

Capacity Module:												
Cnflct Vol:	847	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	847	xxxxxx	xxxx	xxxxxx
Potent Cap.:	799	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	365	xxxxxx	xxxx	xxxxxx
Move Cap.:	799	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	365	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.35	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0.54	xxxxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	1.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.0	xxxxxx	xxxx	xxxxxx
Control Del:	11.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	25.8	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	D	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	1.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	11.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					25.8			xxxxxx
ApproachLOS:	*			*					D			*

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 52.2 Worst Case Level Of Service: F[731.2]

Street Name:	Highland Home Rd.				D St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	1	0	0	0	0	1	0	0

Volume Module:	Highland Home Rd.				D St.							
Base Vol:	245	1327	0	0	991	35	24	0	171	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	1327	0	0	991	35	24	0	171	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	1327	0	0	991	35	24	0	171	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	245	1327	0	0	991	35	24	0	171	0	0	0

Critical Gap Module:	Highland Home Rd.				D St.							
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Highland Home Rd.				D St.							
Cnflct Vol:	1026	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2826	2826	1009	xxxx	xxxx	xxxxxx
Potent Cap.:	685	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	20	18	294	xxxx	xxxx	xxxxxx
Move Cap.:	685	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	13	11	294	xxxx	xxxx	xxxxxx
Volume/Cap:	0.36	xxxx	xxxx	xxxx	xxxx	xxxx	1.78	0.00	0.58	xxxx	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.				D St.							
2Way95thQ:	1.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx
Control Del:	13.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	82	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	1.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	18.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	13.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	731	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			731.2			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	1	0	1	0	1	1	0	0

Volume Module:												
Base Vol:	227	666	198	535	515	112	118	999	244	43	865	790
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	666	198	535	515	112	118	999	244	43	865	790
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	666	198	535	515	112	118	999	244	43	865	790
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	227	666	198	535	515	112	118	999	244	43	865	790

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	2133	3098	622	2415	2825	828	1655	xxxx	xxxxx	1243	xxxx	xxxxx
Potent Cap.:	29	12	435	17	18	319	395	xxxx	xxxxx	567	xxxx	xxxxx
Move Cap.:	0	8	435	0	12	319	395	xxxx	xxxxx	567	xxxx	xxxxx
Volume/Cap:	xxxx86.28	0.46	xxxx44.17	0.35	0.30	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	85.2	2.3	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	20.0	xxxxx	xxxx	xxxxx	18.0	xxxx	xxxxx	11.9	xxxx	xxxxx
LOS by Move:	*	F	C	*	*	*	C	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	+Inf			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	1	0 0 1	1	0	1 1 0	1	0	1 1 0

Volume Module:												
Base Vol:	0	0	0	647	0	100	330	1021	1	9	1092	823
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	647	0	100	330	1021	1	9	1092	823
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	647	0	100	330	1021	1	9	1092	823
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	647	0	100	330	1021	1	9	1092	823

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	2246	3615	511	2692	3204	958	1915	xxxx	xxxxx	1022	xxxx	xxxxx
Potent Cap.:	24	5	513	18	10	262	314	xxxx	xxxxx	687	xxxx	xxxxx
Move Cap.:	0	0	513	0	0	262	314	xxxx	xxxxx	687	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	0.38	1.05	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.7	12.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	27.0	103.0	xxxx	xxxxx	10.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	D	F	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			+Inf			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 3.947
 Loss Time (sec): 0 Average Delay (sec/veh): 1051.7
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	Sunset Ave.						Wilson St.					
Base Vol:	323	806	54	141	445	276	329	908	177	193	1194	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	806	54	141	445	276	329	908	177	193	1194	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	806	54	141	445	276	329	908	177	193	1194	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	806	54	141	445	276	329	908	177	193	1194	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	806	54	141	445	276	329	908	177	193	1194	178

Saturation Flow Module:	Sunset Ave.						Wilson St.					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.71	1.00	0.16	0.52	0.32	0.23	0.64	0.13	0.12	0.77	0.11
Final Sat.:	109	273	421	65	205	127	92	254	50	49	303	45

Capacity Analysis Module:	Sunset Ave.						Wilson St.					
Vol/Sat:	2.95	2.95	0.13	2.17	2.17	2.17	3.58	3.58	3.58	3.95	3.95	3.95
Crit Moves:	****			****			****			****		
Delay/Veh:	903.7	904	12.5	555.0	555	555.0	1182	1182	1182	1350	1350	1350
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	903.7	904	12.5	555.0	555	555.0	1182	1182	1182	1350	1350	1350
LOS by Move:	F	F	B	F	F	F	F	F	F	F	F	F
ApproachDel:	863.0			555.0			1182.0			1350.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	863.0			555.0			1182.0			1350.3		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	94.8	94.8	0.1	59.8	59.8	59.8	129	129	128.5	147	147	147.4

Note: Queue reported is the number of cars per lane.

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

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.431
 Loss Time (sec): 12 Average Delay (sec/veh): 300.8
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	472	1301	196	151	946	239	191	910	391	543	791	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	1301	196	151	946	239	191	910	391	543	791	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	472	1301	196	151	946	239	191	910	391	543	791	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	1301	196	151	946	239	191	910	391	543	791	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	472	1301	196	151	946	239	191	910	391	543	791	102

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.93	0.93	0.10	0.92	0.92	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.74	0.26	1.00	1.60	0.40	1.00	1.40	0.60	1.00	1.77	0.23
Final Sat.:	323	3075	463	181	2795	706	1805	2411	1036	1805	3143	405

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	1.46	0.42	0.42	0.84	0.34	0.34	0.11	0.38	0.38	0.30	0.25	0.25
Crit Moves:	****						****			****		
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.08	0.16	0.16	0.12	0.20	0.20
Volume/Cap:	2.43	0.70	0.70	1.39	0.56	0.56	1.28	2.43	2.43	2.43	1.28	1.28
Delay/Veh:	679.4	14.9	14.9	242.9	12.4	12.4	214.0	692	692.0	701.3	178	177.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	679.4	14.9	14.9	242.9	12.4	12.4	214.0	692	692.0	701.3	178	177.7
LOS by Move:	F	B	B	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	49	17	17	12	12	12	13	71	71	57	30	30

Note: Queue reported is the number of cars per lane.

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

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	401	1815	0	0	832	1049	0	0	0	101	15	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	1815	0	0	832	1049	0	0	0	101	15	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	1815	0	0	832	1049	0	0	0	101	15	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	401	1815	0	0	832	1049	0	0	0	101	15	247

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	1881	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3033	4498	908
Potent Cap.:	323	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	10	1	282
Move Cap.:	323	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	282
Volume/Cap:	1.24	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.88

Level Of Service Module:

2Way95thQ:	18.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	166.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 3677.8 Worst Case Level Of Service: F[8770.9]

Street Name:	Sunset Ave.					I-10 Eastbound Ramps				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Control:	Uncontrolled		Uncontrolled			Stop Sign		Stop Sign		
Rights:	Include		Include			Include		Include		
Lanes:	0	0	1	1	0	0	1	0	0	0

Volume Module:	Sunset Ave.					I-10 Eastbound Ramps				
Base Vol:	0	1213	76	186	801	0	1004	4	635	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1213	76	186	801	0	1004	4	635	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1213	76	186	801	0	1004	4	635	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1213	76	186	801	0	1004	4	635	0

Critical Gap Module:	Sunset Ave.					I-10 Eastbound Ramps				
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx

Capacity Module:	Sunset Ave.					I-10 Eastbound Ramps				
Cnflct Vol:	xxxx	xxxx	xxxxx	1289	xxxx	xxxxx	1780	2462	401	xxxx
Potent Cap.:	xxxx	xxxx	xxxxx	545	xxxx	xxxxx	75	31	605	xxxx
Move Cap.:	xxxx	xxxx	xxxxx	545	xxxx	xxxxx	53	19	605	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.34	xxxx	xxxx	19.02	0.21	1.05	xxxx

Level Of Service Module:	Sunset Ave.					I-10 Eastbound Ramps				
2Way95thQ:	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx
Control Del:	xxxxx	xxxx	xxxxx	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	81	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	198	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	15.0	xxxx	xxxxx	8771	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	F	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8770.9			xxxxxx
ApproachLOS:	*			*			F			*

Note: Queue reported is the number of cars per lane.

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

Intersection #42 Sunrise Ave./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sunrise Ave.						Wilson St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Uncontrolled					
Rights:	Include						Include						Include					
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1			

Volume Module:	Sunrise Ave.						Wilson St.					
Base Vol:	166	87	144	32	35	49	58	999	64	110	1380	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	87	144	32	35	49	58	999	64	110	1380	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	87	144	32	35	49	58	999	64	110	1380	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	166	87	144	32	35	49	58	999	64	110	1380	50

Critical Gap Module:	Sunrise Ave.						Wilson St.					
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Sunrise Ave.						Wilson St.					
Cnflct Vol:	2814	2797	1031	2863	2779	1380	1430	xxxx	xxxxx	1063	xxxx	xxxxx
Potent Cap.:	12	19	286	11	19	179	482	xxxx	xxxxx	663	xxxx	xxxxx
Move Cap.:	0	14	286	0	14	179	482	xxxx	xxxxx	663	xxxx	xxxxx
Volume/Cap:	xxxx	6.35	0.50	xxxx	2.49	0.27	0.12	xxxx	xxxx	0.17	xxxx	xxxx

Level Of Service Module:	Sunrise Ave.						Wilson St.								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	0.6	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.5	xxxx	xxxxx	11.5	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	F			F			*			*					

Note: Queue reported is the number of cars per lane.

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

Intersection #43 16th St./Wilson St.

Average Delay (sec/veh): 19.8 Worst Case Level Of Service: F[241.2]

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	0 0 0	1	0	1 1 0	1	0	1 1 0

Volume Module:	16th St.			16th St.			Wilson St.			Wilson St.		
Base Vol:	58	0	163	0	0	0	0	927	163	96	1343	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	0	163	0	0	0	0	927	163	96	1343	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	163	0	0	0	0	927	163	96	1343	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	0	163	0	0	0	0	927	163	96	1343	0

Critical Gap Module:	16th St.			16th St.			Wilson St.			Wilson St.		
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	16th St.			16th St.			Wilson St.			Wilson St.		
Cnflct Vol:	1872	2544	545	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1090	xxxx	xxxxx
Potent Cap.:	65	27	488	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	648	xxxx	xxxxx
Move Cap.:	58	23	488	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	648	xxxx	xxxxx
Volume/Cap:	1.01	0.00	0.33	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	xxxx

Level Of Service Module:	16th St.			16th St.			Wilson St.			Wilson St.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	165	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	13.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	241	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	241.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.983
 Loss Time (sec): 0 Average Delay (sec/veh): 550.9
 Optimal Cycle: 0 Level Of Service: F

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1	1	0	0 1 0

Volume Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	261	163	56	161	81	91	61	875	39	46	1056	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	163	56	161	81	91	61	875	39	46	1056	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	163	56	161	81	91	61	875	39	46	1056	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	163	56	161	81	91	61	875	39	46	1056	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	261	163	56	161	81	91	61	875	39	46	1056	149

Saturation Flow Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.34	0.12	0.49	0.24	0.27	1.00	1.00	1.00	1.00	0.88	0.12
Final Sat.:	223	139	48	192	97	109	380	401	435	379	354	50

Capacity Analysis Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	1.17	1.17	1.17	0.84	0.84	0.84	0.16	2.18	0.09	0.12	2.98	2.98
Crit Moves:	****			****			****			****		
Delay/Veh:	128.9	129	128.9	44.4	44.4	44.4	14.0	560	11.8	13.5	917	917.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.9	129	128.9	44.4	44.4	44.4	14.0	560	11.8	13.5	917	917.1
LOS by Move:	F	F	F	E	E	E	B	F	B	B	F	F
ApproachDel:	128.9			44.4			504.2			883.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	128.9			44.4			504.2			883.9		
LOS by Appr:	F			E			F			F		
AllWayAvgQ:	13.3	13.3	13.3	3.6	3.6	3.6	0.2	61.1	0.1	0.1	102	101.6

Note: Queue reported is the number of cars per lane.

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

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.360
 Loss Time (sec): 16 Average Delay (sec/veh): 171.3
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	643	319	594	26	167	53	80	605	306	500	433	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	643	319	594	26	167	53	80	605	306	500	433	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	643	319	594	26	167	53	80	605	306	500	433	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	643	319	594	26	167	53	80	605	306	500	433	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	643	319	594	26	167	53	80	605	306	500	433	81

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	0.35	0.65	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	599	1115	1805	1390	441	1805	1900	1615	1805	2968	555

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.36	0.53	0.53	0.01	0.12	0.12	0.04	0.32	0.19	0.28	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.32	0.36	0.36	0.07	0.11	0.11	0.13	0.22	0.22	0.19	0.27	0.27
Volume/Cap:	1.10	1.47	1.47	0.21	1.10	1.10	0.34	1.47	0.87	1.47	0.53	0.53
Delay/Veh:	100.8	250	249.9	44.7	137	137.0	40.3	261	58.3	265.3	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.8	250	249.9	44.7	137	137.0	40.3	261	58.3	265.3	31.4	31.4
LOS by Move:	F	F	F	D	F	F	D	F	E	F	C	C
HCM2kAvgQ:	31	65	65	1	13	13	3	44	12	36	7	7

Note: Queue reported is the number of cars per lane.

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

Intersection #46 8th St./I-10 Westbound Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	0	0	1	0

Volume Module:												
Base Vol:	701	1075	0	0	428	478	0	0	0	104	0	482
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	701	1075	0	0	428	478	0	0	0	104	0	482
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	701	1075	0	0	428	478	0	0	0	104	0	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	701	1075	0	0	428	478	0	0	0	104	0	482

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	906	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3144	3383	1075
Potent Cap.:	759	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	8	269
Move Cap.:	759	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	269
Volume/Cap:	0.92	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.79

Level Of Service Module:												
2Way95thQ:	13.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	40.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	13.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	40.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	E	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:	*	*			*			*			F	

Note: Queue reported is the number of cars per lane.

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Butterfield Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 2447.4 Worst Case Level Of Service: F[5998.7]

Street Name:	8th St.					I-10 Eastbound Ramps						
Approach:	North Bound		South Bound			East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled					Uncontrolled					Stop Sign	
Rights:	Include					Include					Include	
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0

Volume Module:	8th St.					I-10 Eastbound Ramps						
Base Vol:	0	1180	136	203	328	0	598	1	673	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1180	136	203	328	0	598	1	673	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1180	136	203	328	0	598	1	673	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1180	136	203	328	0	598	1	673	0	0	0

Critical Gap Module:	8th St.					I-10 Eastbound Ramps						
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	8th St.					I-10 Eastbound Ramps						
Cnflct Vol:	xxxx	xxxx	xxxxx	1316	xxxx	xxxxx	1982	2050	328	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	532	xxxx	xxxxx	68	56	718	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	532	xxxx	xxxxx	45	32	718	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.38	xxxx	xxxx	13.17	0.03	0.94	xxxx	xxxx	xxxx

Level Of Service Module:	8th St.					I-10 Eastbound Ramps						
2Way95thQ:	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	90	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxxx	151	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	15.9	xxxx	xxxxx	xxxxx	5999	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			5998.7			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.398
 Loss Time (sec): 0 Average Delay (sec/veh): 470.0
 Optimal Cycle: 0 Level Of Service: F

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	15	169	113	81	41	8	62	970	14	15	1190	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	169	113	81	41	8	62	970	14	15	1190	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	169	113	81	41	8	62	970	14	15	1190	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	169	113	81	41	8	62	970	14	15	1190	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	169	113	81	41	8	62	970	14	15	1190	128

Saturation Flow Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.92	1.00	0.62	0.32	0.06	0.06	0.93	0.01	0.01	0.89	0.10
Final Sat.:	36	408	490	266	135	26	33	511	7	6	496	53

Capacity Analysis Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.41	0.41	0.23	0.30	0.30	0.30	1.90	1.90	1.90	2.40	2.40	2.40
Crit Moves:	****			****			****			****		
Delay/Veh:	16.2	16.2	12.1	14.8	14.8	14.8	427.3	427	427.3	649.4	649	649.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	16.2	12.1	14.8	14.8	14.8	427.3	427	427.3	649.4	649	649.4
LOS by Move:	C	C	B	B	B	B	F	F	F	F	F	F
ApproachDel:	14.7			14.8			427.3			649.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.7			14.8			427.3			649.4		
LOS by Appr:	B			B			F			F		
AllWayAvgQ:	0.7	0.7	0.3	0.4	0.4	0.4	63.9	63.9	63.9	98.8	98.8	98.8

Note: Queue reported is the number of cars per lane.

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

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.564
 Loss Time (sec): 0 Average Delay (sec/veh): 545.1
 Optimal Cycle: 0 Level Of Service: F

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	San Gorgonio			Wilson St.		
Base Vol:	81	235	41	11	92	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	235	41	11	92	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	235	41	11	92	259
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	81	235	41	11	92	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	235	41	11	92	259

Saturation Flow Module:	San Gorgonio			Wilson St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	0.03	0.25	0.72
Final Sat.:	377	342	60	13	111	312

Capacity Analysis Module:	San Gorgonio			Wilson St.		
Vol/Sat:	0.21	0.69	0.69	0.83	0.83	0.83
Crit Moves:	****			****		
Delay/Veh:	14.7	28.2	28.2	39.9	39.9	39.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	28.2	28.2	39.9	39.9	39.9
LOS by Move:	B	D	D	E	E	E
ApproachDel:	25.2			39.9		
Delay Adj:	1.00			1.00		
ApprAdjDel:	25.2			39.9		
LOS by Appr:	D			E		
AllWayAvgQ:	0.3	1.9	1.9	3.5	3.5	3.5

Note: Queue reported is the number of cars per lane.

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EXISTING (2010) WITH PROJECT WITH IMPROVMENTS CONDITIONS

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 8 Average Delay (sec/veh): 15.8
Optimal Cycle: 62 Level Of Service: B

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	175	0	30	0	251	117	300	327	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	175	0	30	0	251	117	300	327	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	210	0	36	0	301	140	360	393	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	36	0	301	140	360	393	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	210	0	36	0	301	140	360	393	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.96	0.96	0.65	0.65	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.68	0.32	0.48	0.52	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1240	578	593	646	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.02	0.00	0.24	0.24	0.61	0.61	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.77	0.77	0.77	0.77	0.00
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	0.15	0.00	0.31	0.31	0.79	0.79	0.00
Delay/Veh:	0.0	0.0	0.0	55.4	0.0	37.4	0.0	3.6	3.6	11.0	11.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	55.4	0.0	37.4	0.0	3.6	3.6	11.0	11.0	0.0
LOS by Move:	A	A	A	E	A	D	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	8	0	1	0	4	4	14	14	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
 Loss Time (sec): 8 Average Delay (sec/veh): 8.8
 Optimal Cycle: 30 Level Of Service: A

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Split Phase						Split Phase						Permitted					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0					
Lanes:	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0			

Volume Module:

Base Vol:	85	1	125	0	0	0	59	367	0	0	547	546
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	1	125	0	0	0	59	367	0	0	547	546
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	89	1	130	0	0	0	62	383	0	0	571	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1	130	0	0	0	62	383	0	0	571	570
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1	130	0	0	0	62	383	0	0	571	570

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.85	1.00	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.85
Lanes:	0.99	0.01	1.00	0.00	0.00	0.00	0.14	0.86	0.00	0.00	1.00	1.00
Final Sat.:	1765	21	1615	0	0	0	230	1429	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.08	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.30	0.35
Crit Moves:	****						****					
Green/Cycle:	0.17	0.17	0.17	0.00	0.00	0.00	0.75	0.75	0.00	0.00	0.75	0.75
Volume/Cap:	0.29	0.29	0.47	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.40	0.47
Delay/Veh:	36.7	36.7	38.6	0.0	0.0	0.0	4.5	4.5	0.0	0.0	4.7	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	36.7	38.6	0.0	0.0	0.0	4.5	4.5	0.0	0.0	4.7	5.2
LOS by Move:	D	D	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	3	4	0	0	0	5	5	0	0	6	7

Note: Queue reported is the number of cars per lane.

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City of Banning, Riverside County
Existing With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 12 Average Delay (sec/veh): 15.6
Optimal Cycle: 46 Level Of Service: B

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	60	5	53	1	3	0	1	398	42	90	741	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	5	53	1	3	0	1	398	42	90	741	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	64	5	56	1	3	0	1	423	45	96	787	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	5	56	1	3	0	1	423	45	96	787	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	5	56	1	3	0	1	423	45	96	787	1

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.95	0.95	1.00	0.95	0.99	0.99	0.95	1.00	1.00
Lanes:	0.51	0.04	0.45	0.25	0.75	0.00	1.00	0.90	0.10	1.00	0.99	0.01
Final Sat.:	752	63	664	452	1355	0	1805	1695	179	1805	1897	3

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.00	0.00	0.00	0.00	0.25	0.25	0.05	0.42	0.42
Crit Moves:	****						****			****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.00	0.07	0.58	0.58	0.16	0.67	0.67
Volume/Cap:	0.62	0.62	0.62	0.02	0.02	0.00	0.01	0.43	0.43	0.33	0.62	0.62
Delay/Veh:	46.3	46.3	46.3	37.3	37.3	0.0	43.3	12.0	12.0	37.7	10.1	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	46.3	46.3	37.3	37.3	0.0	43.3	12.0	12.0	37.7	10.1	10.1
LOS by Move:	D	D	D	D	D	A	D	B	B	D	B	B
HCM2kAvgQ:	5	5	5	0	0	0	0	8	8	2	13	13

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 8 Average Delay (sec/veh): 14.7
Optimal Cycle: 31 Level Of Service: B

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	41	117	30	108	105	98	51	354	46	31	579	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	117	30	108	105	98	51	354	46	31	579	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	42	121	31	112	109	102	53	367	48	32	600	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	121	31	112	109	102	53	367	48	32	600	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	121	31	112	109	102	53	367	48	32	600	107

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.85	0.54	1.00	0.85	0.87	0.87	0.85	0.97	0.97	0.85
Lanes:	0.26	0.74	1.00	1.00	1.00	1.00	0.13	0.87	1.00	0.05	0.95	1.00
Final Sat.:	442	1262	1615	1020	1900	1615	209	1448	1615	93	1744	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.02	0.11	0.06	0.06	0.25	0.25	0.03	0.34	0.34	0.07
Crit Moves:	****						****					
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.43	0.43	0.09	0.49	0.26	0.28	0.36	0.36	0.04	0.49	0.49	0.09
Delay/Veh:	34.2	34.2	30.9	35.6	32.4	32.7	6.3	6.3	4.7	7.3	7.3	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	34.2	30.9	35.6	32.4	32.7	6.3	6.3	4.7	7.3	7.3	4.9
LOS by Move:	C	C	C	D	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	5	1	4	3	3	5	5	0	9	9	1

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596

Loss Time (sec): 0 Average Delay (sec/veh): 14.9

Optimal Cycle: 0 Level Of Service: B

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0			
	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0			

Volume Module:

Base Vol:	100	0	94	0	0	0	0	400	96	122	627	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	94	0	0	0	0	400	96	122	627	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	114	0	108	0	0	0	0	458	110	140	717	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	0	108	0	0	0	0	458	110	140	717	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	0	108	0	0	0	0	458	110	140	717	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	1.61	0.39	1.00	2.00	0.00
Final Sat.:	293	0	275	0	0	0	0	928	228	553	1204	0

Capacity Analysis Module:

Vol/Sat:	0.39	xxxx	0.39	xxxx	xxxx	xxxx	xxxx	0.49	0.48	0.25	0.60	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.8	0.0	12.8	0.0	0.0	0.0	0.0	14.5	13.9	11.2	16.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	0.0	12.8	0.0	0.0	0.0	0.0	14.5	13.9	11.2	16.7	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	B	C	*
ApproachDel:	12.8			xxxxxx				14.4			15.8	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	12.8			xxxxxx				14.4			15.8	
LOS by Appr:	B			*				B			C	
AllWayAvgQ:	0.6	0.6	0.6	0.0	0.0	0.0	0.0	0.9	0.9	0.3	1.4	0.0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
 Loss Time (sec): 8 Average Delay (sec/veh): 34.2
 Optimal Cycle: 0 Level Of Service: D

Street Name:	Pennsylvania Ave.						8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	29	171	33	83	226	29	25	189	20	53	293	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	171	33	83	226	29	25	189	20	53	293	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	37	221	43	107	292	37	32	244	26	68	378	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	221	43	107	292	37	32	244	26	68	378	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	221	43	107	292	37	32	244	26	68	378	68

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.74	0.14	0.24	0.67	0.09	0.11	0.81	0.08	1.00	1.00	1.00
Final Sat.:	53	314	61	116	316	41	45	342	36	417	443	484

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.70	0.70	0.70	0.92	0.92	0.92	0.71	0.71	0.71	0.16	0.85	0.14
Crit Moves:	****			****			****			****		
Delay/Veh:	24.8	24.8	24.8	48.8	48.8	48.8	25.8	25.8	25.8	12.8	39.6	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	24.8	24.8	48.8	48.8	48.8	25.8	25.8	25.8	12.8	39.6	11.1
LOS by Move:	C	C	C	E	E	E	D	D	D	B	E	B
ApproachDel:	24.8			48.8			25.8			32.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	24.8			48.8			25.8			32.3		
LOS by Appr:	C			E			D			D		
AllWayAvgQ:	1.7	1.7	1.7	5.0	5.0	5.0	1.7	1.7	1.7	0.2	3.6	0.2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 0 Average Delay (sec/veh): 14.8
Optimal Cycle: 41 Level Of Service: B

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	0	0	0	1

Volume Module:

Base Vol:	0	280	0	0	508	0	0	0	0	125	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	280	0	0	508	0	0	0	0	125	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	345	0	0	626	0	0	0	0	154	0	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	345	0	0	626	0	0	0	0	154	0	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	345	0	0	626	0	0	0	0	154	0	215

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.42	0.00	0.58
Final Sat.:	0	1900	0	0	1900	0	0	0	0	717	0	998

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:	****						****					
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.39	0.00	0.39
Volume/Cap:	0.00	0.30	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Delay/Veh:	0.0	9.7	0.0	0.0	12.2	0.0	0.0	0.0	0.0	24.3	0.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	0.0	0.0	12.2	0.0	0.0	0.0	0.0	24.3	0.0	24.3
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	0	0	11	0	0	0	0	9	0	9

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652

Loss Time (sec): 8 Average Delay (sec/veh): 22.2

Optimal Cycle: 43 Level Of Service: C

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	289	0	181	124	364	0	0	546	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	289	0	181	124	364	0	0	546	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	0	0	336	0	210	144	423	0	0	635	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	336	0	210	144	423	0	0	635	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	336	0	210	144	423	0	0	635	266

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.13	0.08	0.22	0.00	0.00	0.33	0.16
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.12	0.63	0.00	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.46	0.65	0.35	0.00	0.00	0.65	0.32
Delay/Veh:	0.0	0.0	0.0	34.4	0.0	30.1	48.7	8.8	0.0	0.0	19.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.4	0.0	30.1	48.7	8.8	0.0	0.0	19.5	14.5
LOS by Move:	A	A	A	C	A	C	D	A	A	A	B	B
HCM2kAvgQ:	0	0	0	10	0	6	5	6	0	0	15	5

Note: Queue reported is the number of cars per lane.

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 Existing With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	0	Average Delay (sec/veh):	19.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Highland Springs Ave.	Brookside Ave.
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign
Rights:	Include	Include
Min. Green:	7 7 7	7 7 7
Lanes:	1 0 0 1 0	0 0 1! 0 0

Volume Module:												
Base Vol:	237	57	32	127	84	1	1	32	217	61	61	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	57	32	127	84	1	1	32	217	61	61	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	296	71	40	159	105	1	1	40	271	76	76	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	71	40	159	105	1	1	40	271	76	76	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	296	71	40	159	105	1	1	40	271	76	76	305

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.64	0.36	0.60	0.39	0.01	0.01	0.12	0.87	0.50	0.50	1.00
Final Sat.:	437	308	173	258	171	2	2	61	413	225	225	510

Capacity Analysis Module:												
Vol/Sat:	0.68	0.23	0.23	0.61	0.61	0.61	0.66	0.66	0.66	0.34	0.34	0.60
Crit Moves:	****			****			****					****
Delay/Veh:	24.5	12.0	12.0	21.4	21.4	21.4	21.4	21.4	21.4	14.1	14.1	18.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	12.0	12.0	21.4	21.4	21.4	21.4	21.4	21.4	14.1	14.1	18.2
LOS by Move:	C	B	B	C	C	C	C	C	C	B	B	C
ApproachDel:	21.1			21.4			21.4			16.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.1			21.4			21.4			16.8		
LOS by Appr:	C			C			C			C		
AllWayAvgQ:	1.7	0.3	0.3	1.3	1.3	1.3	1.5	1.5	1.5	0.5	0.5	1.2

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/ F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
 Loss Time (sec): 8 Average Delay (sec/veh): 20.5
 Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	284	237	16	336	0	0	0	0	457	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	284	237	16	336	0	0	0	0	457	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	284	237	16	336	0	0	0	0	457	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	284	237	16	336	0	0	0	0	457	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	284	237	16	336	0	0	0	0	457	0	30

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.97	0.97	1.00	1.00	1.00	1.00	0.95	1.00	0.95
Lanes:	0.00	0.55	0.45	0.05	0.95	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	973	812	84	1763	0	0	0	0	1689	0	111

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.29	0.19	0.19	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Crit Moves:	****									****		
Green/Cycle:	0.00	0.48	0.48	0.48	0.48	0.00	0.00	0.00	0.00	0.44	0.00	0.44
Volume/Cap:	0.00	0.61	0.61	0.40	0.40	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Delay/Veh:	0.0	20.6	20.6	17.2	17.2	0.0	0.0	0.0	0.0	22.7	0.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.6	20.6	17.2	17.2	0.0	0.0	0.0	0.0	22.7	0.0	22.7
LOS by Move:	A	C	C	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	12	12	7	7	0	0	0	0	12	0	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
 Loss Time (sec): 12 Average Delay (sec/veh): 34.8
 Optimal Cycle: 102 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	1	0	1	0

Volume Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Base Vol:	215	438	79	32	721	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	438	79	32	721	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	258	526	95	38	867	47
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	258	526	95	38	867	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	526	95	38	867	47

Saturation Flow Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	0.99	0.99
Lanes:	2.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	3502	1900	1615	1805	1788	97

Capacity Analysis Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Vol/Sat:	0.07	0.28	0.06	0.02	0.48	0.48
Crit Moves:	****			****		
Green/Cycle:	0.08	0.51	0.51	0.13	0.55	0.55
Volume/Cap:	0.88	0.55	0.12	0.17	0.88	0.88
Delay/Veh:	70.6	17.6	13.1	39.2	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.6	17.6	13.1	39.2	28.7	28.7
LOS by Move:	E	B	B	D	C	C
HCM2kAvgQ:	5	11	1	1	26	26

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
 Loss Time (sec): 12 Average Delay (sec/veh): 31.8
 Optimal Cycle: 90 Level Of Service: C

Street Name:	Highland Springs Ave.						Starlight Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0

Volume Module:

Base Vol:	26	556	127	47	1033	142	80	79	169	244	152	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	556	127	47	1033	142	80	79	169	244	152	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	31	658	150	56	1222	168	95	93	200	289	180	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	658	150	56	1222	168	95	93	200	289	180	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	658	150	56	1222	168	95	93	200	289	180	108

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.46	0.90	0.90	0.45	0.94	0.94
Lanes:	1.00	1.63	0.37	1.00	1.76	0.24	1.00	0.32	0.68	1.00	0.63	0.37
Final Sat.:	1805	2856	652	1805	3117	428	866	544	1163	855	1122	672

Capacity Analysis Module:

Vol/Sat:	0.02	0.23	0.23	0.03	0.39	0.39	0.11	0.17	0.17	0.34	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.07	0.39	0.39	0.12	0.44	0.44	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.24	0.59	0.59	0.26	0.90	0.90	0.29	0.46	0.46	0.90	0.43	0.43
Delay/Veh:	45.0	25.1	25.1	40.8	33.9	33.9	22.4	24.1	24.1	56.4	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	25.1	25.1	40.8	33.9	33.9	22.4	24.1	24.1	56.4	23.7	23.7
LOS by Move:	D	C	C	D	C	C	C	C	C	E	C	C
HCM2kAvgQ:	1	10	10	1	21	21	2	7	7	12	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
 Loss Time (sec): 16 Average Delay (sec/veh): 30.9
 Optimal Cycle: 77 Level Of Service: C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	57	497	227	180	1068	154	51	141	101	354	179	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	497	227	180	1068	154	51	141	101	354	179	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	65	571	261	207	1226	177	59	162	116	406	206	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	571	261	207	1226	177	59	162	116	406	206	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	571	261	207	1226	177	59	162	116	406	206	152

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.89	0.89	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.75	0.25	1.00	1.17	0.83	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3095	446	1805	1971	1412	3502	3610	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.16	0.16	0.11	0.40	0.40	0.03	0.08	0.08	0.12	0.06	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.34	0.49	0.24	0.51	0.51	0.11	0.11	0.11	0.15	0.15	0.15
Volume/Cap:	0.52	0.47	0.33	0.47	0.77	0.77	0.30	0.77	0.77	0.77	0.39	0.64
Delay/Veh:	48.6	26.3	15.8	33.0	21.7	21.7	41.8	53.4	53.4	47.8	39.0	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	26.3	15.8	33.0	21.7	21.7	41.8	53.4	53.4	47.8	39.0	45.8
LOS by Move:	D	C	B	C	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	7	5	5	17	17	2	6	6	6	3	4

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Existing With Project With Improvements

AM Peak Hour

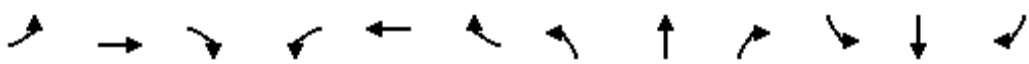
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	124	145	127	98	65	105	816	159	171	1281	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Flt	1.00	0.92		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4674		1770	3327		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4674		1770	3327		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	101	139	163	143	110	73	118	917	179	192	1439	88
RTOR Reduction (vph)	0	147	0	0	64	0	0	0	88	0	0	29
Lane Group Flow (vph)	101	155	0	143	119	0	118	917	91	192	1439	59
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	6.0	9.1		7.5	10.6		5.5	45.9	45.9	10.5	50.9	50.9
Effective Green, g (s)	6.0	9.1		7.5	10.6		5.5	45.9	45.9	10.5	50.9	50.9
Actuated g/C Ratio	0.07	0.10		0.08	0.12		0.06	0.51	0.51	0.12	0.57	0.57
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	118	473		148	392		108	1805	807	207	2002	895
v/s Ratio Prot	0.06	0.03		c0.08	c0.04		0.07	0.26		c0.11	c0.41	
v/s Ratio Perm									0.06			0.04
v/c Ratio	0.86	0.33		0.97	0.30		1.09	0.51	0.11	0.93	0.72	0.07
Uniform Delay, d1	41.6	37.6		41.1	36.3		42.2	14.6	11.5	39.4	14.3	8.8
Progression Factor	1.00	1.00		1.00	1.00		0.89	0.28	0.01	1.00	1.00	1.00
Incremental Delay, d2	41.9	0.4		63.2	0.4		111.1	1.0	0.3	42.3	2.3	0.1
Delay (s)	83.4	38.0		104.3	36.8		148.5	5.1	0.3	81.6	16.6	9.0
Level of Service	F	D		F	D		F	A	A	F	B	A
Approach Delay (s)		49.4			66.4			18.3			23.4	
Approach LOS		D			E			B			C	
Intersection Summary												
HCM Average Control Delay			28.4			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			68.9%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Existing With Project With Improvements

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↶	↶	↶↶			↶↶	↶
Volume (vph)	0	0	0	138	0	188	211	935	0	0	858	661
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	144	0	196	220	974	0	0	894	689
RTOR Reduction (vph)	0	0	0	0	0	166	0	0	0	0	0	291
Lane Group Flow (vph)	0	0	0	0	144	30	220	974	0	0	894	398
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					12.3	12.3	15.9	69.7			49.8	49.8
Effective Green, g (s)					12.3	12.3	15.9	69.7			49.8	49.8
Actuated g/C Ratio					0.14	0.14	0.18	0.77			0.55	0.55
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					242	216	313	2741			1958	876
v/s Ratio Prot					c0.08		c0.12	0.28			c0.25	
v/s Ratio Perm						0.02						0.25
v/c Ratio					0.60	0.14	0.70	0.36			0.46	0.45
Uniform Delay, d1					36.5	34.2	34.8	3.2			12.0	12.0
Progression Factor					1.00	1.00	1.09	0.18			0.48	0.20
Incremental Delay, d2					3.9	0.3	5.8	0.3			0.7	1.6
Delay (s)					40.4	34.5	43.9	0.9			6.5	4.0
Level of Service					D	C	D	A			A	A
Approach Delay (s)		0.0			37.0			8.8			5.4	
Approach LOS		A			D			A			A	
Intersection Summary												
HCM Average Control Delay			10.2				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			85.8%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Existing With Project With Improvements

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	501	0	231	0	0	0	0	638	189	264	731	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00					0.95	1.00	1.00	0.95	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433		1583					3539	1583	1770	3539	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433		1583					3539	1583	1770	3539	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	539	0	248	0	0	0	0	686	203	284	786	0
RTOR Reduction (vph)	0	0	178	0	0	0	0	0	130	0	0	0
Lane Group Flow (vph)	539	0	70	0	0	0	0	686	73	284	786	0
Turn Type	Prot		custom						Perm		Prot	
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	19.7		19.7					32.3	32.3	26.0	62.3	
Effective Green, g (s)	19.7		19.7					32.3	32.3	26.0	62.3	
Actuated g/C Ratio	0.22		0.22					0.36	0.36	0.29	0.69	
Clearance Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	751		347					1270	568	511	2450	
v/s Ratio Prot	c0.16							c0.19		c0.16	0.22	
v/s Ratio Perm			0.04						0.05			
v/c Ratio	0.72		0.20					0.54	0.13	0.56	0.32	
Uniform Delay, d1	32.6		28.7					22.9	19.4	27.1	5.5	
Progression Factor	1.00		1.00					1.00	1.00	0.68	0.52	
Incremental Delay, d2	3.3		0.3					1.7	0.5	1.2	0.3	
Delay (s)	35.9		29.0					24.6	19.9	19.5	3.2	
Level of Service	D		C					C	B	B	A	
Approach Delay (s)		33.7			0.0			23.5			7.5	
Approach LOS		C			A			C			A	
Intersection Summary												
HCM Average Control Delay			20.2									
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			90.0									
Intersection Capacity Utilization			85.8%									
Analysis Period (min)			15									
c Critical Lane Group												

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
 Loss Time (sec): 12 Average Delay (sec/veh): 27.6
 Optimal Cycle: 62 Level Of Service: C

Street Name:	C St.						Wilson St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Protected					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0			
Lanes:	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0			

Volume Module:

Base Vol:	6	0	0	122	0	213	111	380	1	0	423	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	122	0	213	111	380	1	0	423	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	7	0	0	143	0	249	130	444	1	0	495	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	0	143	0	249	130	444	1	0	495	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	0	143	0	249	130	444	1	0	495	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	1.00	0.80	1.00	0.80	0.95	1.00	1.00	1.00	0.98	0.98
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	0.99	0.01	1.00	0.87	0.13
Final Sat.:	1564	0	0	553	0	966	1805	1895	5	1900	1622	242

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.26	0.07	0.23	0.23	0.00	0.30	0.30
Crit Moves:				****				****				****
Green/Cycle:	0.36	0.00	0.00	0.36	0.00	0.36	0.10	0.52	0.52	0.00	0.42	0.42
Volume/Cap:	0.01	0.00	0.00	0.72	0.00	0.72	0.72	0.45	0.45	0.00	0.72	0.72
Delay/Veh:	20.8	0.0	0.0	32.6	0.0	32.6	56.9	15.2	15.2	0.0	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	0.0	0.0	32.6	0.0	32.6	56.9	15.2	15.2	0.0	27.2	27.2
LOS by Move:	C	A	A	C	A	C	E	B	B	A	C	C
HCM2kAvgQ:	0	0	0	12	0	12	4	8	8	0	14	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
 Loss Time (sec): 8 Average Delay (sec/veh): 18.9
 Optimal Cycle: 33 Level Of Service: B

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	142	74	0	0	51	158	304	0	274	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	74	0	0	51	158	304	0	274	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	74	0	0	51	158	304	0	274	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	74	0	0	51	158	304	0	274	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	74	0	0	51	158	304	0	274	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	1.00	1.00	0.90	0.90	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.66	0.34	0.00	0.00	0.24	0.76	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	984	513	0	0	416	1290	911	0	821	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.00	0.00	0.12	0.12	0.33	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.28	0.00	0.00	0.28	0.28	0.64	0.00	0.64	0.00	0.00	0.00
Volume/Cap:	0.52	0.52	0.00	0.00	0.44	0.44	0.52	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	31.7	31.7	0.0	0.0	30.4	30.4	10.0	0.0	10.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	31.7	0.0	0.0	30.4	30.4	10.0	0.0	10.0	0.0	0.0	0.0
LOS by Move:	C	C	A	A	C	C	B	A	B	A	A	A
HCM2kAvgQ:	5	5	0	0	6	6	10	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	8	Average Delay (sec/veh):	14.2
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Highland Home Rd.									D St.					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	111	298	0	0	567	16	30	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	298	0	0	567	16	30	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	298	0	0	567	16	30	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	298	0	0	567	16	30	0	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	298	0	0	567	16	30	0	213	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	1.00	1.00	1.00	1.00	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	0.27	0.73	0.00	0.00	0.97	0.03	0.12	0.00	0.88	0.00	0.00	0.00
Final Sat.:	394	1058	0	0	1840	52	206	0	1460	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.28	0.28	0.00	0.00	0.31	0.31	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:				****						****		
Green/Cycle:	0.62	0.62	0.00	0.00	0.62	0.62	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.45	0.45	0.00	0.00	0.49	0.49	0.49	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	10.2	10.2	0.0	0.0	10.5	10.5	29.8	0.0	29.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	0.0	0.0	10.5	10.5	29.8	0.0	29.8	0.0	0.0	0.0
LOS by Move:	B	B	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	6	6	0	0	9	9	7	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
 Loss Time (sec): 12 Average Delay (sec/veh): 28.3
 Optimal Cycle: 45 Level Of Service: C

Street Name:	Highland Home Rd.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0

Volume Module:	Highland Home Rd.			Wilson St.								
Base Vol:	77	159	30	370	311	98	57	271	140	41	268	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	159	30	370	311	98	57	271	140	41	268	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	90	185	35	431	362	114	66	316	163	48	312	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	185	35	431	362	114	66	316	163	48	312	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	185	35	431	362	114	66	316	163	48	312	224

Saturation Flow Module:	Highland Home Rd.			Wilson St.								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.30	0.90	0.90	0.34	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	0.76	0.24	1.00	1.32	0.68	1.00	1.17	0.83
Final Sat.:	1805	1900	1615	1805	1393	439	570	2259	1167	656	1971	1412

Capacity Analysis Module:	Highland Home Rd.			Wilson St.								
Vol/Sat:	0.05	0.10	0.02	0.24	0.26	0.26	0.12	0.14	0.14	0.07	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.13	0.17	0.17	0.42	0.47	0.47	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.39	0.56	0.12	0.56	0.55	0.55	0.41	0.50	0.50	0.26	0.56	0.56
Delay/Veh:	41.2	40.1	35.1	22.7	19.7	19.7	30.9	30.4	30.4	28.6	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	40.1	35.1	22.7	19.7	19.7	30.9	30.4	30.4	28.6	31.4	31.4
LOS by Move:	D	D	D	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	5	1	10	10	10	2	6	6	1	7	7

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 12 Average Delay (sec/veh): 22.5
Optimal Cycle: 43 Level Of Service: C

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	0	0	0	449	2	39	22	299	0	0	277	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	449	2	39	22	299	0	0	277	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	491	2	43	24	327	0	0	303	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	491	2	43	24	327	0	0	303	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	491	2	43	24	327	0	0	303	263

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	0.86	0.85	0.33	0.95	0.95	1.00	0.88	0.88
Lanes:	0.00	1.00	0.00	0.99	0.01	1.00	1.00	2.00	0.00	1.00	1.07	0.93
Final Sat.:	0	1900	0	1632	7	1615	631	3610	0	1900	1795	1562

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.03	0.04	0.09	0.00	0.00	0.17	0.17
Crit Moves:	****						****					
Green/Cycle:	0.00	0.00	0.00	0.56	0.56	0.56	0.32	0.32	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.05	0.12	0.29	0.00	0.00	0.53	0.53
Delay/Veh:	0.0	0.0	0.0	14.2	14.2	9.8	24.6	25.8	0.0	0.0	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.2	14.2	9.8	24.6	25.8	0.0	0.0	28.6	28.6
LOS by Move:	A	A	A	B	B	A	C	C	A	A	C	C
HCM2kAvgQ:	0	0	0	9	9	1	1	4	0	0	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
 Loss Time (sec): 8 Average Delay (sec/veh): 13.1
 Optimal Cycle: 44 Level Of Service: B

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	123	16	22	0	33	39	66	413	231	37	259	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	16	22	0	33	39	66	413	231	37	259	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	144	19	26	0	39	46	77	484	271	43	304	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	19	26	0	39	46	77	484	271	43	304	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	19	26	0	39	46	77	484	271	43	304	1

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.85	1.00	0.93	0.93	0.89	0.89	0.89	0.86	0.86	0.86
Lanes:	0.88	0.12	1.00	0.00	0.46	0.54	0.09	0.58	0.33	0.12	0.87	0.01
Final Sat.:	1259	164	1615	0	807	954	157	985	551	202	1417	5

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.02	0.00	0.05	0.05	0.49	0.49	0.49	0.21	0.21	0.21
Crit Moves:	****						****					
Green/Cycle:	0.17	0.17	0.17	0.00	0.17	0.17	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.66	0.66	0.09	0.00	0.28	0.28	0.66	0.66	0.66	0.29	0.29	0.29
Delay/Veh:	44.9	44.9	34.8	0.0	36.3	36.3	7.6	7.6	7.6	4.2	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	44.9	34.8	0.0	36.3	36.3	7.6	7.6	7.6	4.2	4.2	4.2
LOS by Move:	D	D	C	A	D	D	A	A	A	A	A	A
HCM2kAvgQ:	5	5	1	0	2	2	13	13	13	4	4	4

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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 Existing With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: C[19.6]

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	1	0	1	0	0	0
Volume Module:												
Base Vol:	0	159	6	209	218	0	144	2	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	159	6	209	218	0	144	2	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	178	7	234	244	0	161	2	34	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	178	7	234	244	0	161	2	34	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	185	xxxx	xxxxxx	802	898	244	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	1402	xxxx	xxxxxx	356	281	799	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	1402	xxxx	xxxxxx	310	234	799	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	0.52	0.01	0.04	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx	1.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	20.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	C	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	374	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	18.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.6			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
 Loss Time (sec): 8 Average Delay (sec/veh): 22.3
 Optimal Cycle: 39 Level Of Service: C

Street Name:	8th St.						I-10 Eastbound Ramps											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Split Phase					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0					
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0			

Volume Module:

Base Vol:	0	309	15	114	165	0	268	0	188	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	309	15	114	165	0	268	0	188	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	390	19	144	208	0	338	0	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	390	19	144	208	0	338	0	237	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	390	19	144	208	0	338	0	237	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.81	0.81	1.00	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	0.00	0.95	0.05	0.41	0.59	0.00	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	0	1801	87	630	912	0	1024	0	718	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.22	0.23	0.23	0.00	0.33	0.00	0.33	0.00	0.00	0.00
Crit Moves:						****						****
Green/Cycle:	0.00	0.38	0.38	0.38	0.38	0.00	0.54	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.00	0.58	0.58	0.61	0.61	0.00	0.61	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	0.0	26.0	26.0	27.1	27.1	0.0	16.6	0.0	16.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.0	26.0	27.1	27.1	0.0	16.6	0.0	16.6	0.0	0.0	0.0
LOS by Move:	A	C	C	C	C	A	B	A	B	A	A	A
HCM2kAvgQ:	0	10	10	9	9	0	12	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
 Loss Time (sec): 8 Average Delay (sec/veh): 21.6
 Optimal Cycle: 50 Level Of Service: C

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	416	1	47	0	316	120	170	338	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	416	1	47	0	316	120	170	338	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	452	1	51	0	343	130	185	367	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	452	1	51	0	343	130	185	367	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	452	1	51	0	343	130	185	367	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	0.87	0.85	1.00	0.96	0.96	0.77	0.77	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.72	0.28	0.33	0.67	0.00
Final Sat.:	0	0	0	1640	4	1615	0	1326	504	490	973	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.03	0.00	0.26	0.26	0.38	0.38	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.00	0.00	0.39	0.39	0.39	0.00	0.53	0.53	0.53	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.08	0.00	0.49	0.49	0.71	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	29.5	29.5	19.4	0.0	15.2	15.2	20.7	20.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.5	29.5	19.4	0.0	15.2	15.2	20.7	20.7	0.0
LOS by Move:	A	A	A	C	C	B	A	B	B	C	C	A
HCM2kAvgQ:	0	0	0	13	13	1	0	9	9	13	13	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
 Loss Time (sec): 8 Average Delay (sec/veh): 13.2
 Optimal Cycle: 35 Level Of Service: B

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Split Phase						Split Phase						Permitted					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0					
Lanes:	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0			

Volume Module:

Base Vol:	179	0	189	0	0	0	26	696	0	0	327	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	0	189	0	0	0	26	696	0	0	327	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	182	0	192	0	0	0	26	706	0	0	332	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	0	192	0	0	0	26	706	0	0	332	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	0	192	0	0	0	26	706	0	0	332	236

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.98	0.98	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.04	0.96	0.00	0.00	1.00	1.00
Final Sat.:	1809	0	1615	0	0	0	67	1793	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.12	0.00	0.00	0.00	0.39	0.39	0.00	0.00	0.17	0.15
Crit Moves:	****						****					
Green/Cycle:	0.21	0.00	0.21	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.71	0.71
Volume/Cap:	0.47	0.00	0.56	0.00	0.00	0.00	0.56	0.56	0.00	0.00	0.25	0.21
Delay/Veh:	35.3	0.0	37.2	0.0	0.0	0.0	7.6	7.6	0.0	0.0	5.3	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	0.0	37.2	0.0	0.0	0.0	7.6	7.6	0.0	0.0	5.3	5.1
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	6	0	0	0	11	11	0	0	4	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
 Loss Time (sec): 12 Average Delay (sec/veh): 12.7
 Optimal Cycle: 42 Level Of Service: B

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	32	10	45	4	4	6	6	640	28	36	481	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	10	45	4	4	6	6	640	28	36	481	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	11	47	4	4	6	6	674	30	38	507	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	11	47	4	4	6	6	674	30	38	507	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	11	47	4	4	6	6	674	30	38	507	40

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.87	0.87	0.87	0.95	0.99	0.99	0.95	0.99	0.99
Lanes:	0.37	0.11	0.52	0.28	0.29	0.43	1.00	0.96	0.04	1.00	0.93	0.07
Final Sat.:	569	178	801	474	474	710	1805	1809	79	1805	1742	138

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.01	0.01	0.01	0.00	0.37	0.37	0.02	0.29	0.29
Crit Moves:	****						****			****		
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.15	0.70	0.70	0.07	0.62	0.62
Volume/Cap:	0.53	0.53	0.53	0.08	0.08	0.08	0.02	0.53	0.53	0.30	0.47	0.47
Delay/Veh:	45.2	45.2	45.2	40.1	40.1	40.1	36.4	7.6	7.6	45.5	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	45.2	45.2	40.1	40.1	40.1	36.4	7.6	7.6	45.5	10.5	10.5
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	B
HCM2kAvgQ:	3	3	3	0	0	0	0	10	10	1	9	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521

Loss Time (sec): 8 Average Delay (sec/veh): 8.4

Optimal Cycle: 33 Level Of Service: A

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Permitted						Permitted						Permitted							
Rights:	Include						Include						Include							
Min. Green:	7		7		7	7		7		7	7		7		7					
Y+R:	4.0	4.0		4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0		
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	36	40	14	44	36	50	53	676	44	12	533	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	40	14	44	36	50	53	676	44	12	533	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	37	42	15	46	37	52	55	703	46	12	555	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	42	15	46	37	52	55	703	46	12	555	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	42	15	46	37	52	55	703	46	12	555	72

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.85	0.69	1.00	0.85	0.93	0.93	0.85	0.99	0.99	0.85
Lanes:	0.47	0.53	1.00	1.00	1.00	1.00	0.07	0.93	1.00	0.02	0.98	1.00
Final Sat.:	742	824	1615	1321	1900	1615	129	1642	1615	41	1830	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.01	0.03	0.02	0.03	0.43	0.43	0.03	0.30	0.30	0.04
Crit Moves:	****						****					
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.82	0.82	0.82	0.82	0.82	0.82
Volume/Cap:	0.52	0.52	0.09	0.36	0.20	0.33	0.52	0.52	0.03	0.37	0.37	0.05
Delay/Veh:	46.1	46.1	41.4	43.9	42.1	43.4	3.1	3.1	1.6	2.4	2.4	1.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	46.1	41.4	43.9	42.1	43.4	3.1	3.1	1.6	2.4	2.4	1.7
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	0	2	1	2	7	7	0	5	5	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649

Loss Time (sec): 0 Average Delay (sec/veh): 15.7

Optimal Cycle: 0 Level Of Service: C

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Stop Sign						Stop Sign						Stop Sign							
Rights:	Include						Include						Include							
Min. Green:	7		7		7	7		7		7	7		7		7					
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0

Volume Module:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Base Vol:	106	0	66	0	0	0	0	657	69	51	492	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	0	66	0	0	0	0	657	69	51	492	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	117	0	73	0	0	0	0	724	76	56	542	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	73	0	0	0	0	724	76	56	542	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	117	0	73	0	0	0	0	724	76	56	542	0

Saturation Flow Module:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.00	0.38	0.00	0.00	0.00	0.00	1.81	0.19	1.00	2.00	0.00
Final Sat.:	345	0	215	0	0	0	0	1115	119	535	1165	0

Capacity Analysis Module:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Vol/Sat:	0.34	xxxx	0.34	xxxx	xxxx	xxxx	0.65	0.64	0.10	0.47	xxxx	
Crit Moves:	****						****			****		
Delay/Veh:	12.2	0.0	12.2	0.0	0.0	0.0	0.0	18.3	17.8	10.0	13.7	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	12.2	0.0	12.2	0.0	0.0	0.0	0.0	18.3	17.8	10.0	13.7	
LOS by Move:	B	*	B	*	*	*	C	C	B	B	*	
ApproachDel:	12.2			xxxxxx			18.2			13.4		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	12.2			xxxxxx			18.2			13.4		
LOS by Appr:	B			*			C			B		
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	1.7	1.6	0.1	0.8	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 8 Average Delay (sec/veh): 18.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	Pennsylvania Ave.						8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	27	260	57	34	148	7	18	310	20	51	223	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	260	57	34	148	7	18	310	20	51	223	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	29	281	62	37	160	8	19	335	22	55	241	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	281	62	37	160	8	19	335	22	55	241	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	281	62	37	160	8	19	335	22	55	241	54

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.76	0.16	0.18	0.78	0.04	0.05	0.89	0.06	1.00	1.00	1.00
Final Sat.:	42	402	88	83	363	17	27	471	30	449	480	528

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.70	0.70	0.70	0.44	0.44	0.44	0.71	0.71	0.71	0.12	0.50	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	21.4	21.4	21.4	14.4	14.4	14.4	22.3	22.3	22.3	11.2	15.9	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	21.4	14.4	14.4	14.4	22.3	22.3	22.3	11.2	15.9	9.7
LOS by Move:	C	C	C	B	B	B	C	C	C	B	C	A
ApproachDel:	21.4			14.4			22.3			14.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.4			14.4			22.3			14.2		
LOS by Appr:	C			B			C			B		
AllWayAvgQ:	1.8	1.8	1.8	0.6	0.6	0.6	1.9	1.9	1.9	0.1	0.8	0.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 0 Average Delay (sec/veh): 19.5
Optimal Cycle: 48 Level Of Service: B

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	0	0	0	1

Volume Module:

Base Vol:	0	412	0	0	467	0	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	412	0	0	467	0	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	477	0	0	541	0	0	0	0	261	0	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	477	0	0	541	0	0	0	0	261	0	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	477	0	0	541	0	0	0	0	261	0	307

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.46	0.00	0.54
Final Sat.:	0	1900	0	0	1900	0	0	0	0	791	0	932

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Crit Moves:	****						****					
Green/Cycle:	0.00	0.46	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Volume/Cap:	0.00	0.54	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Delay/Veh:	0.0	19.9	0.0	0.0	21.4	0.0	0.0	0.0	0.0	17.3	0.0	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.9	0.0	0.0	21.4	0.0	0.0	0.0	0.0	17.3	0.0	17.3
LOS by Move:	A	B	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	11	0	0	13	0	0	0	0	12	0	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
 Loss Time (sec): 8 Average Delay (sec/veh): 24.0
 Optimal Cycle: 67 Level Of Service: C

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Split Phase						Split Phase						Protected					
Rights:	Include						Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0		

Volume Module:

Base Vol:	0	0	0	170	0	59	102	647	0	0	469	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	170	0	59	102	647	0	0	469	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	185	0	64	111	706	0	0	511	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	64	111	706	0	0	511	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	185	0	64	111	706	0	0	511	137

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.04	0.06	0.37	0.00	0.00	0.27	0.09
Crit Moves:	****						****					
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.13	0.46	0.79	0.00	0.00	0.33	0.33
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.31	0.13	0.47	0.00	0.00	0.81	0.26
Delay/Veh:	0.0	0.0	0.0	61.3	0.0	40.6	15.6	3.6	0.0	0.0	38.0	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	61.3	0.0	40.6	15.6	3.6	0.0	0.0	38.0	24.6
LOS by Move:	A	A	A	E	A	D	B	A	A	A	D	C
HCM2kAvgQ:	0	0	0	8	0	2	2	7	0	0	16	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
 Loss Time (sec): 0 Average Delay (sec/veh): 24.5
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	200	123	71	282	93	0	2	71	184	49	49	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	123	71	282	93	0	2	71	184	49	49	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	220	135	78	310	102	0	2	78	202	54	54	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	135	78	310	102	0	2	78	202	54	54	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	135	78	310	102	0	2	78	202	54	54	218

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.63	0.37	0.75	0.25	0.00	0.01	0.28	0.71	0.50	0.50	1.00
Final Sat.:	435	303	175	352	116	0	3	124	322	209	209	470

Capacity Analysis Module:												
Vol/Sat:	0.51	0.45	0.45	0.88	0.88	xxxx	0.63	0.63	0.63	0.26	0.26	0.46
Crit Moves:	****			****			****			****		
Delay/Veh:	18.1	15.2	15.2	42.8	42.8	0.0	21.0	21.0	21.0	13.4	13.4	15.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.1	15.2	15.2	42.8	42.8	0.0	21.0	21.0	21.0	13.4	13.4	15.3
LOS by Move:	C	C	C	E	E	*	C	C	C	B	B	C
ApproachDel:	16.7			42.8			21.0			14.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.7			42.8			21.0			14.7		
LOS by Appr:	C			E			C			B		
AllWayAvgQ:	0.9	0.7	0.7	4.2	4.2	4.2	1.3	1.3	1.3	0.3	0.3	0.7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/ F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
 Loss Time (sec): 8 Average Delay (sec/veh): 21.3
 Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	356	529	35	278	0	0	0	0	371	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	356	529	35	278	0	0	0	0	371	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	356	529	35	278	0	0	0	0	371	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	356	529	35	278	0	0	0	0	371	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	356	529	35	278	0	0	0	0	371	0	25

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.87	0.87	1.00	1.00	1.00	1.00	0.95	1.00	0.95
Lanes:	0.00	0.40	0.60	0.11	0.89	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	702	1044	184	1465	0	0	0	0	1685	0	114

Capacity Analysis Module:

Vol/Sat:	0.00	0.51	0.51	0.19	0.19	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Moves:	****			****								
Green/Cycle:	0.00	0.64	0.64	0.64	0.64	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.79	0.79	0.30	0.30	0.00	0.00	0.00	0.00	0.79	0.00	0.79
Delay/Veh:	0.0	16.9	16.9	8.1	8.1	0.0	0.0	0.0	0.0	41.7	0.0	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	16.9	8.1	8.1	0.0	0.0	0.0	0.0	41.7	0.0	41.7
LOS by Move:	A	B	B	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	19	19	4	4	0	0	0	0	13	0	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
 Loss Time (sec): 12 Average Delay (sec/veh): 31.2
 Optimal Cycle: 89 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	278	797	176	71	550	28	38	317	228	124	222	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	797	176	71	550	28	38	317	228	124	222	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	304	872	193	78	602	31	42	347	249	136	243	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	872	193	78	602	31	42	347	249	136	243	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	872	193	78	602	31	42	347	249	136	243	54

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	0.99	0.99	0.37	1.00	0.85	0.29	0.97	0.97
Lanes:	2.00	1.00	1.00	1.00	0.95	0.05	1.00	1.00	1.00	1.00	0.82	0.18
Final Sat.:	3502	1900	1615	1805	1795	91	699	1900	1615	559	1514	334

Capacity Analysis Module:

Vol/Sat:	0.09	0.46	0.12	0.04	0.34	0.34	0.06	0.18	0.15	0.24	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.12	0.53	0.53	0.07	0.48	0.48	0.28	0.28	0.40	0.28	0.28	0.28
Volume/Cap:	0.70	0.87	0.23	0.61	0.70	0.70	0.21	0.65	0.38	0.87	0.57	0.57
Delay/Veh:	47.3	28.5	12.7	53.9	23.2	23.2	28.1	34.5	21.4	70.7	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	28.5	12.7	53.9	23.2	23.2	28.1	34.5	21.4	70.7	32.4	32.4
LOS by Move:	D	C	B	D	C	C	C	C	C	E	C	C
HCM2kAvgQ:	4	23	3	2	15	15	1	10	5	7	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871
 Loss Time (sec): 12 Average Delay (sec/veh): 30.9
 Optimal Cycle: 98 Level Of Service: C

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	145	1140	282	106	762	102	143	176	75	198	124	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1140	282	106	762	102	143	176	75	198	124	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	157	1231	305	114	823	110	154	190	81	214	134	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1231	305	114	823	110	154	190	81	214	134	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1231	305	114	823	110	154	190	81	214	134	80

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.51	0.96	0.96	0.43	0.94	0.94
Lanes:	1.00	1.60	0.40	1.00	1.76	0.24	1.00	0.70	0.30	1.00	0.63	0.37
Final Sat.:	1805	2807	694	1805	3127	419	963	1272	542	808	1123	670

Capacity Analysis Module:

Vol/Sat:	0.09	0.44	0.44	0.06	0.26	0.26	0.16	0.15	0.15	0.26	0.12	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.14	0.50	0.50	0.07	0.43	0.43	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.61	0.87	0.87	0.87	0.61	0.61	0.53	0.49	0.49	0.87	0.39	0.39
Delay/Veh:	44.4	27.0	27.0	88.4	22.5	22.5	30.6	29.2	29.2	59.9	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	27.0	27.0	88.4	22.5	22.5	30.6	29.2	29.2	59.9	28.0	28.0
LOS by Move:	D	C	C	F	C	C	C	C	C	E	C	C
HCM2kAvgQ:	4	22	22	4	11	11	5	7	7	9	5	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	16	Average Delay (sec/veh):	27.7
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	47	1317	426	118	861	60	82	169	49	308	136	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1317	426	118	861	60	82	169	49	308	136	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	52	1465	474	131	958	67	91	188	55	343	151	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1465	474	131	958	67	91	188	55	343	151	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1465	474	131	958	67	91	188	55	343	151	169

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.92	0.92	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	1.00	1.55	0.45	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3341	233	1805	2703	784	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.41	0.29	0.07	0.29	0.29	0.05	0.07	0.07	0.10	0.04	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.53	0.65	0.09	0.50	0.50	0.09	0.09	0.09	0.13	0.13	0.13
Volume/Cap:	0.24	0.77	0.45	0.77	0.57	0.57	0.58	0.77	0.77	0.77	0.32	0.80
Delay/Veh:	40.2	20.7	8.7	63.1	18.0	18.0	49.2	55.4	55.4	50.2	39.9	61.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	20.7	8.7	63.1	18.0	18.0	49.2	55.4	55.4	50.2	39.9	61.7
LOS by Move:	D	C	A	E	B	B	D	E	E	D	D	E
HCM2kAvgQ:	1	18	7	4	11	11	4	6	6	5	2	5

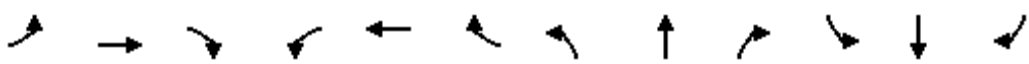
Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Existing With Project With Improvements

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↱↱		↰	↱↱		↰	↱↱	↰	↰	↱↱	↰
Volume (vph)	175	199	189	221	210	168	182	1459	124	123	1089	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4714		1770	3303		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4714		1770	3303		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	192	219	208	243	231	185	200	1603	136	135	1197	140
RTOR Reduction (vph)	0	181	0	0	150	0	0	0	49	0	0	68
Lane Group Flow (vph)	192	246	0	243	266	0	200	1603	87	135	1197	72
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	13.4	12.4		14.0	13.0		15.0	49.6	49.6	8.0	42.6	42.6
Effective Green, g (s)	13.4	12.4		14.0	13.0		15.0	49.6	49.6	8.0	42.6	42.6
Actuated g/C Ratio	0.13	0.12		0.14	0.13		0.15	0.50	0.50	0.08	0.43	0.43
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	237	585		248	429		266	1755	785	142	1508	674
v/s Ratio Prot	0.11	0.05		c0.14	c0.08		c0.11	c0.45		0.08	0.34	
v/s Ratio Perm									0.06			0.05
v/c Ratio	0.81	0.42		0.98	0.62		0.75	0.91	0.11	0.95	0.79	0.11
Uniform Delay, d1	42.1	40.5		42.9	41.2		40.7	23.2	13.4	45.8	24.9	17.3
Progression Factor	1.00	1.00		1.00	1.00		0.80	0.73	0.80	1.00	1.00	1.00
Incremental Delay, d2	18.5	0.5		50.8	2.8		8.3	6.6	0.2	60.4	4.4	0.3
Delay (s)	60.6	41.0		93.7	44.0		40.7	23.5	10.9	106.2	29.3	17.6
Level of Service	E	D		F	D		D	C	B	F	C	B
Approach Delay (s)		47.1			62.3			24.4			35.2	
Approach LOS		D			E			C			D	
Intersection Summary												
HCM Average Control Delay			36.1			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			81.4%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Existing With Project With Improvements

PM Peak Hour

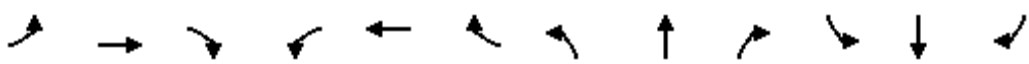
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	335	0	323	296	1624	0	0	934	623
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	356	0	344	315	1728	0	0	994	663
RTOR Reduction (vph)	0	0	0	0	0	21	0	0	0	0	0	400
Lane Group Flow (vph)	0	0	0	0	356	323	315	1728	0	0	994	263
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					24.4	24.4	24.0	67.6			39.6	39.6
Effective Green, g (s)					24.4	24.4	24.0	67.6			39.6	39.6
Actuated g/C Ratio					0.24	0.24	0.24	0.68			0.40	0.40
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					432	386	425	2392			1401	627
v/s Ratio Prot					0.20		0.18	c0.49			0.28	
v/s Ratio Perm						c0.20						0.17
v/c Ratio					0.82	0.84	0.74	0.72			0.71	0.42
Uniform Delay, d1					35.8	35.9	35.1	10.3			25.4	21.9
Progression Factor					1.00	1.00	0.83	0.59			0.61	0.83
Incremental Delay, d2					12.1	14.5	4.4	1.2			2.9	1.9
Delay (s)					47.8	50.4	33.5	7.3			18.4	20.2
Level of Service					D	D	C	A			B	C
Approach Delay (s)		0.0			49.1			11.3			19.1	
Approach LOS		A			D			B			B	
Intersection Summary												
HCM Average Control Delay			20.3									
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			100.0									
Intersection Capacity Utilization			114.4%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Existing With Project With Improvements

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰		↱					↰↰	↱	↰	↰↰	
Volume (vph)	792	0	379	0	0	0	0	1123	316	203	1073	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00					0.95	1.00	1.00	0.95	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433		1583					3539	1583	1770	3539	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433		1583					3539	1583	1770	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	825	0	395	0	0	0	0	1170	329	211	1118	0
RTOR Reduction (vph)	0	0	71	0	0	0	0	0	185	0	0	0
Lane Group Flow (vph)	825	0	324	0	0	0	0	1170	144	211	1118	0
Turn Type	Prot	custom						Perm		Prot		
Protected Phases	4							2		1	6	
Permitted Phases		4							2			
Actuated Green, G (s)	28.7		28.7					43.9	43.9	15.4	63.3	
Effective Green, g (s)	28.7		28.7					43.9	43.9	15.4	63.3	
Actuated g/C Ratio	0.29		0.29					0.44	0.44	0.15	0.63	
Clearance Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	985		454					1554	695	273	2240	
v/s Ratio Prot	c0.24							c0.33		c0.12	0.32	
v/s Ratio Perm			0.20						0.09			
v/c Ratio	0.84		0.71					0.75	0.21	0.77	0.50	
Uniform Delay, d1	33.5		32.0					23.5	17.3	40.6	9.8	
Progression Factor	1.00		1.00					1.00	1.00	1.22	0.19	
Incremental Delay, d2	6.3		5.2					3.4	0.7	9.0	0.5	
Delay (s)	39.8		37.2					26.9	18.0	58.8	2.5	
Level of Service	D		D					C	B	E	A	
Approach Delay (s)		38.9			0.0			25.0			11.4	
Approach LOS		D			A			C			B	
Intersection Summary												
HCM Average Control Delay			24.7									
HCM Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			100.0									
Intersection Capacity Utilization			114.4%									
Analysis Period (min)			15									
c Critical Lane Group												

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 12 Average Delay (sec/veh): 28.9
Optimal Cycle: 72 Level Of Service: C

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	1	0	0	1

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	1	0	0	99	0	173	247	494	4	0	398	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	99	0	173	247	494	4	0	398	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	0	0	110	0	193	276	551	4	0	444	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	110	0	193	276	551	4	0	444	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	0	110	0	193	276	551	4	0	444	157

Saturation Flow Module:	C St.			C St.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.80	1.00	0.80	0.95	1.00	1.00	1.00	0.96	0.96
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	0.99	0.01	1.00	0.74	0.26
Final Sat.:	1697	0	0	553	0	966	1805	1883	15	1900	1348	478

Capacity Analysis Module:	C St.			C St.			Wilson St.			Wilson St.		
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.20	0.15	0.29	0.29	0.00	0.33	0.33
Crit Moves:				****				****				****
Green/Cycle:	0.26	0.00	0.00	0.26	0.00	0.26	0.20	0.62	0.62	0.00	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.78	0.77	0.47	0.47	0.00	0.77	0.77
Delay/Veh:	27.6	0.0	0.0	43.8	0.0	43.8	48.2	10.4	10.4	0.0	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	0.0	0.0	43.8	0.0	43.8	48.2	10.4	10.4	0.0	29.5	29.5
LOS by Move:	C	A	A	D	A	D	D	B	B	A	C	C
HCM2kAvgQ:	0	0	0	11	0	11	8	9	9	0	16	16

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 8 Average Delay (sec/veh): 21.2
Optimal Cycle: 42 Level Of Service: C

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			Northern Loop								
Base Vol:	317	67	0	0	80	353	247	0	222	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	67	0	0	80	353	247	0	222	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	67	0	0	80	353	247	0	222	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	67	0	0	80	353	247	0	222	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	67	0	0	80	353	247	0	222	0	0	0

Saturation Flow Module:	Highland Home Rd.			Northern Loop								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.62	1.00	1.00	0.89	0.89	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.83	0.17	0.00	0.00	0.18	0.82	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	979	207	0	0	312	1379	912	0	820	0	0	0

Capacity Analysis Module:	Highland Home Rd.			Northern Loop								
Vol/Sat:	0.32	0.32	0.00	0.00	0.26	0.26	0.27	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.50	0.50	0.00	0.00	0.50	0.50	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.65	0.65	0.00	0.00	0.51	0.51	0.65	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	20.9	20.9	0.0	0.0	17.3	17.3	25.2	0.0	25.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	0.0	0.0	17.3	17.3	25.2	0.0	25.2	0.0	0.0	0.0
LOS by Move:	C	C	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	8	8	0	0	9	9	12	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project With Improvements Conditions - PM Peak Hour

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

Intersection #35 Highland Home Rd./D St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 8 Average Delay (sec/veh): 15.2
Optimal Cycle: 68 Level Of Service: B

Street Name: Highland Home Rd. D St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Permitted Permitted Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 247 653 0 0 454 35 25 0 173 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 247 653 0 0 454 35 25 0 173 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 247 653 0 0 454 35 25 0 173 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 247 653 0 0 454 35 25 0 173 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 247 653 0 0 454 35 25 0 173 0 0 0
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.75 0.75 1.00 1.00 0.99 0.99 0.88 1.00 0.88 1.00 1.00 1.00
Lanes: 0.27 0.73 0.00 0.00 0.93 0.07 0.13 0.00 0.87 0.00 0.00 0.00
Final Sat.: 392 1037 0 0 1746 135 210 0 1455 0 0 0
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.63 0.63 0.00 0.00 0.26 0.26 0.12 0.00 0.12 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.77 0.77 0.00 0.00 0.77 0.77 0.15 0.00 0.15 0.00 0.00 0.00
Volume/Cap: 0.81 0.81 0.00 0.00 0.34 0.34 0.81 0.00 0.81 0.00 0.00 0.00
Delay/Veh: 11.6 11.6 0.0 0.0 3.6 3.6 60.0 0.0 60.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.6 11.6 0.0 0.0 3.6 3.6 60.0 0.0 60.0 0.0 0.0 0.0
LOS by Move: B B A A A A E A E A A A
HCM2kAvgQ: 17 17 0 0 5 5 8 0 8 0 0 0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 12 Average Delay (sec/veh): 34.4
Optimal Cycle: 84 Level Of Service: C

Street Name:	Highland Home Rd.						Wilson St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Base Vol:	159	360	40	301	249	77	112	332	105	30	297	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	360	40	301	249	77	112	332	105	30	297	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	181	409	45	342	283	88	127	377	119	34	338	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	409	45	342	283	88	127	377	119	34	338	486
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	409	45	342	283	88	127	377	119	34	338	486

Saturation Flow Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.97	0.97	0.21	0.92	0.92	0.39	0.87	0.87
Lanes:	1.00	1.00	1.00	1.00	0.76	0.24	1.00	1.52	0.48	1.00	1.00	1.00
Final Sat.:	1805	1900	1615	1805	1400	433	391	2644	836	743	1646	1646

Capacity Analysis Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Vol/Sat:	0.10	0.22	0.03	0.19	0.20	0.20	0.33	0.14	0.14	0.05	0.21	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.26	0.26	0.23	0.33	0.33	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.62	0.83	0.11	0.83	0.62	0.62	0.83	0.36	0.36	0.12	0.52	0.75
Delay/Veh:	43.1	46.2	28.3	49.9	30.4	30.4	57.3	21.7	21.7	19.6	23.6	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	46.2	28.3	49.9	30.4	30.4	57.3	21.7	21.7	19.6	23.6	29.3
LOS by Move:	D	D	C	D	C	C	E	C	C	B	C	C
HCM2kAvgQ:	5	13	1	11	9	9	4	5	5	1	8	14

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 12 Average Delay (sec/veh): 17.5
Optimal Cycle: 48 Level Of Service: B

Street Name:	Highland Home Rd.						Ramsey St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Base Vol:	0	0	0	362	0	31	90	381	1	9	432	522
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	362	0	31	90	381	1	9	432	522
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	369	0	32	92	388	1	9	440	532
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	369	0	32	92	388	1	9	440	532
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	369	0	32	92	388	1	9	440	532

Saturation Flow Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.23	0.95	0.95	0.52	0.87	0.87
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	0	1900	0	1809	0	1615	433	3601	9	990	1657	1657

Capacity Analysis Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.02	0.21	0.11	0.11	0.01	0.27	0.32
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.06	0.39	0.20	0.20	0.02	0.49	0.60
Delay/Veh:	0.0	0.0	0.0	28.8	0.0	22.1	14.6	12.0	12.0	10.8	14.7	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.8	0.0	22.1	14.6	12.0	12.0	10.8	14.7	16.3
LOS by Move:	A	A	A	C	A	C	B	B	B	B	B	B
HCM2kAvgQ:	0	0	0	9	0	1	2	3	3	0	9	11

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project With Improvements Conditions - PM Peak Hour

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

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 8 Average Delay (sec/veh): 18.4
Optimal Cycle: 45 Level Of Service: B

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	1

Volume Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Base Vol:	227	29	54	3	9	76	69	344	178	39	429	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	29	54	3	9	76	69	344	178	39	429	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	250	32	59	3	10	84	76	379	196	43	472	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	32	59	3	10	84	76	379	196	43	472	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	32	59	3	10	84	76	379	196	43	472	2

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.85	0.88	0.88	0.88	0.85	0.85	0.85	0.92	0.92	0.92
Lanes:	0.89	0.11	1.00	0.03	0.10	0.87	0.12	0.58	0.30	0.08	0.91	0.01
Final Sat.:	1141	146	1615	57	170	1437	189	944	488	144	1589	7

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Vol/Sat:	0.22	0.22	0.04	0.06	0.06	0.06	0.40	0.40	0.40	0.30	0.30	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.67	0.67	0.11	0.18	0.18	0.18	0.67	0.67	0.67	0.50	0.50	0.50
Delay/Veh:	33.5	33.5	23.8	24.4	24.4	24.4	15.6	15.6	15.6	12.1	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	33.5	23.8	24.4	24.4	24.4	15.6	15.6	15.6	12.1	12.1	12.1
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	8	8	1	2	2	2	14	14	14	9	9	9

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project With Improvements Conditions - PM Peak Hour

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

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: C[21.5]

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	1	0	1	0	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	261	5	187	221	0	222	4	51	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	261	5	187	221	0	222	4	51	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	277	5	198	234	0	235	4	54	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	277	5	198	234	0	235	4	54	0	0	0

Critical Gap Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Cnflct Vol:	xxxx	xxxx	xxxxxx	282	xxxx	xxxxxx	769	913	234	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	1292	xxxx	xxxxxx	372	275	810	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	1292	xxxx	xxxxxx	328	233	810	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	0.72	0.02	0.07	xxxx	xxxx	xxxx

Level Of Service Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
2Way95thQ:	xxxx	xxxx	xxxxxx	0.5	xxxx	xxxxxx	1.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.3	xxxx	xxxxxx	22.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	397	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	21.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			21.5			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project With Improvements Conditions - PM Peak Hour

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

Intersection #47 8th St./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 8 Average Delay (sec/veh): 20.9
Optimal Cycle: 36 Level Of Service: C

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Base Vol:	0	311	15	76	127	0	288	1	203	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	311	15	76	127	0	288	1	203	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	346	17	85	141	0	321	1	226	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	346	17	85	141	0	321	1	226	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	346	17	85	141	0	321	1	226	0	0	0

Saturation Flow Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.84	0.84	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	0.00	0.95	0.05	0.37	0.63	0.00	0.58	0.01	0.41	0.00	0.00	0.00
Final Sat.:	0	1802	87	599	1001	0	967	3	682	0	0	0

Capacity Analysis Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Vol/Sat:	0.00	0.19	0.19	0.14	0.14	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.34	0.34	0.34	0.34	0.00	0.58	0.58	0.58	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.57	0.42	0.42	0.00	0.57	0.57	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	28.4	28.4	26.1	26.1	0.0	13.9	13.9	13.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.4	28.4	26.1	26.1	0.0	13.9	13.9	13.9	0.0	0.0	0.0
LOS by Move:	A	C	C	C	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	10	10	5	5	0	11	11	11	0	0	0

Note: Queue reported is the number of cars per lane.

EXISTING (2010) WITH PROJECT WITH IMPROVMENTS FOR LOS D CONDITIONS

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/ F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
 Loss Time (sec): 8 Average Delay (sec/veh): 20.5
 Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	284	237	16	336	0	0	0	0	457	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	284	237	16	336	0	0	0	0	457	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	284	237	16	336	0	0	0	0	457	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	284	237	16	336	0	0	0	0	457	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	284	237	16	336	0	0	0	0	457	0	30

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.97	0.97	1.00	1.00	1.00	1.00	0.95	1.00	0.95
Lanes:	0.00	0.55	0.45	0.05	0.95	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	973	812	84	1763	0	0	0	0	1689	0	111

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.29	0.19	0.19	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Crit Moves:	****									****		
Green/Cycle:	0.00	0.48	0.48	0.48	0.48	0.00	0.00	0.00	0.00	0.44	0.00	0.44
Volume/Cap:	0.00	0.61	0.61	0.40	0.40	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Delay/Veh:	0.0	20.6	20.6	17.2	17.2	0.0	0.0	0.0	0.0	22.7	0.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.6	20.6	17.2	17.2	0.0	0.0	0.0	0.0	22.7	0.0	22.7
LOS by Move:	A	C	C	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	12	12	7	7	0	0	0	0	12	0	12

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.961
 Loss Time (sec): 12 Average Delay (sec/veh): 43.6
 Optimal Cycle: 148 Level Of Service: D

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	215	438	79	32	721	39	22	142	251	152	274	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	438	79	32	721	39	22	142	251	152	274	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	258	526	95	38	867	47	26	171	302	183	329	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	526	95	38	867	47	26	171	302	183	329	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	526	95	38	867	47	26	171	302	183	329	73

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.99	0.99	0.18	1.00	0.85	0.53	0.97	0.97
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	1.00	1.00	1.00	1.00	0.82	0.18
Final Sat.:	1805	1900	1615	1805	1788	97	334	1900	1615	999	1512	337

Capacity Analysis Module:

Vol/Sat:	0.14	0.28	0.06	0.02	0.48	0.48	0.08	0.09	0.19	0.18	0.22	0.22
Crit Moves:	****			****						****		
Green/Cycle:	0.15	0.52	0.52	0.13	0.50	0.50	0.23	0.23	0.38	0.23	0.23	0.23
Volume/Cap:	0.96	0.53	0.11	0.16	0.96	0.96	0.35	0.40	0.50	0.81	0.96	0.96
Delay/Veh:	86.3	16.4	12.2	38.8	44.1	44.1	35.2	33.5	24.6	55.4	72.1	72.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.3	16.4	12.2	38.8	44.1	44.1	35.2	33.5	24.6	55.4	72.1	72.1
LOS by Move:	F	B	B	D	D	D	D	C	C	E	E	E
HCM2kAvgQ:	9	10	1	1	31	31	1	5	7	8	17	17

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	12	Average Delay (sec/veh):	31.8
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Highland Springs Ave.						Starlight Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0

Volume Module:

Base Vol:	26	556	127	47	1033	142	80	79	169	244	152	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	556	127	47	1033	142	80	79	169	244	152	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	31	658	150	56	1222	168	95	93	200	289	180	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	658	150	56	1222	168	95	93	200	289	180	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	658	150	56	1222	168	95	93	200	289	180	108

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.46	0.90	0.90	0.45	0.94	0.94
Lanes:	1.00	1.63	0.37	1.00	1.76	0.24	1.00	0.32	0.68	1.00	0.63	0.37
Final Sat.:	1805	2856	652	1805	3117	428	866	544	1163	855	1122	672

Capacity Analysis Module:

Vol/Sat:	0.02	0.23	0.23	0.03	0.39	0.39	0.11	0.17	0.17	0.34	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.07	0.39	0.39	0.12	0.44	0.44	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.24	0.59	0.59	0.26	0.90	0.90	0.29	0.46	0.46	0.90	0.43	0.43
Delay/Veh:	45.0	25.1	25.1	40.8	33.9	33.9	22.4	24.1	24.1	56.4	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	25.1	25.1	40.8	33.9	33.9	22.4	24.1	24.1	56.4	23.7	23.7
LOS by Move:	D	C	C	D	C	C	C	C	C	E	C	C
HCM2kAvgQ:	1	10	10	1	20	20	2	7	7	12	7	7

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
 Loss Time (sec): 16 Average Delay (sec/veh): 39.2
 Optimal Cycle: 109 Level Of Service: D

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	57	497	227	180	1068	154	51	141	101	354	179	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	497	227	180	1068	154	51	141	101	354	179	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	65	571	261	207	1226	177	59	162	116	406	206	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	571	261	207	1226	177	59	162	116	406	206	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	571	261	207	1226	177	59	162	116	406	206	152

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.89	0.89	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.75	0.25	1.00	1.17	0.83	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3095	446	1805	1971	1412	1805	3610	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.16	0.16	0.11	0.40	0.40	0.03	0.08	0.08	0.23	0.06	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.29	0.54	0.21	0.43	0.43	0.14	0.09	0.09	0.25	0.19	0.19
Volume/Cap:	0.52	0.54	0.30	0.54	0.91	0.91	0.23	0.91	0.91	0.91	0.30	0.49
Delay/Veh:	48.6	30.3	12.9	36.7	35.3	35.3	38.3	75.4	75.4	59.8	34.8	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	30.3	12.9	36.7	35.3	35.3	38.3	75.4	75.4	59.8	34.8	37.2
LOS by Move:	D	C	B	D	D	D	D	E	E	E	C	D
HCM2kAvgQ:	2	7	4	5	21	21	2	8	8	13	3	4

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 12 Average Delay (sec/veh): 27.6
Optimal Cycle: 62 Level Of Service: C

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	1	0	0	1	0	0

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	6	0	0	122	0	213	111	380	1	0	423	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	122	0	213	111	380	1	0	423	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	7	0	0	143	0	249	130	444	1	0	495	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	0	143	0	249	130	444	1	0	495	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	0	0	143	0	249	130	444	1	0	495	74

Saturation Flow Module:	C St.			C St.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	1.00	0.80	1.00	0.80	0.95	1.00	1.00	1.00	0.98	0.98
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	0.99	0.01	1.00	0.87	0.13
Final Sat.:	1564	0	0	553	0	966	1805	1895	5	1900	1622	242

Capacity Analysis Module:	C St.			C St.			Wilson St.			Wilson St.		
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.26	0.07	0.23	0.23	0.00	0.30	0.30
Crit Moves:				****				****				
Green/Cycle:	0.36	0.00	0.00	0.36	0.00	0.36	0.10	0.52	0.52	0.00	0.42	0.42
Volume/Cap:	0.01	0.00	0.00	0.72	0.00	0.72	0.72	0.45	0.45	0.00	0.72	0.72
Delay/Veh:	20.8	0.0	0.0	32.6	0.0	32.6	56.9	15.2	15.2	0.0	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	0.0	0.0	32.6	0.0	32.6	56.9	15.2	15.2	0.0	27.2	27.2
LOS by Move:	C	A	A	C	A	C	E	B	B	A	C	C
HCM2kAvgQ:	0	0	0	12	0	12	4	8	8	0	14	14

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
 Loss Time (sec): 8 Average Delay (sec/veh): 18.9
 Optimal Cycle: 33 Level Of Service: B

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	142	74	0	0	51	158	304	0	274	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	74	0	0	51	158	304	0	274	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	74	0	0	51	158	304	0	274	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	74	0	0	51	158	304	0	274	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	74	0	0	51	158	304	0	274	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	1.00	1.00	0.90	0.90	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.66	0.34	0.00	0.00	0.24	0.76	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	984	513	0	0	416	1290	911	0	821	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.14	0.00	0.00	0.12	0.12	0.33	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.28	0.00	0.00	0.28	0.28	0.64	0.00	0.64	0.00	0.00	0.00
Volume/Cap:	0.52	0.52	0.00	0.00	0.44	0.44	0.52	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	31.7	31.7	0.0	0.0	30.4	30.4	10.0	0.0	10.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	31.7	0.0	0.0	30.4	30.4	10.0	0.0	10.0	0.0	0.0	0.0
LOS by Move:	C	C	A	A	C	C	B	A	B	A	A	A
HCM2kAvgQ:	5	5	0	0	6	6	10	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[12.7]

Street Name:	Highland Home Rd.				F St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	1	0	0	0	0	0	0	0
Volume Module:									
Base Vol:	127	201	0	0	339	0	0	0	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	201	0	0	339	0	0	0	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	201	0	0	339	0	0	0	244
Reduct Vol:	0	0	0	0	0	0	0	0	0
FinalVolume:	127	201	0	0	339	0	0	0	244

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	339	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	339	xxxxxx	xxxxxx	xxxxxx
Potent Cap.:	1231	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	708	xxxxxx	xxxxxx	xxxxxx
Move Cap.:	1231	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	708	xxxxxx	xxxxxx	xxxxxx
Volume/Cap:	0.10	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.34	xxxxxx	xxxxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.5	xxxxxx	xxxxxx	xxxxxx
Control Del:	8.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	12.7	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	0.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	8.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	12.7	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	B	*	*	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	8	Average Delay (sec/veh):	14.2
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Highland Home Rd. D St.																			
Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	111	298	0	0	567	16	30	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	298	0	0	567	16	30	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	298	0	0	567	16	30	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	298	0	0	567	16	30	0	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	298	0	0	567	16	30	0	213	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	1.00	1.00	1.00	1.00	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	0.27	0.73	0.00	0.00	0.97	0.03	0.12	0.00	0.88	0.00	0.00	0.00
Final Sat.:	394	1058	0	0	1840	52	206	0	1460	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.28	0.28	0.00	0.00	0.31	0.31	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:	*****											
Green/Cycle:	0.62	0.62	0.00	0.00	0.62	0.62	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.45	0.45	0.00	0.00	0.49	0.49	0.49	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	10.2	10.2	0.0	0.0	10.5	10.5	29.8	0.0	29.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	0.0	0.0	10.5	10.5	29.8	0.0	29.8	0.0	0.0	0.0
LOS by Move:	B	B	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	6	6	0	0	9	9	7	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	12	Average Delay (sec/veh):	28.3
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Highland Home Rd.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0

Volume Module:												
Base Vol:	77	159	30	370	311	98	57	271	140	41	268	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	159	30	370	311	98	57	271	140	41	268	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	90	185	35	431	362	114	66	316	163	48	312	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	185	35	431	362	114	66	316	163	48	312	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	185	35	431	362	114	66	316	163	48	312	224

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.30	0.90	0.90	0.34	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	0.76	0.24	1.00	1.32	0.68	1.00	1.17	0.83
Final Sat.:	1805	1900	1615	1805	1393	439	570	2259	1167	656	1971	1412

Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.02	0.24	0.26	0.26	0.12	0.14	0.14	0.07	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.13	0.17	0.17	0.42	0.47	0.47	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.39	0.56	0.12	0.56	0.55	0.55	0.41	0.50	0.50	0.26	0.56	0.56
Delay/Veh:	41.2	40.1	35.1	22.7	19.7	19.7	30.9	30.4	30.4	28.6	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	40.1	35.1	22.7	19.7	19.7	30.9	30.4	30.4	28.6	31.4	31.4
LOS by Move:	D	D	D	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	5	1	10	10	10	2	6	6	1	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 8 Average Delay (sec/veh): 13.1
Optimal Cycle: 44 Level Of Service: B

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	123	16	22	0	33	39	66	413	231	37	259	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	16	22	0	33	39	66	413	231	37	259	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	144	19	26	0	39	46	77	484	271	43	304	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	19	26	0	39	46	77	484	271	43	304	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	19	26	0	39	46	77	484	271	43	304	1

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.85	1.00	0.93	0.93	0.89	0.89	0.89	0.86	0.86	0.86
Lanes:	0.88	0.12	1.00	0.00	0.46	0.54	0.09	0.58	0.33	0.12	0.87	0.01
Final Sat.:	1259	164	1615	0	807	954	157	985	551	202	1417	5

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.02	0.00	0.05	0.05	0.49	0.49	0.49	0.21	0.21	0.21
Crit Moves:	****						****					
Green/Cycle:	0.17	0.17	0.17	0.00	0.17	0.17	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.66	0.66	0.09	0.00	0.28	0.28	0.66	0.66	0.66	0.29	0.29	0.29
Delay/Veh:	44.9	44.9	34.8	0.0	36.3	36.3	7.6	7.6	7.6	4.2	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	44.9	34.8	0.0	36.3	36.3	7.6	7.6	7.6	4.2	4.2	4.2
LOS by Move:	D	D	C	A	D	D	A	A	A	A	A	A
HCM2kAvgQ:	5	5	1	0	2	2	13	13	13	4	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/ F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 8 Average Delay (sec/veh): 21.3
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	356	529	35	278	0	0	0	0	371	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	356	529	35	278	0	0	0	0	371	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	356	529	35	278	0	0	0	0	371	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	356	529	35	278	0	0	0	0	371	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	356	529	35	278	0	0	0	0	371	0	25

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.87	0.87	1.00	1.00	1.00	1.00	0.95	1.00	0.95
Lanes:	0.00	0.40	0.60	0.11	0.89	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	702	1044	184	1465	0	0	0	0	1685	0	114

Capacity Analysis Module:

Vol/Sat:	0.00	0.51	0.51	0.19	0.19	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Moves:	****											
Green/Cycle:	0.00	0.64	0.64	0.64	0.64	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.79	0.79	0.30	0.30	0.00	0.00	0.00	0.00	0.79	0.00	0.79
Delay/Veh:	0.0	16.9	16.9	8.1	8.1	0.0	0.0	0.0	0.0	41.7	0.0	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	16.9	8.1	8.1	0.0	0.0	0.0	0.0	41.7	0.0	41.7
LOS by Move:	A	B	B	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	19	19	4	4	0	0	0	0	13	0	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 12 Average Delay (sec/veh): 33.9
Optimal Cycle: 89 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	278	797	176	71	550	28	38	317	228	124	222	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	797	176	71	550	28	38	317	228	124	222	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	304	872	193	78	602	31	42	347	249	136	243	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	872	193	78	602	31	42	347	249	136	243	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	304	872	193	78	602	31	42	347	249	136	243	54

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.99	0.99	0.37	1.00	0.85	0.29	0.97	0.97
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	1.00	1.00	1.00	1.00	0.82	0.18
Final Sat.:	1805	1900	1615	1805	1795	91	699	1900	1615	559	1514	334

Capacity Analysis Module:

Vol/Sat:	0.17	0.46	0.12	0.04	0.34	0.34	0.06	0.18	0.15	0.24	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.20	0.53	0.53	0.07	0.40	0.40	0.28	0.28	0.48	0.28	0.28	0.28
Volume/Cap:	0.84	0.87	0.23	0.61	0.84	0.84	0.21	0.65	0.32	0.87	0.57	0.57
Delay/Veh:	54.3	28.5	12.7	53.9	35.5	35.5	28.1	34.5	16.2	70.7	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	28.5	12.7	53.9	35.5	35.5	28.1	34.5	16.2	70.7	32.4	32.4
LOS by Move:	D	C	B	D	D	D	C	C	B	E	C	C
HCM2kAvgQ:	9	23	3	2	19	19	1	10	5	7	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	12	Average Delay (sec/veh):	30.9
Optimal Cycle:	98	Level Of Service:	C

Street Name:	Highland Springs Ave.						Starlight Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0

Volume Module:

Base Vol:	145	1140	282	106	762	102	143	176	75	198	124	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1140	282	106	762	102	143	176	75	198	124	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	157	1231	305	114	823	110	154	190	81	214	134	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1231	305	114	823	110	154	190	81	214	134	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	1231	305	114	823	110	154	190	81	214	134	80

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.51	0.96	0.96	0.43	0.94	0.94
Lanes:	1.00	1.60	0.40	1.00	1.76	0.24	1.00	0.70	0.30	1.00	0.63	0.37
Final Sat.:	1805	2807	694	1805	3127	419	963	1272	542	808	1123	670

Capacity Analysis Module:

Vol/Sat:	0.09	0.44	0.44	0.06	0.26	0.26	0.16	0.15	0.15	0.26	0.12	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.14	0.50	0.50	0.07	0.43	0.43	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.61	0.87	0.87	0.87	0.61	0.61	0.53	0.49	0.49	0.87	0.39	0.39
Delay/Veh:	44.4	27.0	27.0	88.4	22.5	22.5	30.6	29.2	29.2	59.9	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	27.0	27.0	88.4	22.5	22.5	30.6	29.2	29.2	59.9	28.0	28.0
LOS by Move:	D	C	C	F	C	C	C	C	C	E	C	C
HCM2kAvgQ:	4	21	21	4	11	11	5	7	7	9	5	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
 Loss Time (sec): 16 Average Delay (sec/veh): 33.3
 Optimal Cycle: 108 Level Of Service: C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	47	1317	426	118	861	60	82	169	49	308	136	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1317	426	118	861	60	82	169	49	308	136	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	52	1465	474	131	958	67	91	188	55	343	151	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1465	474	131	958	67	91	188	55	343	151	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1465	474	131	958	67	91	188	55	343	151	169

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	1.00	1.55	0.45	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3341	233	1805	2703	784	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.41	0.29	0.07	0.29	0.29	0.05	0.07	0.07	0.19	0.04	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.46	0.68	0.08	0.44	0.44	0.12	0.08	0.08	0.22	0.18	0.18
Volume/Cap:	0.27	0.88	0.43	0.88	0.65	0.65	0.43	0.88	0.88	0.88	0.24	0.59
Delay/Veh:	41.8	30.0	7.6	85.7	23.2	23.2	42.3	71.4	71.4	57.7	35.5	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	30.0	7.6	85.7	23.2	23.2	42.3	71.4	71.4	57.7	35.5	41.1
LOS by Move:	D	C	A	F	C	C	D	E	E	E	D	D
HCM2kAvgQ:	1	20	6	5	13	13	3	7	7	11	2	5

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 12 Average Delay (sec/veh): 28.9
Optimal Cycle: 72 Level Of Service: C

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	1	0	0	99	0	173	247	494	4	0	398	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	99	0	173	247	494	4	0	398	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	0	0	110	0	193	276	551	4	0	444	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	110	0	193	276	551	4	0	444	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	0	110	0	193	276	551	4	0	444	157

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.80	1.00	0.80	0.95	1.00	1.00	1.00	0.96	0.96
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	0.99	0.01	1.00	0.74	0.26
Final Sat.:	1697	0	0	553	0	966	1805	1883	15	1900	1348	478

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.20	0.15	0.29	0.29	0.00	0.33	0.33
Crit Moves:				****				****				****
Green/Cycle:	0.26	0.00	0.00	0.26	0.00	0.26	0.20	0.62	0.62	0.00	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.78	0.77	0.47	0.47	0.00	0.77	0.77
Delay/Veh:	27.6	0.0	0.0	43.8	0.0	43.8	48.2	10.4	10.4	0.0	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	0.0	0.0	43.8	0.0	43.8	48.2	10.4	10.4	0.0	29.5	29.5
LOS by Move:	C	A	A	D	A	D	D	B	B	A	C	C
HCM2kAvgQ:	0	0	0	11	0	11	8	9	9	0	16	16

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 8 Average Delay (sec/veh): 21.2
Optimal Cycle: 42 Level Of Service: C

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	317	67	0	0	80	353	247	0	222	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	67	0	0	80	353	247	0	222	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	67	0	0	80	353	247	0	222	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	67	0	0	80	353	247	0	222	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	317	67	0	0	80	353	247	0	222	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.62	1.00	1.00	0.89	0.89	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.83	0.17	0.00	0.00	0.18	0.82	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	979	207	0	0	312	1379	912	0	820	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.32	0.32	0.00	0.00	0.26	0.26	0.27	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.50	0.50	0.00	0.00	0.50	0.50	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.65	0.65	0.00	0.00	0.51	0.51	0.65	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	20.9	20.9	0.0	0.0	17.3	17.3	25.2	0.0	25.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	0.0	0.0	17.3	17.3	25.2	0.0	25.2	0.0	0.0	0.0
LOS by Move:	C	C	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	8	8	0	0	9	9	12	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[11.5]

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	282	396	0	0	291	0	0	0	198	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	396	0	0	291	0	0	0	198	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	396	0	0	291	0	0	0	198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	282	396	0	0	291	0	0	0	198	0	0	0

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

Capacity Module:												
Cnflct Vol:	291	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	291	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1282	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	753	xxxxxx	xxxx	xxxxxx
Move Cap.:	1282	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	753	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.22	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.26	xxxxxx	xxxx	xxxxxx

Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	1.1	xxxxxx	xxxx	xxxxxx
Control Del:	8.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	11.5	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.5			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	8	Average Delay (sec/veh):	15.2
Optimal Cycle:	68	Level Of Service:	B

Street Name:	Highland Home Rd.						D St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	247	653	0	0	454	35	25	0	173	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	653	0	0	454	35	25	0	173	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	653	0	0	454	35	25	0	173	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	653	0	0	454	35	25	0	173	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	247	653	0	0	454	35	25	0	173	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	1.00	1.00	0.99	0.99	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	0.27	0.73	0.00	0.00	0.93	0.07	0.13	0.00	0.87	0.00	0.00	0.00
Final Sat.:	392	1037	0	0	1746	135	210	0	1455	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.63	0.63	0.00	0.00	0.26	0.26	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.77	0.77	0.00	0.00	0.77	0.77	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.81	0.81	0.00	0.00	0.34	0.34	0.81	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	11.6	11.6	0.0	0.0	3.6	3.6	60.0	0.0	60.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.6	0.0	0.0	3.6	3.6	60.0	0.0	60.0	0.0	0.0	0.0
LOS by Move:	B	B	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	17	17	0	0	5	5	8	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
 Loss Time (sec): 12 Average Delay (sec/veh): 34.4
 Optimal Cycle: 84 Level Of Service: C

Street Name:	Highland Home Rd.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0

Volume Module:	Highland Home Rd.			Wilson St.								
Base Vol:	159	360	40	301	249	77	112	332	105	30	297	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	360	40	301	249	77	112	332	105	30	297	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	181	409	45	342	283	88	127	377	119	34	338	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	409	45	342	283	88	127	377	119	34	338	486
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	181	409	45	342	283	88	127	377	119	34	338	486

Saturation Flow Module:	Highland Home Rd.			Wilson St.								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.97	0.97	0.21	0.92	0.92	0.39	0.87	0.87
Lanes:	1.00	1.00	1.00	1.00	0.76	0.24	1.00	1.52	0.48	1.00	1.00	1.00
Final Sat.:	1805	1900	1615	1805	1400	433	391	2644	836	743	1646	1646

Capacity Analysis Module:	Highland Home Rd.			Wilson St.								
Vol/Sat:	0.10	0.22	0.03	0.19	0.20	0.20	0.33	0.14	0.14	0.05	0.21	0.30
Crit Moves:	****			****			****					
Green/Cycle:	0.16	0.26	0.26	0.23	0.33	0.33	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.62	0.83	0.11	0.83	0.62	0.62	0.83	0.36	0.36	0.12	0.52	0.75
Delay/Veh:	43.1	46.2	28.3	49.9	30.4	30.4	57.3	21.7	21.7	19.6	23.6	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	46.2	28.3	49.9	30.4	30.4	57.3	21.7	21.7	19.6	23.6	29.3
LOS by Move:	D	D	C	D	C	C	E	C	C	B	C	C
HCM2kAvgQ:	5	13	1	11	9	9	4	5	5	1	8	14

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project With Improvements LOS D Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
 Loss Time (sec): 8 Average Delay (sec/veh): 18.4
 Optimal Cycle: 45 Level Of Service: B

Street Name:	Sunset Ave.						Wilson St.									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	227	29	54	3	9	76	69	344	178	39	429	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	29	54	3	9	76	69	344	178	39	429	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	250	32	59	3	10	84	76	379	196	43	472	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	32	59	3	10	84	76	379	196	43	472	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	250	32	59	3	10	84	76	379	196	43	472	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.85	0.88	0.88	0.88	0.85	0.85	0.85	0.92	0.92	0.92
Lanes:	0.89	0.11	1.00	0.03	0.10	0.87	0.12	0.58	0.30	0.08	0.91	0.01
Final Sat.:	1141	146	1615	57	170	1437	189	944	488	144	1589	7

Capacity Analysis Module:

Vol/Sat:	0.22	0.22	0.04	0.06	0.06	0.06	0.40	0.40	0.40	0.30	0.30	0.30
Crit Moves:	****						****					
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.67	0.67	0.11	0.18	0.18	0.18	0.67	0.67	0.67	0.50	0.50	0.50
Delay/Veh:	33.5	33.5	23.8	24.4	24.4	24.4	15.6	15.6	15.6	12.1	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	33.5	23.8	24.4	24.4	24.4	15.6	15.6	15.6	12.1	12.1	12.1
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	8	8	1	2	2	2	14	14	14	9	9	9

Note: Queue reported is the number of cars per lane.

YEAR 2022 WITH PROJECT WITH IMPROVMENTS CONDITIONS

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.330
Loss Time (sec): 8 Average Delay (sec/veh): 98.6
Optimal Cycle: 180 Level Of Service: F

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	263	0	234	0	701	353	334	885	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	263	0	234	0	701	353	334	885	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	263	0	234	0	701	353	334	885	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	263	0	234	0	701	353	334	885	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	263	0	234	0	701	353	334	885	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.96	0.96	0.60	0.60	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	0.67	0.33	0.27	0.73	0.00
Final Sat.:	0	0	0	3618	0	1615	0	1207	608	310	821	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.14	0.00	0.58	0.58	1.08	1.08	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.81	0.81	0.81	0.81	0.00
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	1.33	0.00	0.72	0.72	1.33	1.33	0.00
Delay/Veh:	0.0	0.0	0.0	47.1	0.0	226.5	0.0	6.0	6.0	165.3	165	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.1	0.0	226.5	0.0	6.0	6.0	165.3	165	0.0
LOS by Move:	A	A	A	D	A	F	A	A	A	F	F	A
HCM2kAvgQ:	0	0	0	5	0	17	0	16	16	73	73	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 8 Average Delay (sec/veh): 12.5
Optimal Cycle: 48 Level Of Service: B

Street Name: I-10 Westbound Ramps Oak Valley Pkwy.

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Split Phase Split Phase Permitted Permitted

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 0 1 0 0 1 0 0 0 0 0 0 1 0 0 1

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Volume Module:

Base Vol: 193 1 192 0 0 0 291 685 0 0 951 839

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 193 1 192 0 0 0 291 685 0 0 951 839

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 193 1 192 0 0 0 291 685 0 0 951 839

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 193 1 192 0 0 0 291 685 0 0 951 839

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 193 1 192 0 0 0 291 685 0 0 951 839

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.93 0.93 0.85 1.00 1.00 1.00 0.49 0.49 1.00 1.00 1.00 0.85

Lanes: 0.99 0.01 1.00 0.00 0.00 0.00 0.60 1.40 0.00 0.00 1.00 1.00

Final Sat.: 1748 9 1615 0 0 0 554 1305 0 0 1900 1615

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Capacity Analysis Module:

Vol/Sat: 0.11 0.11 0.12 0.00 0.00 0.00 0.52 0.52 0.00 0.00 0.50 0.52

Crit Moves: ****

Green/Cycle: 0.17 0.17 0.17 0.00 0.00 0.00 0.75 0.75 0.00 0.00 0.75 0.75

Volume/Cap: 0.65 0.65 0.70 0.00 0.00 0.00 0.70 0.70 0.00 0.00 0.67 0.69

Delay/Veh: 43.7 43.7 46.9 0.0 0.0 0.0 8.2 8.2 0.0 0.0 7.5 8.2

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 43.7 43.7 46.9 0.0 0.0 0.0 8.2 8.2 0.0 0.0 7.5 8.2

LOS by Move: D D D A A A A A A A A A

HCM2kAvgQ: 7 7 7 0 0 0 8 8 0 0 15 13

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 8 Average Delay (sec/veh): 14.9
Optimal Cycle: 41 Level Of Service: B

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	130	31	53	15	43	89	50	468	92	90	759	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	31	53	15	43	89	50	468	92	90	759	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	31	53	15	43	89	50	468	92	90	759	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	31	53	15	43	89	50	468	92	90	759	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	31	53	15	43	89	50	468	92	90	759	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.88	0.88	0.88	0.24	0.98	0.98	0.37	1.00	1.00
Lanes:	0.61	0.14	0.25	0.10	0.29	0.61	1.00	0.84	0.16	1.00	0.98	0.02
Final Sat.:	747	178	304	171	491	1017	450	1548	304	697	1858	37

Capacity Analysis Module:

Vol/Sat:	0.17	0.17	0.17	0.09	0.09	0.09	0.11	0.30	0.30	0.13	0.41	0.41
Crit Moves:	****									****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.63	0.63	0.63	0.32	0.32	0.32	0.17	0.47	0.47	0.20	0.63	0.63
Delay/Veh:	35.7	35.7	35.7	29.2	29.2	29.2	7.4	9.3	9.3	7.5	11.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	35.7	35.7	29.2	29.2	29.2	7.4	9.3	9.3	7.5	11.7	11.7
LOS by Move:	D	D	D	C	C	C	A	A	A	A	B	B
HCM2kAvgQ:	7	7	7	4	4	4	1	8	8	1	14	14

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.074
Loss Time (sec): 12 Average Delay (sec/veh): 73.7
Optimal Cycle: 180 Level Of Service: E

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	1	0	0	0	0	1

Volume Module:

Base Vol:	1379	441	0	0	560	220	0	0	0	589	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1379	441	0	0	560	220	0	0	0	589	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1379	441	0	0	560	220	0	0	0	589	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1379	441	0	0	560	220	0	0	0	589	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1379	441	0	0	560	220	0	0	0	589	0	180

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	2.00	2.00	0.00	0.00	1.44	0.56	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3502	3610	0	0	2483	975	0	0	0	1809	0	1615

Capacity Analysis Module:

Vol/Sat:	0.39	0.12	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.33	0.00	0.11
Crit Moves:	****				****					****		
Green/Cycle:	0.37	0.58	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	1.07	0.21	0.00	0.00	1.07	1.07	0.00	0.00	0.00	1.07	0.00	0.37
Delay/Veh:	79.2	10.3	0.0	0.0	94.6	94.6	0.0	0.0	0.0	94.7	0.0	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	10.3	0.0	0.0	94.6	94.6	0.0	0.0	0.0	94.7	0.0	27.8
LOS by Move:	E	B	A	A	F	F	A	A	A	F	A	C
HCM2kAvgQ:	28	3	0	0	21	21	0	0	0	28	0	4

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 12 Average Delay (sec/veh): 40.5
Optimal Cycle: 180 Level Of Service: D

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0

Volume Module:	Beaumont Ave. North Bound			Beaumont Ave. South Bound			I-10 Eastbound Ramps East Bound			I-10 Eastbound Ramps West Bound		
Base Vol:	0	1628	816	169	962	0	197	0	810	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1628	816	169	962	0	197	0	810	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1628	816	169	962	0	197	0	810	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1628	816	169	962	0	197	0	810	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1628	816	169	962	0	197	0	810	0	0	0

Saturation Flow Module:	Beaumont Ave. North Bound			Beaumont Ave. South Bound			I-10 Eastbound Ramps East Bound			I-10 Eastbound Ramps West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	2842	0	0	0

Capacity Analysis Module:	Beaumont Ave. North Bound			Beaumont Ave. South Bound			I-10 Eastbound Ramps East Bound			I-10 Eastbound Ramps West Bound		
Vol/Sat:	0.00	0.45	0.51	0.09	0.27	0.00	0.11	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.50	0.50	0.09	0.60	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.90	1.00	1.00	0.45	0.00	0.38	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	28.8	57.5	115.9	11.3	0.0	29.3	0.0	68.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.8	57.5	115.9	11.3	0.0	29.3	0.0	68.6	0.0	0.0	0.0
LOS by Move:	A	C	E	F	B	A	C	A	E	A	A	A
HCM2kAvgQ:	0	22	25	5	8	0	5	0	20	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.071
Loss Time (sec): 12 Average Delay (sec/veh): 55.0
Optimal Cycle: 180 Level Of Service: D

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	44	2209	291	183	1444	63	34	43	7	256	121	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2209	291	183	1444	63	34	43	7	256	121	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	2209	291	183	1444	63	34	43	7	256	121	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2209	291	183	1444	63	34	43	7	256	121	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	2209	291	183	1444	63	34	43	7	256	121	157

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.94	0.94	0.24	0.98	0.98	0.73	0.92	0.92
Lanes:	1.00	1.77	0.23	2.00	1.92	0.08	1.00	0.86	0.14	1.00	0.44	0.56
Final Sat.:	1805	3136	413	3502	3438	150	450	1600	260	1381	757	982

Capacity Analysis Module:

Vol/Sat:	0.02	0.70	0.70	0.05	0.42	0.42	0.08	0.03	0.03	0.19	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.10	0.64	0.64	0.07	0.61	0.61	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.24	1.10	1.10	0.75	0.69	0.69	0.45	0.16	0.16	1.10	0.95	0.95
Delay/Veh:	42.0	69.8	69.8	57.5	14.1	14.1	41.5	35.7	35.7	129.4	79.8	79.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	69.8	69.8	57.5	14.1	14.1	41.5	35.7	35.7	129.4	79.8	79.8
LOS by Move:	D	E	E	E	B	B	D	D	D	F	E	E
HCM2kAvgQ:	1	54	54	3	16	16	2	1	1	14	13	13

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 8 Average Delay (sec/veh): 14.2
Optimal Cycle: 104 Level Of Service: B

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	1	0	0	1	0	0	0

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Base Vol:	17	2293	26	16	1543	136	117	12	2	56	22	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2293	26	16	1543	136	117	12	2	56	22	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	2293	26	16	1543	136	117	12	2	56	22	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2293	26	16	1543	136	117	12	2	56	22	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	2293	26	16	1543	136	117	12	2	56	22	85

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.05	0.94	0.94	0.51	0.51	0.51	0.83	0.83	0.83
Lanes:	0.01	1.97	0.02	1.00	1.84	0.16	0.89	0.09	0.02	0.34	0.13	0.53
Final Sat.:	24	3282	37	99	3278	289	862	88	15	543	213	824

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Vol/Sat:	0.70	0.70	0.70	0.16	0.47	0.47	0.14	0.14	0.14	0.10	0.10	0.10
Crit Moves:	****						****					
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.91	0.91	0.91	0.21	0.61	0.61	0.91	0.91	0.91	0.69	0.69	0.69
Delay/Veh:	13.9	13.9	13.9	4.5	5.4	5.4	89.9	89.9	89.9	48.7	48.7	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	13.9	13.9	4.5	5.4	5.4	89.9	89.9	89.9	48.7	48.7	48.7
LOS by Move:	B	B	B	A	A	A	F	F	F	D	D	D
HCM2kAvgQ:	29	29	29	0	12	12	7	7	7	6	6	6

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 12 Average Delay (sec/veh): 20.1
Optimal Cycle: 79 Level Of Service: C

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	283	2235	1	19	1553	1	1	5	129	7	31	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	2235	1	19	1553	1	1	5	129	7	31	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	2235	1	19	1553	1	1	5	129	7	31	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	2235	1	19	1553	1	1	5	129	7	31	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	283	2235	1	19	1553	1	1	5	129	7	31	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.97	0.97	0.85	0.90	0.90	0.90
Lanes:	1.00	1.99	0.01	1.00	1.99	0.01	0.17	0.83	1.00	0.07	0.31	0.62
Final Sat.:	1805	3608	2	1805	3608	2	307	1533	1615	118	524	1065

Capacity Analysis Module:

Vol/Sat:	0.16	0.62	0.62	0.01	0.43	0.43	0.00	0.00	0.08	0.06	0.06	0.06
Crit Moves:	****			****			****					
Green/Cycle:	0.21	0.72	0.72	0.07	0.58	0.58	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.75	0.86	0.86	0.15	0.75	0.75	0.04	0.04	0.86	0.64	0.64	0.64
Delay/Veh:	44.8	13.7	13.7	44.3	17.2	17.2	41.4	41.4	81.8	52.3	52.3	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	13.7	13.7	44.3	17.2	17.2	41.4	41.4	81.8	52.3	52.3	52.3
LOS by Move:	D	B	B	D	B	B	D	D	F	D	D	D
HCM2kAvgQ:	10	29	29	1	19	19	0	0	6	4	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568

Loss Time (sec): 8 Average Delay (sec/veh): 15.3

Optimal Cycle: 36 Level Of Service: B

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1

Volume Module:

Base Vol:	75	117	47	108	105	98	51	417	83	91	572	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	117	47	108	105	98	51	417	83	91	572	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	117	47	108	105	98	51	417	83	91	572	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	117	47	108	105	98	51	417	83	91	572	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	117	47	108	105	98	51	417	83	91	572	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.85	0.47	1.00	0.85	0.89	0.89	0.85	0.87	0.87	0.85
Lanes:	0.39	0.61	1.00	1.00	1.00	1.00	0.11	0.89	1.00	0.14	0.86	1.00
Final Sat.:	614	958	1615	897	1900	1615	183	1498	1615	227	1428	1615

Capacity Analysis Module:

Vol/Sat:	0.12	0.12	0.03	0.12	0.06	0.06	0.28	0.28	0.05	0.40	0.40	0.06
Crit Moves:	****									****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.57	0.57	0.14	0.56	0.26	0.28	0.39	0.39	0.07	0.57	0.57	0.09
Delay/Veh:	37.4	37.4	31.9	38.7	32.9	33.2	6.2	6.2	4.6	7.9	7.9	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	37.4	31.9	38.7	32.9	33.2	6.2	6.2	4.6	7.9	7.9	4.7
LOS by Move:	D	D	C	D	C	C	A	A	A	A	A	A
HCM2kAvgQ:	6	6	1	4	3	3	6	6	1	10	10	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506

Loss Time (sec): 0 Average Delay (sec/veh): 13.3

Optimal Cycle: 0 Level Of Service: B

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	1	1	0	2

Volume Module:

Base Vol:	100	0	94	0	0	0	0	468	96	136	622	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	94	0	0	0	0	468	96	136	622	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	94	0	0	0	0	468	96	136	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	94	0	0	0	0	468	96	136	622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	0	94	0	0	0	0	468	96	136	622	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	1.66	0.34	1.00	2.00	0.00
Final Sat.:	296	0	278	0	0	0	0	994	209	565	1230	0

Capacity Analysis Module:

Vol/Sat:	0.34	xxxx	0.34	xxxx	xxxx	xxxx	xxxx	0.47	0.46	0.24	0.51	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	13.6	13.1	10.9	14.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	13.6	13.1	10.9	14.1	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	B	B	*
ApproachDel:	11.9			xxxxxx				13.5			13.5	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	11.9			xxxxxx				13.5			13.5	
LOS by Appr:	B			*				B			B	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.9	0.8	0.3	1.0	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 8 Average Delay (sec/veh): 17.9
Optimal Cycle: 29 Level Of Service: B

Street Name:	Pennsylvania Ave.						8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:												
Base Vol:	29	171	28	83	273	32	25	192	21	37	200	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	171	28	83	273	32	25	192	21	37	200	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	171	28	83	273	32	25	192	21	37	200	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	171	28	83	273	32	25	192	21	37	200	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	171	28	83	273	32	25	192	21	37	200	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.87	0.87	0.87	0.94	0.94	0.94	0.91	0.91	0.91
Lanes:	0.13	0.75	0.12	0.21	0.71	0.08	0.10	0.81	0.09	0.13	0.69	0.18
Final Sat.:	220	1300	213	355	1167	137	187	1437	157	222	1198	318

Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.23	0.23	0.23	0.13	0.13	0.13	0.17	0.17	0.17
Crit Moves:	****						****					
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.25	0.25	0.25	0.44	0.44	0.44	0.35	0.35	0.35	0.44	0.44	0.44
Delay/Veh:	12.5	12.5	12.5	14.3	14.3	14.3	22.3	22.3	22.3	23.3	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	14.3	14.3	14.3	22.3	22.3	22.3	23.3	23.3	23.3
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	4	4	7	7	7	5	5	5	6	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 0 Average Delay (sec/veh): 13.5
Optimal Cycle: 35 Level Of Service: B

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	0	0	0	1

Volume Module:

Base Vol:	0	265	0	0	551	0	0	0	0	125	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	265	0	0	551	0	0	0	0	125	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	265	0	0	551	0	0	0	0	125	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	265	0	0	551	0	0	0	0	125	0	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	265	0	0	551	0	0	0	0	125	0	174

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.42	0.00	0.58
Final Sat.:	0	1900	0	0	1900	0	0	0	0	717	0	998

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:	****						****					
Green/Cycle:	0.00	0.62	0.00	0.00	0.62	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Volume/Cap:	0.00	0.22	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Delay/Veh:	0.0	8.3	0.0	0.0	10.2	0.0	0.0	0.0	0.0	24.2	0.0	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	0.0	0.0	10.2	0.0	0.0	0.0	0.0	24.2	0.0	24.2
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	3	0	0	9	0	0	0	0	7	0	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 12 Average Delay (sec/veh): 24.0
Optimal Cycle: 44 Level Of Service: C

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	0	8	0	289	22	269	124	418	0	2	474	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	8	0	289	22	269	124	418	0	2	474	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	8	0	289	22	269	124	418	0	2	474	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	0	289	22	269	124	418	0	2	474	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	8	0	289	22	269	124	418	0	2	474	229

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.76	0.86	0.86	0.95	1.00	1.00	0.86	0.86	0.86
Lanes:	0.00	1.00	0.00	1.00	0.08	0.92	1.00	1.00	0.00	0.01	1.34	0.65
Final Sat.:	0	1900	0	1448	124	1512	1805	1900	0	9	2202	1064

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.20	0.18	0.18	0.07	0.22	0.00	0.22	0.22	0.22
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.36	0.00	0.36	0.36	0.36	0.13	0.52	0.00	0.39	0.39	0.39
Volume/Cap:	0.00	0.01	0.00	0.55	0.49	0.49	0.55	0.43	0.00	0.55	0.55	0.55
Delay/Veh:	0.0	20.4	0.0	26.6	25.3	25.3	44.0	15.3	0.0	24.1	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.4	0.0	26.6	25.3	25.3	44.0	15.3	0.0	24.1	24.1	24.1
LOS by Move:	A	C	A	C	C	C	D	B	A	C	C	C
HCM2kAvgQ:	0	0	0	8	7	7	4	8	0	9	9	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
 Loss Time (sec): 16 Average Delay (sec/veh): 28.6
 Optimal Cycle: 55 Level Of Service: C

Street Name:	Highland Springs Ave.						Brookside Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0			

Volume Module:												
Base Vol:	190	83	45	120	176	39	16	85	196	101	152	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	83	45	120	176	39	16	85	196	101	152	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	83	45	120	176	39	16	85	196	101	152	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	83	45	120	176	39	16	85	196	101	152	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	83	45	120	176	39	16	85	196	101	152	141

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.97	0.97	0.89	0.89	0.89	0.79	0.79	0.79
Lanes:	1.00	0.65	0.35	1.00	0.82	0.18	0.05	0.29	0.66	0.26	0.38	0.36
Final Sat.:	1805	1167	633	1805	1513	335	91	482	1110	384	578	537

Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.07	0.07	0.12	0.12	0.18	0.18	0.18	0.26	0.26	0.26
Crit Moves:	****			****						****		
Green/Cycle:	0.18	0.19	0.19	0.19	0.20	0.20	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.58	0.37	0.37	0.35	0.58	0.58	0.39	0.39	0.39	0.58	0.58	0.58
Delay/Veh:	39.9	35.7	35.7	35.7	38.3	38.3	18.3	18.3	18.3	21.3	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	35.7	35.7	35.7	38.3	38.3	18.3	18.3	18.3	21.3	21.3	21.3
LOS by Move:	D	D	D	D	D	D	B	B	B	C	C	C
HCM2kAvgQ:	5	3	3	3	7	7	6	6	6	9	9	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
 Loss Time (sec): 16 Average Delay (sec/veh): 29.6
 Optimal Cycle: 65 Level Of Service: C

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	92	513	84	32	814	141	61	53	224	110	69	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	513	84	32	814	141	61	53	224	110	69	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	513	84	32	814	141	61	53	224	110	69	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	513	84	32	814	141	61	53	224	110	69	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	513	84	32	814	141	61	53	224	110	69	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.88	0.88	0.55	0.55	0.55
Lanes:	1.00	1.72	0.28	1.00	1.70	0.30	1.00	0.19	0.81	0.50	0.31	0.19
Final Sat.:	1805	3037	497	1805	3009	521	1805	320	1351	527	331	196

Capacity Analysis Module:

Vol/Sat:	0.05	0.17	0.17	0.02	0.27	0.27	0.03	0.17	0.17	0.21	0.21	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.33	0.33	0.14	0.40	0.40	0.07	0.37	0.37	0.30	0.30	0.30
Volume/Cap:	0.68	0.51	0.51	0.13	0.68	0.68	0.48	0.45	0.45	0.70	0.70	0.70
Delay/Veh:	58.7	27.2	27.2	38.1	26.5	26.5	47.6	24.3	24.3	37.6	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	27.2	27.2	38.1	26.5	26.5	47.6	24.3	24.3	37.6	37.6	37.6
LOS by Move:	E	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	3	7	7	1	13	13	2	7	7	7	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
 Loss Time (sec): 16 Average Delay (sec/veh): 32.9
 Optimal Cycle: 67 Level Of Service: C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	69	447	203	172	748	121	45	133	147	366	167	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	447	203	172	748	121	45	133	147	366	167	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	447	203	172	748	121	45	133	147	366	167	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	447	203	172	748	121	45	133	147	366	167	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	447	203	172	748	121	45	133	147	366	167	129

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.87	0.87	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3042	492	1805	1662	1662	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.12	0.13	0.10	0.25	0.25	0.02	0.08	0.09	0.20	0.05	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.24	0.53	0.18	0.35	0.35	0.19	0.13	0.13	0.29	0.22	0.22
Volume/Cap:	0.55	0.52	0.24	0.52	0.70	0.70	0.13	0.63	0.70	0.70	0.21	0.36
Delay/Veh:	49.9	33.6	12.8	38.3	29.6	29.6	33.4	44.4	47.2	35.7	31.8	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	33.6	12.8	38.3	29.6	29.6	33.4	44.4	47.2	35.7	31.8	33.5
LOS by Move:	D	C	B	D	C	C	C	D	D	D	C	C
HCM2kAvgQ:	2	6	3	5	12	12	1	4	5	10	2	3

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2022 With Project
With Improvements AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	157	276	230	114	67	193	815	263	149	1106	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.90		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4599		1770	3343		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4599		1770	3343		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	85	157	276	230	114	67	193	815	263	149	1106	62
RTOR Reduction (vph)	0	189	0	0	57	0	0	0	152	0	0	28
Lane Group Flow (vph)	85	244	0	230	124	0	193	815	111	149	1106	34
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.3	10.5		10.5	13.7		8.5	37.9	37.9	14.1	43.5	43.5
Effective Green, g (s)	7.3	10.5		10.5	13.7		8.5	37.9	37.9	14.1	43.5	43.5
Actuated g/C Ratio	0.08	0.12		0.12	0.15		0.09	0.42	0.42	0.16	0.48	0.48
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	144	537		207	509		167	1490	667	277	1711	765
v/s Ratio Prot	0.05	c0.05		c0.13	c0.04		c0.11	0.23		0.08	c0.31	
v/s Ratio Perm									0.07			0.02
v/c Ratio	0.59	0.45		1.11	0.24		1.16	0.55	0.17	0.54	0.65	0.04
Uniform Delay, d1	39.9	37.1		39.8	33.6		40.8	19.6	16.2	34.9	17.5	12.3
Progression Factor	1.00	1.00		1.00	1.00		0.59	0.28	0.18	1.00	1.00	1.00
Incremental Delay, d2	6.3	0.6		95.5	0.3		115.2	1.3	0.5	2.0	1.9	0.1
Delay (s)	46.2	37.7		135.3	33.8		139.2	6.7	3.4	37.0	19.4	12.4
Level of Service	D	D		F	C		F	A	A	D	B	B
Approach Delay (s)		39.1			90.6			26.2			21.0	
Approach LOS		D			F			C			C	
Intersection Summary												
HCM Average Control Delay			33.7			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			22.0			
Intersection Capacity Utilization			78.3%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2022 With Project
With Improvements AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	225	0	267	385	1033	0	0	827	764
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	225	0	267	385	1033	0	0	827	764
RTOR Reduction (vph)	0	0	0	0	0	144	0	0	0	0	0	301
Lane Group Flow (vph)	0	0	0	0	225	123	385	1033	0	0	827	463
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					14.7	14.7	24.0	67.3			39.3	39.3
Effective Green, g (s)					14.7	14.7	24.0	67.3			39.3	39.3
Actuated g/C Ratio					0.16	0.16	0.27	0.75			0.44	0.44
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					289	259	472	2646			1545	691
v/s Ratio Prot					c0.13		c0.22	0.29			0.23	
v/s Ratio Perm						0.08						c0.29
v/c Ratio					0.78	0.48	0.82	0.39			0.54	0.67
Uniform Delay, d1					36.1	34.2	30.9	4.0			18.6	20.2
Progression Factor					1.00	1.00	1.27	1.22			0.53	0.41
Incremental Delay, d2					12.4	1.4	5.8	0.2			1.3	4.9
Delay (s)					48.5	35.5	45.1	5.1			11.2	13.2
Level of Service					D	D	D	A			B	B
Approach Delay (s)		0.0			41.5			16.0			12.2	
Approach LOS		A			D			B			B	
Intersection Summary												
HCM Average Control Delay			17.8				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			120.7%				ICU Level of Service		H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2022 With Project
With Improvements AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	589	0	355	0	0	0	0	830	289	319	732	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	589	0	355	0	0	0	0	830	289	319	732	0
RTOR Reduction (vph)	0	0	115	0	0	0	0	0	204	0	0	0
Lane Group Flow (vph)	0	589	240	0	0	0	0	830	85	319	732	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		32.5	32.5					26.5	26.5	19.0	49.5	
Effective Green, g (s)		32.5	32.5					26.5	26.5	19.0	49.5	
Actuated g/C Ratio		0.36	0.36					0.29	0.29	0.21	0.55	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		639	572					1042	466	374	1946	
v/s Ratio Prot		c0.33						c0.23		c0.18	0.21	
v/s Ratio Perm			0.15						0.05			
v/c Ratio		0.92	0.42					0.80	0.18	0.85	0.38	
Uniform Delay, d1		27.5	21.6					29.3	23.7	34.2	11.5	
Progression Factor		1.00	1.00					1.00	1.00	0.64	0.12	
Incremental Delay, d2		18.8	0.5					6.3	0.9	14.4	0.5	
Delay (s)		46.4	22.1					35.6	24.5	36.1	1.9	
Level of Service		D	C					D	C	D	A	
Approach Delay (s)		37.3			0.0			32.7			12.2	
Approach LOS		D			A			C			B	
Intersection Summary												
HCM Average Control Delay			27.2		HCM Level of Service					C		
HCM Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			120.7%		ICU Level of Service					H		
Analysis Period (min)			15									
c Critical Lane Group												

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 16 Average Delay (sec/veh): 29.7
Optimal Cycle: 44 Level Of Service: C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	1

Volume Module:

Base Vol:	68	493	30	131	322	99	124	59	28	29	122	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	493	30	131	322	99	124	59	28	29	122	228
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	68	493	30	131	322	0	124	59	28	29	122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	493	30	131	322	0	124	59	28	29	122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	68	493	30	131	322	0	124	59	28	29	122	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90	0.94	0.94	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.36	0.64	0.38	1.62	1.00
Final Sat.:	1805	3610	1615	1805	3610	1900	1805	2331	1106	686	2888	1900

Capacity Analysis Module:

Vol/Sat:	0.04	0.14	0.02	0.07	0.09	0.00	0.07	0.03	0.03	0.04	0.04	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.36	0.36	0.19	0.31	0.00	0.18	0.15	0.15	0.15	0.11	0.00
Volume/Cap:	0.16	0.38	0.05	0.38	0.29	0.00	0.38	0.17	0.17	0.29	0.38	0.00
Delay/Veh:	30.1	24.0	21.0	36.0	26.5	0.0	36.8	37.6	37.6	38.4	41.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	24.0	21.0	36.0	26.5	0.0	36.8	37.6	37.6	38.4	41.9	0.0
LOS by Move:	C	C	C	D	C	A	D	D	D	D	D	A
HCM2kAvgQ:	2	6	1	3	4	0	4	1	1	2	3	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 8 Average Delay (sec/veh): 10.1
Optimal Cycle: 30 Level Of Service: B

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	6	0	0	55	0	96	74	396	1	0	573	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	55	0	96	74	396	1	0	573	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	55	0	96	74	396	1	0	573	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	0	55	0	96	74	396	1	0	573	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	0	55	0	96	74	396	1	0	573	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	0.81	1.00	0.81	0.84	0.84	0.84	1.00	0.99	0.99
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	0.15	0.84	0.01	1.00	0.93	0.07
Final Sat.:	1617	0	0	563	0	983	251	1345	3	1900	1753	128

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.29	0.29	0.29	0.00	0.33	0.33
Crit Moves:	****						****					
Green/Cycle:	0.21	0.00	0.00	0.21	0.00	0.21	0.71	0.71	0.71	0.00	0.71	0.71
Volume/Cap:	0.02	0.00	0.00	0.46	0.00	0.46	0.42	0.42	0.42	0.00	0.46	0.46
Delay/Veh:	31.2	0.0	0.0	35.5	0.0	35.5	6.3	6.3	6.3	0.0	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	0.0	0.0	35.5	0.0	35.5	6.3	6.3	6.3	0.0	6.6	6.6
LOS by Move:	C	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	6	6	6	0	8	8

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 8 Average Delay (sec/veh): 16.1
Optimal Cycle: 29 Level Of Service: B

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	95	256	0	0	160	105	138	0	124	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	256	0	0	160	105	138	0	124	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	256	0	0	160	105	138	0	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	256	0	0	160	105	138	0	124	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	256	0	0	160	105	138	0	124	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	1.00	1.00	0.95	0.95	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.27	0.73	0.00	0.00	0.60	0.40	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	432	1165	0	0	1086	713	912	0	820	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.22	0.22	0.00	0.00	0.15	0.15	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.54	0.54	0.00	0.00	0.54	0.54	0.38	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.40	0.40	0.00	0.00	0.27	0.27	0.40	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	13.6	13.6	0.0	0.0	12.3	12.3	23.4	0.0	23.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	0.0	0.0	12.3	12.3	23.4	0.0	23.4	0.0	0.0	0.0
LOS by Move:	B	B	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	6	6	0	0	4	4	6	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 12 Average Delay (sec/veh): 19.7
Optimal Cycle: 36 Level Of Service: B

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	148	61	71	212	0	0	0	0	140	0	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	148	61	71	212	0	0	0	0	140	0	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	148	61	71	212	0	0	0	0	140	0	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	148	61	71	212	0	0	0	0	140	0	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	148	61	71	212	0	0	0	0	140	0	203

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	0.87	0.87	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	0.71	0.29	0.25	0.75	0.00	0.00	0.00	0.00	0.41	0.00	0.59
Final Sat.:	0	1293	533	414	1235	0	0	0	0	699	0	1014

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.11	0.17	0.17	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Crit Moves:						****						****
Green/Cycle:	0.00	0.41	0.41	0.41	0.41	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Volume/Cap:	0.00	0.28	0.28	0.42	0.42	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Delay/Veh:	0.0	20.1	20.1	21.7	21.7	0.0	0.0	0.0	0.0	17.7	0.0	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.1	20.1	21.7	21.7	0.0	0.0	0.0	0.0	17.7	0.0	17.7
LOS by Move:	A	C	C	C	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	4	4	6	6	0	0	0	0	7	0	7

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 16 Average Delay (sec/veh): 35.5
Optimal Cycle: 76 Level Of Service: D

Street Name:	Highland Home Rd.						Wilson St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Permitted						Protected					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0					
Lanes:	1	0	1	0	1	0	0	1	0	0	1	0	1	1	0			

Volume Module:

Base Vol:	56	128	30	254	233	66	77	261	87	67	478	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	128	30	254	233	66	77	261	87	67	478	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	128	30	254	233	66	77	261	87	67	478	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	128	30	254	233	66	77	261	87	67	478	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	128	30	254	233	66	77	261	87	67	478	144

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.77	0.77	0.77	0.95	0.91	0.91	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	0.46	0.42	0.12	1.00	1.50	0.50	1.00	1.54	0.46
Final Sat.:	1805	1900	1615	675	619	175	1805	2607	869	1805	2677	807

Capacity Analysis Module:

Vol/Sat:	0.03	0.07	0.02	0.38	0.38	0.38	0.04	0.10	0.10	0.04	0.18	0.18
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.54	0.54	0.47	0.47	0.47	0.07	0.17	0.17	0.12	0.23	0.23
Volume/Cap:	0.44	0.12	0.03	0.79	0.79	0.79	0.61	0.58	0.58	0.31	0.79	0.79
Delay/Veh:	47.1	11.2	10.6	28.3	28.3	28.3	53.6	39.3	39.3	40.9	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	11.2	10.6	28.3	28.3	28.3	53.6	39.3	39.3	40.9	42.1	42.1
LOS by Move:	D	B	B	C	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	2	0	15	15	15	2	5	5	2	10	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 12 Average Delay (sec/veh): 20.9
Optimal Cycle: 34 Level Of Service: C

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	301	2	95	22	375	0	0	304	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	301	2	95	22	375	0	0	304	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	301	2	95	22	375	0	0	304	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	301	2	95	22	375	0	0	304	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	301	2	95	22	375	0	0	304	188

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	0.89	0.85	0.95	0.95	0.95	0.95	0.90	0.90
Lanes:	0.00	1.00	0.00	0.99	0.01	1.00	1.00	2.00	0.00	0.00	1.24	0.76
Final Sat.:	0	1900	0	1674	11	1615	1805	3610	0	0	2103	1301

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.06	0.01	0.10	0.00	0.00	0.14	0.14
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.45	0.45	0.45	0.07	0.43	0.00	0.00	0.36	0.36
Volume/Cap:	0.00	0.00	0.00	0.40	0.40	0.13	0.17	0.24	0.00	0.00	0.40	0.40
Delay/Veh:	0.0	0.0	0.0	18.9	18.9	16.2	44.4	18.1	0.0	0.0	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.9	18.9	16.2	44.4	18.1	0.0	0.0	24.1	24.1
LOS by Move:	A	A	A	B	B	B	D	B	A	A	C	C
HCM2kAvgQ:	0	0	0	6	6	2	1	4	0	0	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 Average Delay (sec/veh): 22.1
Optimal Cycle: 47 Level Of Service: C

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	1

Volume Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Base Vol:	118	102	30	48	300	73	74	370	215	39	242	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	102	30	48	300	73	74	370	215	39	242	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	102	30	48	300	73	74	370	215	39	242	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	102	30	48	300	73	74	370	215	39	242	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	102	30	48	300	73	74	370	215	39	242	24

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.48	0.85	0.92	0.92	0.92	0.88	0.88	0.88	0.87	0.87	0.87
Lanes:	0.54	0.46	1.00	0.11	0.72	0.17	0.11	0.56	0.33	0.13	0.79	0.08
Final Sat.:	486	420	1615	200	1247	304	189	943	548	212	1315	130

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Vol/Sat:	0.24	0.24	0.02	0.24	0.24	0.24	0.39	0.39	0.39	0.18	0.18	0.18
Crit Moves:	****			****			****			****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.69	0.69	0.05	0.68	0.68	0.68	0.69	0.69	0.69	0.32	0.32	0.32
Delay/Veh:	34.1	34.1	21.5	30.8	30.8	30.8	17.5	17.5	17.5	11.6	11.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	34.1	21.5	30.8	30.8	30.8	17.5	17.5	17.5	11.6	11.6	11.6
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	6	6	1	12	12	12	14	14	14	5	5	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 12 Average Delay (sec/veh): 22.9
Optimal Cycle: 48 Level Of Service: C

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	0	0	0	0	1

Volume Module:

Base Vol:	220	392	0	0	467	403	0	0	0	42	7	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	392	0	0	467	403	0	0	0	42	7	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	392	0	0	467	403	0	0	0	42	7	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	392	0	0	467	403	0	0	0	42	7	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	392	0	0	467	403	0	0	0	42	7	190

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.88	0.88	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	1.00	2.00	0.00	0.00	1.07	0.93	0.00	0.00	0.00	0.18	0.03	0.79
Final Sat.:	1805	3610	0	0	1804	1557	0	0	0	291	49	1316

Capacity Analysis Module:

Vol/Sat:	0.12	0.11	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.14	0.14	0.14
Crit Moves:	****			****						****		
Green/Cycle:	0.20	0.64	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.24	0.24	0.24
Volume/Cap:	0.60	0.17	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.60	0.60	0.60
Delay/Veh:	38.7	7.4	0.0	0.0	22.3	22.3	0.0	0.0	0.0	36.0	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	7.4	0.0	0.0	22.3	22.3	0.0	0.0	0.0	36.0	36.0	36.0
LOS by Move:	D	A	A	A	C	C	A	A	A	D	D	D
HCM2kAvgQ:	6	2	0	0	11	11	0	0	0	7	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
 Loss Time (sec): 8 Average Delay (sec/veh): 18.0
 Optimal Cycle: 31 Level Of Service: B

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	396	82	246	264	0	222	2	136	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	396	82	246	264	0	222	2	136	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	396	82	246	264	0	222	2	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	396	82	246	264	0	222	2	136	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	396	82	246	264	0	222	2	136	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.58	0.58	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	0.00	1.66	0.34	0.96	1.04	0.00	0.61	0.01	0.38	0.00	0.00	0.00
Final Sat.:	0	2913	603	1060	1138	0	1020	9	625	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.14	0.23	0.23	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.00	0.47	0.47	0.47	0.47	0.00	0.45	0.45	0.45	0.00	0.00	0.00
Volume/Cap:	0.00	0.29	0.29	0.49	0.49	0.00	0.49	0.49	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	16.1	16.1	18.3	18.3	0.0	20.2	20.2	20.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	16.1	18.3	18.3	0.0	20.2	20.2	20.2	0.0	0.0	0.0
LOS by Move:	A	B	B	B	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	5	5	5	5	0	8	8	8	0	0	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Sunrise Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.313
 Loss Time (sec): 8 Average Delay (sec/veh): 8.0
 Optimal Cycle: 24 Level Of Service: A

Street Name:	Sunrise Ave.						Wilson St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Permitted					
Rights:	Include						Include						Ignore					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0					
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0			

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	28	10	20	7	43	18	13	377	70	31	285	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	10	20	7	43	18	13	377	70	31	285	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	28	10	20	7	43	18	13	377	70	31	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	10	20	7	43	18	13	377	70	31	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	28	10	20	7	43	18	13	377	70	31	285	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.94	0.94	0.94	0.97	0.97	0.97	0.70	1.00	1.00
Lanes:	0.49	0.17	0.34	0.10	0.64	0.26	0.03	0.82	0.15	1.00	1.00	1.00
Final Sat.:	746	266	533	183	1126	471	52	1508	280	1326	1900	1900

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.04	0.04	0.04	0.04	0.04	0.25	0.25	0.25	0.02	0.15	0.00
Crit Moves:				****			****					
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.80	0.80	0.80	0.80	0.80	0.00
Volume/Cap:	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.03	0.19	0.00
Delay/Veh:	41.0	41.0	41.0	40.9	40.9	40.9	2.8	2.8	2.8	2.1	2.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	41.0	41.0	40.9	40.9	40.9	2.8	2.8	2.8	2.1	2.5	0.0
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	4	4	4	0	2	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 12 Average Delay (sec/veh): 23.7
Optimal Cycle: 36 Level Of Service: C

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	118	48	19	63	153	47	21	334	68	41	236	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	48	19	63	153	47	21	334	68	41	236	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	48	19	63	153	47	21	334	68	41	236	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	48	19	63	153	47	21	334	68	41	236	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	48	19	63	153	47	21	334	68	41	236	17

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.87	0.87	0.87	0.95	1.00	0.85	0.95	0.99	0.99
Lanes:	0.64	0.26	0.10	0.24	0.58	0.18	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	772	314	124	394	957	294	1805	1900	1615	1805	1755	126

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.15	0.16	0.16	0.16	0.01	0.18	0.04	0.02	0.13	0.13
Crit Moves:				****			****			****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.17	0.42	0.42	0.07	0.33	0.33
Volume/Cap:	0.40	0.40	0.40	0.41	0.41	0.41	0.07	0.41	0.10	0.32	0.41	0.41
Delay/Veh:	22.8	22.8	22.8	22.9	22.9	22.9	35.0	20.5	17.4	45.7	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	22.8	22.8	22.9	22.9	22.9	35.0	20.5	17.4	45.7	26.8	26.8
LOS by Move:	C	C	C	C	C	C	D	C	B	D	C	C
HCM2kAvgQ:	4	4	4	6	6	6	1	7	1	2	6	6

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 8 Average Delay (sec/veh): 14.5
Optimal Cycle: 90 Level Of Service: B

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	0	0	0	1

Volume Module:

Base Vol:	329	483	0	0	297	441	0	0	0	31	2	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	483	0	0	297	441	0	0	0	31	2	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	483	0	0	297	441	0	0	0	31	2	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	483	0	0	297	441	0	0	0	31	2	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	329	483	0	0	297	441	0	0	0	31	2	84

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.58	1.00	1.00	0.92	0.92	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	0.41	0.59	0.00	0.00	0.40	0.60	0.00	0.00	0.00	0.26	0.02	0.72
Final Sat.:	446	654	0	0	703	1043	0	0	0	438	28	1187

Capacity Analysis Module:

Vol/Sat:	0.74	0.74	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.07	0.07	0.07
Crit Moves:	****									****		
Green/Cycle:	0.84	0.84	0.00	0.00	0.84	0.84	0.00	0.00	0.00	0.08	0.08	0.08
Volume/Cap:	0.88	0.88	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.88	0.88	0.88
Delay/Veh:	14.6	14.6	0.0	0.0	2.5	2.5	0.0	0.0	0.0	89.4	89.4	89.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	14.6	0.0	0.0	2.5	2.5	0.0	0.0	0.0	89.4	89.4	89.4
LOS by Move:	B	B	A	A	A	A	A	A	A	F	F	F
HCM2kAvgQ:	17	17	0	0	7	7	0	0	0	6	6	6

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 8 Average Delay (sec/veh): 24.5
Optimal Cycle: 49 Level Of Service: C

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	458	50	173	165	0	345	0	314	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	50	173	165	0	345	0	314	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	50	173	165	0	345	0	314	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	50	173	165	0	345	0	314	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	50	173	165	0	345	0	314	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.79	0.79	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	0.90	0.10	0.51	0.49	0.00	0.52	0.00	0.48	0.00	0.00	0.00
Final Sat.:	0	1691	185	768	733	0	907	0	825	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.27	0.23	0.23	0.00	0.38	0.00	0.38	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.38	0.38	0.38	0.38	0.00	0.54	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.00	0.71	0.71	0.59	0.59	0.00	0.71	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	29.4	29.4	26.2	26.2	0.0	19.8	0.0	19.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.4	29.4	26.2	26.2	0.0	19.8	0.0	19.8	0.0	0.0	0.0
LOS by Move:	A	C	C	C	C	A	B	A	B	A	A	A
HCM2kAvgQ:	0	14	14	8	8	0	16	0	16	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638

Loss Time (sec): 12 Average Delay (sec/veh): 13.9

Optimal Cycle: 0 Level Of Service: B

Street Name: San Gorgonio Wilson St.

Approach: North Bound South Bound East Bound West Bound

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

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Lanes: 1 0 0 1 0 0 0 1! 0 0 1 0 0 0 1! 0 0

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Volume Module:

Base Vol: 39 33 33 11 116 89 47 332 71 16 150 2

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 39 33 33 11 116 89 47 332 71 16 150 2

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 39 33 33 11 116 89 47 332 71 16 150 2

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 39 33 33 11 116 89 47 332 71 16 150 2

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 39 33 33 11 116 89 47 332 71 16 150 2

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 0.50 0.50 0.05 0.54 0.41 1.00 0.82 0.18 0.10 0.89 0.01

Final Sat.: 472 265 265 28 299 229 568 520 111 53 498 7

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Capacity Analysis Module:

Vol/Sat: 0.08 0.12 0.12 0.39 0.39 0.39 0.08 0.64 0.64 0.30 0.30 0.30

Crit Moves: ****

Delay/Veh: 10.3 9.6 9.6 12.5 12.5 12.5 9.4 17.1 17.1 11.6 11.6 11.6

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 10.3 9.6 9.6 12.5 12.5 12.5 9.4 17.1 17.1 11.6 11.6 11.6

LOS by Move: B A A B B B A C C B B B

ApproachDel: 9.9 12.5 16.3 11.6

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 9.9 12.5 16.3 11.6

LOS by Appr: A B C B

AllWayAvgQ: 0.1 0.1 0.1 0.5 0.5 0.5 0.1 1.5 1.5 0.4 0.4 0.4

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.093
Loss Time (sec): 8 Average Delay (sec/veh): 57.5
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	712	1	268	0	823	287	182	898	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	712	1	268	0	823	287	182	898	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	712	1	268	0	823	287	182	898	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	712	1	268	0	823	287	182	898	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	712	1	268	0	823	287	182	898	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	0.89	0.85	1.00	0.97	0.97	0.72	0.72	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	1.00	0.00	0.74	0.26	0.17	0.83	0.00
Final Sat.:	0	0	0	3381	5	1615	0	1359	474	229	1130	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.17	0.00	0.61	0.61	0.79	0.79	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.73	0.73	0.73	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	1.09	1.09	0.86	0.00	0.83	0.83	1.09	1.09	0.00
Delay/Veh:	0.0	0.0	0.0	103.7	104	60.0	0.0	14.0	14.0	71.1	71.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	103.7	104	60.0	0.0	14.0	14.0	71.1	71.1	0.0
LOS by Move:	A	A	A	F	F	E	A	B	B	E	E	A
HCM2kAvgQ:	0	0	0	19	19	11	0	26	26	46	46	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.035
Loss Time (sec): 8 Average Delay (sec/veh): 40.9
Optimal Cycle: 180 Level Of Service: D

Street Name: I-10 Westbound Ramps Oak Valley Pkwy.

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 0 0 0 0 0 1 1 0 0 0 0 0 1 0 1

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Volume Module:

Base Vol: 294 0 476 0 0 0 135 1392 0 0 759 431
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 294 0 476 0 0 0 135 1392 0 0 759 431
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 294 0 476 0 0 0 135 1392 0 0 759 431
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 294 0 476 0 0 0 135 1392 0 0 759 431
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 294 0 476 0 0 0 135 1392 0 0 759 431

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.85 1.00 1.00 1.00 0.61 0.61 1.00 1.00 1.00 0.85
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.18 1.82 0.00 0.00 1.00 1.00
Final Sat.: 1809 0 1615 0 0 0 205 2116 0 0 1900 1615

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Capacity Analysis Module:

Vol/Sat: 0.16 0.00 0.29 0.00 0.00 0.00 0.66 0.66 0.00 0.00 0.40 0.27
Crit Moves: ****
Green/Cycle: 0.28 0.00 0.28 0.00 0.00 0.00 0.64 0.64 0.00 0.00 0.64 0.64
Volume/Cap: 0.57 0.00 1.04 0.00 0.00 0.00 1.04 1.04 0.00 0.00 0.63 0.42
Delay/Veh: 32.1 0.0 87.2 0.0 0.0 0.0 51.3 51.3 0.0 0.0 12.1 9.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 32.1 0.0 87.2 0.0 0.0 0.0 51.3 51.3 0.0 0.0 12.1 9.3
LOS by Move: C A F A A A D D A A B A
HCM2kAvgQ: 8 0 22 0 0 0 30 30 0 0 14 6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757

Loss Time (sec): 8 Average Delay (sec/veh): 17.0

Optimal Cycle: 57 Level Of Service: B

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	112	97	45	20	72	79	99	803	131	36	602	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	97	45	20	72	79	99	803	131	36	602	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	97	45	20	72	79	99	803	131	36	602	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	97	45	20	72	79	99	803	131	36	602	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	97	45	20	72	79	99	803	131	36	602	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	0.69	0.89	0.89	0.89	0.32	0.98	0.98	0.16	0.99	0.99
Lanes:	0.44	0.38	0.18	0.12	0.42	0.46	1.00	0.86	0.14	1.00	0.93	0.07
Final Sat.:	576	499	231	199	716	785	606	1599	261	310	1743	136

Capacity Analysis Module:

Vol/Sat:	0.19	0.19	0.19	0.10	0.10	0.10	0.16	0.50	0.50	0.12	0.35	0.35
Crit Moves:	****						****					
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.66	0.66	0.66	0.66	0.66	0.66
Volume/Cap:	0.76	0.76	0.76	0.39	0.39	0.39	0.25	0.76	0.76	0.18	0.52	0.52
Delay/Veh:	43.8	43.8	43.8	31.3	31.3	31.3	7.1	14.2	14.2	6.8	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	43.8	43.8	31.3	31.3	31.3	7.1	14.2	14.2	6.8	9.1	9.1
LOS by Move:	D	D	D	C	C	C	A	B	B	A	A	A
HCM2kAvgQ:	9	9	9	5	5	5	1	18	18	0	10	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.058
Loss Time (sec): 12 Average Delay (sec/veh): 62.8
Optimal Cycle: 180 Level Of Service: E

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	1	0	0	0	0	1

Volume Module:

Base Vol:	845	1112	0	0	660	213	0	0	0	732	1	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	845	1112	0	0	660	213	0	0	0	732	1	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	845	1112	0	0	660	213	0	0	0	732	1	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	845	1112	0	0	660	213	0	0	0	732	1	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	845	1112	0	0	660	213	0	0	0	732	1	178

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.88	0.88	0.85
Lanes:	2.00	2.00	0.00	0.00	1.51	0.49	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	3502	3610	0	0	2628	848	0	0	0	1668	2	1615

Capacity Analysis Module:

Vol/Sat:	0.24	0.31	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.44	0.44	0.11
Crit Moves:	****				****					****		
Green/Cycle:	0.23	0.47	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.41	0.41	0.41
Volume/Cap:	1.06	0.66	0.00	0.00	1.06	1.06	0.00	0.00	0.00	1.06	1.06	0.27
Delay/Veh:	87.0	21.7	0.0	0.0	86.0	86.0	0.0	0.0	0.0	79.9	79.9	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	21.7	0.0	0.0	86.0	86.0	0.0	0.0	0.0	79.9	79.9	19.5
LOS by Move:	F	C	A	A	F	F	A	A	A	E	E	B
HCM2kAvgQ:	17	13	0	0	22	22	0	0	0	33	33	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.326
 Loss Time (sec): 12 Average Delay (sec/veh): 99.5
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	1	0	2	0	0	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1378	921	165	1199	0	579	0	1435	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1378	921	165	1199	0	579	0	1435	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1378	921	165	1199	0	579	0	1435	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1378	921	165	1199	0	579	0	1435	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1378	921	165	1199	0	579	0	1435	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1805	0	2842	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.38	0.57	0.09	0.33	0.00	0.32	0.00	0.50	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.43	0.43	0.07	0.50	0.00	0.38	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.89	1.33	1.31	0.66	0.00	0.84	0.00	1.33	0.00	0.00	0.00
Delay/Veh:	0.0	33.0	185.7	229.8	19.7	0.0	37.6	0.0	184.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.0	185.7	229.8	19.7	0.0	37.6	0.0	184.7	0.0	0.0	0.0
LOS by Move:	A	C	F	F	B	A	D	A	F	A	A	A
HCM2kAvgQ:	0	19	54	9	13	0	19	0	51	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.273
Loss Time (sec): 12 Average Delay (sec/veh): 150.7
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	21	1861	203	297	2264	62	118	217	36	336	253	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1861	203	297	2264	62	118	217	36	336	253	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1861	203	297	2264	62	118	217	36	336	253	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1861	203	297	2264	62	118	217	36	336	253	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1861	203	297	2264	62	118	217	36	336	253	241

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.92	0.95	0.95	0.13	0.98	0.98	0.45	0.93	0.93
Lanes:	1.00	1.80	0.20	2.00	1.95	0.05	1.00	0.86	0.14	1.00	0.51	0.49
Final Sat.:	1805	3206	350	3502	3500	96	256	1595	265	846	902	859

Capacity Analysis Module:

Vol/Sat:	0.01	0.58	0.58	0.08	0.65	0.65	0.46	0.14	0.14	0.40	0.28	0.28
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.47	0.47	0.07	0.47	0.47	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.17	1.23	1.23	1.23	1.37	1.37	1.37	0.40	0.40	1.18	0.83	0.83
Delay/Veh:	44.4	133	133.5	179.1	196	196.0	256.5	25.8	25.8	143.2	40.2	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	133	133.5	179.1	196	196.0	256.5	25.8	25.8	143.2	40.2	40.2
LOS by Move:	D	F	F	F	F	F	F	C	C	F	D	D
HCM2kAvgQ:	1	56	56	8	77	77	10	6	6	20	16	16

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 1.037
Loss Time (sec): 8 Average Delay (sec/veh): 47.0
Optimal Cycle: 180 Level Of Service: D

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	1	0	0	1	0	0	0

Volume Module:	Beaumont Ave. North Bound			Beaumont Ave. South Bound			Mellon Lane East Bound			Mellon Lane West Bound		
Base Vol:	10	1836	161	33	2391	161	144	154	5	124	76	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1836	161	33	2391	161	144	154	5	124	76	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1836	161	33	2391	161	144	154	5	124	76	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1836	161	33	2391	161	144	154	5	124	76	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	1836	161	33	2391	161	144	154	5	124	76	55

Saturation Flow Module:	Beaumont Ave. North Bound			Beaumont Ave. South Bound			Mellon Lane East Bound			Mellon Lane West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.73	0.06	0.94	0.94	0.69	0.69	0.69	0.65	0.65	0.65
Lanes:	0.01	1.83	0.16	1.00	1.87	0.13	0.47	0.51	0.02	0.49	0.30	0.21
Final Sat.:	14	2538	223	108	3352	226	625	668	22	598	367	265

Capacity Analysis Module:	Beaumont Ave. North Bound			Beaumont Ave. South Bound			Mellon Lane East Bound			Mellon Lane West Bound		
Vol/Sat:	0.72	0.72	0.72	0.30	0.71	0.71	0.23	0.23	0.23	0.21	0.21	0.21
Crit Moves:	****						****					
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.70	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	1.04	1.04	1.04	0.44	1.02	1.02	1.04	1.04	1.04	0.93	0.93	0.93
Delay/Veh:	45.8	45.8	45.8	10.6	39.1	39.1	101.4	101	101.4	74.7	74.7	74.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	45.8	45.8	10.6	39.1	39.1	101.4	101	101.4	74.7	74.7	74.7
LOS by Move:	D	D	D	B	D	D	F	F	F	E	E	E
HCM2kAvgQ:	39	39	39	0	43	43	15	15	15	12	12	12

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 12 Average Delay (sec/veh): 42.8
Optimal Cycle: 180 Level Of Service: D

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	208	1943	7	64	2435	1	1	43	218	3	21	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1943	7	64	2435	1	1	43	218	3	21	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1943	7	64	2435	1	1	43	218	3	21	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1943	7	64	2435	1	1	43	218	3	21	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	1943	7	64	2435	1	1	43	218	3	21	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.85	0.91	0.91	0.91
Lanes:	1.00	1.99	0.01	1.00	1.99	0.01	0.02	0.98	1.00	0.05	0.36	0.59
Final Sat.:	1805	3593	13	1805	3609	1	43	1849	1615	90	627	1015

Capacity Analysis Module:

Vol/Sat:	0.12	0.54	0.54	0.04	0.67	0.67	0.02	0.02	0.13	0.03	0.03	0.03
Crit Moves:	****			****			****					
Green/Cycle:	0.11	0.67	0.67	0.09	0.64	0.64	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	1.05	0.81	0.81	0.41	1.05	1.05	0.18	0.18	1.05	0.26	0.26	0.26
Delay/Veh:	122.6	14.4	14.4	45.1	51.8	51.8	39.2	39.2	120.2	39.9	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.6	14.4	14.4	45.1	51.8	51.8	39.2	39.2	120.2	39.9	39.9	39.9
LOS by Move:	F	B	B	D	D	D	D	D	F	D	D	D
HCM2kAvgQ:	12	25	25	2	45	45	1	1	12	2	2	2

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634

Loss Time (sec): 8 Average Delay (sec/veh): 13.2

Optimal Cycle: 41 Level Of Service: B

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	61	119	79	44	107	53	72	732	106	25	592	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	119	79	44	107	53	72	732	106	25	592	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	119	79	44	107	53	72	732	106	25	592	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	119	79	44	107	53	72	732	106	25	592	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	119	79	44	107	53	72	732	106	25	592	123

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.85	0.45	1.00	0.85	0.90	0.90	0.85	0.96	0.96	0.85
Lanes:	0.34	0.66	1.00	1.00	1.00	1.00	0.09	0.91	1.00	0.04	0.96	1.00
Final Sat.:	538	1050	1615	863	1900	1615	153	1557	1615	74	1745	1615

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.05	0.05	0.06	0.03	0.47	0.47	0.07	0.34	0.34	0.08
Crit Moves:	****						****					
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.63	0.63	0.27	0.29	0.32	0.18	0.63	0.63	0.09	0.46	0.46	0.10
Delay/Veh:	42.7	42.7	36.0	36.6	36.3	35.2	7.4	7.4	3.6	5.3	5.3	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	42.7	36.0	36.6	36.3	35.2	7.4	7.4	3.6	5.3	5.3	3.7
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	6	6	2	1	3	1	12	12	1	8	8	1

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706

Loss Time (sec): 0 Average Delay (sec/veh): 18.2

Optimal Cycle: 0 Level Of Service: C

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Stop Sign						Stop Sign						Stop Sign							
Rights:	Include						Include						Include							
Min. Green:	7		7		7	7		7		7	7		7		7					
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0

Volume Module:

Base Vol:	115	0	136	0	0	0	0	747	69	97	597	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	0	136	0	0	0	0	747	69	97	597	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	0	136	0	0	0	0	747	69	97	597	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	136	0	0	0	0	747	69	97	597	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	0	136	0	0	0	0	747	69	97	597	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.00	0.54	0.00	0.00	0.00	0.00	1.83	0.17	1.00	2.00	0.00
Final Sat.:	258	0	306	0	0	0	0	1058	99	515	1115	0

Capacity Analysis Module:

Vol/Sat:	0.44	xxxx	0.44	xxxx	xxxx	xxxx	xxxx	0.71	0.70	0.19	0.54	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	22.0	21.4	11.1	15.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	22.0	21.4	11.1	15.9	0.0
LOS by Move:	B	*	B	*	*	*	*	C	C	B	C	*
ApproachDel:	13.9			xxxxxx				21.9			15.3	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	13.9			xxxxxx				21.9			15.3	
LOS by Appr:	B			*				C			C	
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	0.0	2.2	2.0	0.2	1.1	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 8 Average Delay (sec/veh): 22.1
Optimal Cycle: 48 Level Of Service: C

Street Name:	Pennsylvania Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!

Volume Module:	Pennsylvania Ave.			8th St.		
Base Vol:	60	280	219	61	158	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	280	219	61	158	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	280	219	61	158	16
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	60	280	219	61	158	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	280	219	61	158	16

Saturation Flow Module:	Pennsylvania Ave.			8th St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.78	0.78	0.78
Lanes:	0.11	0.50	0.39	0.26	0.67	0.07
Final Sat.:	182	848	663	384	995	101

Capacity Analysis Module:	Pennsylvania Ave.			8th St.		
Vol/Sat:	0.33	0.33	0.33	0.16	0.16	0.16
Crit Moves:	****			****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.70	0.70	0.70	0.33	0.33	0.33
Delay/Veh:	23.2	23.2	23.2	16.7	16.7	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	23.2	23.2	16.7	16.7	16.7
LOS by Move:	C	C	C	B	B	B
HCM2kAvgQ:	13	13	13	5	5	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 0 Average Delay (sec/veh): 17.9
Optimal Cycle: 45 Level Of Service: B

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Split Phase					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0			
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0			

Volume Module:

Base Vol:	0	498	0	0	578	0	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	498	0	0	578	0	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	498	0	0	578	0	0	0	0	225	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	498	0	0	578	0	0	0	0	225	0	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	498	0	0	578	0	0	0	0	225	0	265

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.46	0.00	0.54
Final Sat.:	0	1900	0	0	1900	0	0	0	0	791	0	932

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Crit Moves:	****											
Green/Cycle:	0.00	0.52	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.51	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Delay/Veh:	0.0	16.3	0.0	0.0	17.7	0.0	0.0	0.0	0.0	19.8	0.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.3	0.0	0.0	17.7	0.0	0.0	0.0	0.0	19.8	0.0	19.8
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	10	0	0	12	0	0	0	0	11	0	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 12 Average Delay (sec/veh): 28.2
Optimal Cycle: 82 Level Of Service: C

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	0	0	1	0

Volume Module:

Base Vol:	0	23	2	207	13	98	209	692	0	1	586	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	2	207	13	98	209	692	0	1	586	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	23	2	207	13	98	209	692	0	1	586	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	23	2	207	13	98	209	692	0	1	586	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	23	2	207	13	98	209	692	0	1	586	128

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.75	0.87	0.87	0.95	1.00	1.00	0.88	0.88	0.88
Lanes:	0.00	0.92	0.08	1.00	0.12	0.88	1.00	1.00	0.00	0.01	1.64	0.35
Final Sat.:	0	1729	150	1421	193	1456	1805	1900	0	5	2749	601

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.01	0.15	0.07	0.07	0.12	0.36	0.00	0.21	0.21	0.21
Crit Moves:				****				****				
Green/Cycle:	0.00	0.18	0.18	0.18	0.18	0.18	0.44	0.70	0.00	0.26	0.26	0.26
Volume/Cap:	0.00	0.08	0.08	0.82	0.38	0.38	0.26	0.52	0.00	0.82	0.82	0.82
Delay/Veh:	0.0	34.4	34.4	58.6	37.1	37.1	17.7	7.3	0.0	41.2	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.4	34.4	58.6	37.1	37.1	17.7	7.3	0.0	41.2	41.2	41.2
LOS by Move:	A	C	C	E	D	D	B	A	A	D	D	D
HCM2kAvgQ:	0	1	1	9	3	3	4	10	0	13	13	13

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 16 Average Delay (sec/veh): 42.4
Optimal Cycle: 108 Level Of Service: D

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	165	323	189	201	182	35	78	168	130	120	158	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	323	189	201	182	35	78	168	130	120	158	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	323	189	201	182	35	78	168	130	120	158	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	323	189	201	182	35	78	168	130	120	158	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	165	323	189	201	182	35	78	168	130	120	158	172

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.98	0.98	0.76	0.76	0.76	0.70	0.70	0.70
Lanes:	1.00	0.63	0.37	1.00	0.84	0.16	0.21	0.45	0.34	0.27	0.35	0.38
Final Sat.:	1805	1133	663	1805	1555	299	300	647	501	353	465	506

Capacity Analysis Module:

Vol/Sat:	0.09	0.29	0.29	0.11	0.12	0.12	0.26	0.26	0.26	0.34	0.34	0.34
Crit Moves:	****			****						****		
Green/Cycle:	0.20	0.33	0.33	0.13	0.25	0.25	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.46	0.88	0.88	0.88	0.46	0.46	0.67	0.67	0.67	0.88	0.88	0.88
Delay/Veh:	36.3	45.9	45.9	72.2	32.2	32.2	28.4	28.4	28.4	44.0	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	45.9	45.9	72.2	32.2	32.2	28.4	28.4	28.4	44.0	44.0	44.0
LOS by Move:	D	D	D	E	C	C	C	C	C	D	D	D
HCM2kAvgQ:	4	16	16	9	6	6	11	11	11	14	14	14

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: C[24.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	408	254	17	278	0	0	0	0	209	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	408	254	17	278	0	0	0	0	209	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	408	254	17	278	0	0	0	0	209	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	408	254	17	278	0	0	0	0	209	0	14

Critical Gap Module:

Critical Gap:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	662	xxxx	xxxxx	xxxx	xxxx	xxxxx	720	720	408
Potent Cap.:	xxxx	xxxx	xxxxx	936	xxxx	xxxxx	xxxx	xxxx	xxxxx	398	356	648
Move Cap.:	xxxx	xxxx	xxxxx	936	xxxx	xxxxx	xxxx	xxxx	xxxxx	392	350	648
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.53	0.00	0.02

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	402	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				24.5	
ApproachLOS:	*			*			*				C	

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 16 Average Delay (sec/veh): 33.3
Optimal Cycle: 76 Level Of Service: C

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	205	1027	135	51	748	122	130	85	124	111	70	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	1027	135	51	748	122	130	85	124	111	70	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1027	135	51	748	122	130	85	124	111	70	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1027	135	51	748	122	130	85	124	111	70	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	205	1027	135	51	748	122	130	85	124	111	70	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.91	0.91	0.60	0.60	0.60
Lanes:	1.00	1.77	0.23	1.00	1.72	0.28	1.00	0.41	0.59	0.50	0.31	0.19
Final Sat.:	1805	3136	412	1805	3039	496	1805	704	1027	565	356	214

Capacity Analysis Module:

Vol/Sat:	0.11	0.33	0.33	0.03	0.25	0.25	0.07	0.12	0.12	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.43	0.43	0.07	0.34	0.34	0.09	0.34	0.34	0.25	0.25	0.25
Volume/Cap:	0.72	0.77	0.77	0.40	0.72	0.72	0.77	0.35	0.35	0.79	0.79	0.79
Delay/Veh:	49.1	26.9	26.9	46.6	31.1	31.1	63.0	24.9	24.9	48.7	48.7	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	26.9	26.9	46.6	31.1	31.1	63.0	24.9	24.9	48.7	48.7	48.7
LOS by Move:	D	C	C	D	C	C	E	C	C	D	D	D
HCM2kAvgQ:	6	16	16	1	12	12	6	5	5	9	9	9

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 16 Average Delay (sec/veh): 32.6
Optimal Cycle: 74 Level Of Service: C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	2

Volume Module:

Base Vol:	56	971	298	190	655	73	74	299	80	241	233	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	971	298	190	655	73	74	299	80	241	233	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	971	298	190	655	73	74	299	80	241	233	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	971	298	190	655	73	74	299	80	241	233	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	971	298	190	655	73	74	299	80	241	233	205

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3199	357	1805	2757	738	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.27	0.18	0.11	0.20	0.20	0.04	0.11	0.11	0.13	0.06	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.37	0.55	0.14	0.38	0.38	0.12	0.15	0.15	0.18	0.21	0.21
Volume/Cap:	0.24	0.73	0.34	0.73	0.54	0.54	0.35	0.73	0.73	0.73	0.30	0.60
Delay/Veh:	39.6	29.6	12.7	51.3	24.6	24.6	41.6	46.1	46.1	46.9	33.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	29.6	12.7	51.3	24.6	24.6	41.6	46.1	46.1	46.9	33.4	38.4
LOS by Move:	D	C	B	D	C	C	D	D	D	D	C	D
HCM2kAvgQ:	1	13	5	6	9	9	2	6	6	7	3	6

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2022 With Project
With Improvements PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	157	339	284	343	346	168	314	1078	286	166	891	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4738		1770	3366		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4738		1770	3366		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	157	339	284	343	346	168	314	1078	286	166	891	116
RTOR Reduction (vph)	0	175	0	0	64	0	0	0	181	0	0	85
Lane Group Flow (vph)	157	448	0	343	450	0	314	1078	105	166	891	31
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	12.5	13.6		19.6	20.7		17.0	31.3	31.3	9.5	23.8	23.8
Effective Green, g (s)	12.5	13.6		19.6	20.7		17.0	31.3	31.3	9.5	23.8	23.8
Actuated g/C Ratio	0.14	0.15		0.22	0.23		0.19	0.35	0.35	0.11	0.26	0.26
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	246	716		385	774		334	1231	551	187	936	419
v/s Ratio Prot	0.09	c0.09		c0.19	0.13		0.18	c0.30		0.09	c0.25	
v/s Ratio Perm									0.07			0.02
v/c Ratio	0.64	0.63		0.89	0.58		0.94	0.88	0.19	0.89	0.95	0.07
Uniform Delay, d1	36.6	35.8		34.2	30.8		36.0	27.5	20.5	39.7	32.5	24.8
Progression Factor	1.00	1.00		1.00	1.00		0.89	0.87	0.97	1.00	1.00	1.00
Incremental Delay, d2	5.3	1.7		21.8	1.1		29.6	7.4	0.6	35.9	19.9	0.3
Delay (s)	42.0	37.5		56.0	31.9		61.7	31.3	20.6	75.7	52.4	25.2
Level of Service	D	D		E	C		E	C	C	E	D	C
Approach Delay (s)		38.4			41.5			35.2			53.0	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM Average Control Delay			41.6			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			87.3%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2022 With Project
With Improvements PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	339	0	417	372	1380	0	0	972	584
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	339	0	417	372	1380	0	0	972	584
RTOR Reduction (vph)	0	0	0	0	0	41	0	0	0	0	0	383
Lane Group Flow (vph)	0	0	0	0	339	376	372	1380	0	0	972	201
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					24.1	24.1	23.0	57.9			30.9	30.9
Effective Green, g (s)					24.1	24.1	23.0	57.9			30.9	30.9
Actuated g/C Ratio					0.27	0.27	0.26	0.64			0.34	0.34
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					474	424	452	2277			1215	543
v/s Ratio Prot					0.19		c0.21	0.39			c0.27	
v/s Ratio Perm						c0.24						0.13
v/c Ratio					0.72	0.89	0.82	0.61			0.80	0.37
Uniform Delay, d1					29.8	31.6	31.6	9.4			26.8	22.2
Progression Factor					1.00	1.00	0.81	0.56			0.41	0.75
Incremental Delay, d2					5.1	19.4	4.6	0.4			5.3	1.8
Delay (s)					34.9	51.1	30.3	5.7			16.2	18.5
Level of Service					C	D	C	A			B	B
Approach Delay (s)		0.0			43.8			10.9			17.1	
Approach LOS		A			D			B			B	
Intersection Summary												
HCM Average Control Delay			19.4				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			128.5%				ICU Level of Service		H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2022 With Project
With Improvements PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	607	0	487	0	0	0	0	1141	348	259	1056	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	607	0	487	0	0	0	0	1141	348	259	1056	0
RTOR Reduction (vph)	0	0	56	0	0	0	0	0	224	0	0	0
Lane Group Flow (vph)	0	607	431	0	0	0	0	1141	124	259	1056	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		32.0	32.0					32.0	32.0	14.0	50.0	
Effective Green, g (s)		32.0	32.0					32.0	32.0	14.0	50.0	
Actuated g/C Ratio		0.36	0.36					0.36	0.36	0.16	0.56	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		629	563					1258	563	275	1966	
v/s Ratio Prot		c0.34						c0.32		c0.15	0.30	
v/s Ratio Perm			0.27						0.08			
v/c Ratio		0.97	0.77					0.91	0.22	0.94	0.54	
Uniform Delay, d1		28.5	25.7					27.6	20.3	37.6	12.7	
Progression Factor		1.00	1.00					1.00	1.00	1.26	0.22	
Incremental Delay, d2		27.1	6.2					11.0	0.9	28.6	0.7	
Delay (s)		55.6	31.8					38.6	21.2	75.9	3.5	
Level of Service		E	C					D	C	E	A	
Approach Delay (s)		45.0			0.0			34.5			17.7	
Approach LOS		D			A			C			B	
Intersection Summary												
HCM Average Control Delay			31.8		HCM Level of Service				C			
HCM Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)				12.0			
Intersection Capacity Utilization			128.5%		ICU Level of Service				H			
Analysis Period (min)			15									
c Critical Lane Group												

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
 Loss Time (sec): 16 Average Delay (sec/veh): 35.9
 Optimal Cycle: 61 Level Of Service: D

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1

Volume Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Base Vol:	79	427	100	263	472	169	148	364	111	135	330	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	427	100	263	472	169	148	364	111	135	330	231
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	79	427	100	263	472	0	148	364	111	135	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	427	100	263	472	0	148	364	111	135	330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	79	427	100	263	472	0	148	364	111	135	330	0

Saturation Flow Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.92	0.92	0.94	0.94	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.53	0.47	0.58	1.42	1.00
Final Sat.:	1805	3610	1615	1805	3610	1900	1805	2670	814	1033	2526	1900

Capacity Analysis Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.04	0.12	0.06	0.15	0.13	0.00	0.08	0.14	0.14	0.13	0.13	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.19	0.19	0.23	0.27	0.00	0.16	0.22	0.22	0.21	0.26	0.00
Volume/Cap:	0.30	0.63	0.33	0.63	0.48	0.00	0.50	0.63	0.63	0.63	0.50	0.00
Delay/Veh:	38.8	39.4	35.9	37.8	30.9	0.0	39.6	37.4	37.4	38.0	32.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	39.4	35.9	37.8	30.9	0.0	39.6	37.4	37.4	38.0	32.0	0.0
LOS by Move:	D	D	D	D	C	A	D	D	D	D	C	A
HCM2kAvgQ:	2	7	3	7	6	0	5	8	8	8	7	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
 Loss Time (sec): 8 Average Delay (sec/veh): 9.8
 Optimal Cycle: 46 Level Of Service: A

Street Name: C St. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 0 0 0 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0

Volume Module:
 Base Vol: 1 0 0 56 0 97 119 699 4 0 589 68
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 1 0 0 56 0 97 119 699 4 0 589 68
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 1 0 0 56 0 97 119 699 4 0 589 68
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 1 0 0 56 0 97 119 699 4 0 589 68
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 1 0 0 56 0 97 119 699 4 0 589 68

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.88 1.00 1.00 0.80 1.00 0.80 0.82 0.82 0.82 1.00 0.98 0.98
 Lanes: 1.00 0.00 0.00 0.37 0.00 0.63 0.14 0.85 0.01 1.00 0.90 0.10
 Final Sat.: 1664 0 0 559 0 968 227 1332 8 1900 1676 194

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.10 0.00 0.10 0.52 0.52 0.52 0.00 0.35 0.35
 Crit Moves: ****
 Green/Cycle: 0.15 0.00 0.00 0.15 0.00 0.15 0.77 0.77 0.77 0.00 0.77 0.77
 Volume/Cap: 0.00 0.00 0.00 0.68 0.00 0.68 0.68 0.68 0.68 0.00 0.45 0.45
 Delay/Veh: 36.4 0.0 0.0 48.5 0.0 48.5 7.0 7.0 7.0 0.0 4.2 4.2
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 36.4 0.0 0.0 48.5 0.0 48.5 7.0 7.0 7.0 0.0 4.2 4.2
 LOS by Move: D A A D A D A A A A A A
 HCM2kAvgQ: 0 0 0 6 0 6 12 12 12 0 6 6

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
 Loss Time (sec): 8 Average Delay (sec/veh): 14.6
 Optimal Cycle: 34 Level Of Service: B

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Base Vol:	152	319	0	0	387	169	139	0	125	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	319	0	0	387	169	139	0	125	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	319	0	0	387	169	139	0	125	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	319	0	0	387	169	139	0	125	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	319	0	0	387	169	139	0	125	0	0	0

Saturation Flow Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.74	1.00	1.00	0.96	0.96	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.32	0.68	0.00	0.00	0.70	0.30	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	451	946	0	0	1268	554	912	0	820	0	0	0

Capacity Analysis Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Vol/Sat:	0.34	0.34	0.00	0.00	0.31	0.31	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.63	0.63	0.00	0.00	0.63	0.63	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.53	0.53	0.00	0.00	0.48	0.48	0.53	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	10.8	10.8	0.0	0.0	10.0	10.0	31.2	0.0	31.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	0.0	0.0	10.0	10.0	31.2	0.0	31.2	0.0	0.0	0.0
LOS by Move:	B	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	8	8	0	0	9	9	7	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
 Loss Time (sec): 12 Average Delay (sec/veh): 16.6
 Optimal Cycle: 52 Level Of Service: B

Street Name:	Beaumont Rd.-G St				Highland Home Rd.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Split Phase		Split Phase		
Rights:	Include		Include		Include		Include		
Min. Green:	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	1	0	0	1	0	0	

Volume Module:	Beaumont Rd.-G St				Highland Home Rd.			
Base Vol:	0	316	127	262	250	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	316	127	262	250	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	316	127	262	250	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	316	127	262	250	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	316	127	262	250	0	0	0

Saturation Flow Module:	Beaumont Rd.-G St				Highland Home Rd.			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	0.65	0.65	1.00	1.00	1.00
Lanes:	0.00	0.71	0.29	0.51	0.49	0.00	0.00	0.00
Final Sat.:	0	1302	523	635	606	0	0	0

Capacity Analysis Module:	Beaumont Rd.-G St				Highland Home Rd.			
Vol/Sat:	0.00	0.24	0.24	0.41	0.41	0.00	0.00	0.00
Crit Moves:	****				****			
Green/Cycle:	0.00	0.64	0.64	0.64	0.64	0.00	0.00	0.00
Volume/Cap:	0.00	0.38	0.38	0.64	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	8.6	8.6	12.7	12.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	8.6	12.7	12.7	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A
HCM2kAvgQ:	0	6	6	10	10	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #36 Highland Home Rd./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935
 Loss Time (sec): 16 Average Delay (sec/veh): 52.2
 Optimal Cycle: 132 Level Of Service: D

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Highland Home Rd.			Wilson St.		
Base Vol:	110	282	94	252	233	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	282	94	252	233	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	282	94	252	233	57
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	110	282	94	252	233	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	282	94	252	233	57

Saturation Flow Module:	Highland Home Rd.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.63	0.63	0.63
Lanes:	1.00	1.00	1.00	0.46	0.43	0.11
Final Sat.:	1805	1900	1615	556	514	126

Capacity Analysis Module:	Highland Home Rd.			Wilson St.		
Vol/Sat:	0.06	0.15	0.06	0.45	0.45	0.45
Crit Moves:	****			****		
Green/Cycle:	0.07	0.53	0.53	0.46	0.46	0.46
Volume/Cap:	0.87	0.28	0.11	0.99	0.99	0.99
Delay/Veh:	89.6	13.2	11.8	62.1	62.1	62.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.6	13.2	11.8	62.1	62.1	62.1
LOS by Move:	F	B	B	E	E	E
HCM2kAvgQ:	4	5	1	20	20	20

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #37 Highland Home Rd./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
 Loss Time (sec): 12 Average Delay (sec/veh): 25.2
 Optimal Cycle: 62 Level Of Service: C

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	1	0	1	1	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Base Vol:	0	0	0	310	0	55	172	579	1	9	622	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	310	0	55	172	579	1	9	622	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	310	0	55	172	579	1	9	622	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	310	0	55	172	579	1	9	622	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	310	0	55	172	579	1	9	622	369

Saturation Flow Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.71	1.00	0.85	0.95	0.95	0.95	0.85	0.85	0.85
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	0.02	1.24	0.74
Final Sat.:	0	1900	0	1357	0	1615	1805	3604	6	29	2014	1195

Capacity Analysis Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.03	0.10	0.16	0.16	0.31	0.31	0.31
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.32	0.13	0.56	0.56	0.43	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.11	0.72	0.29	0.29	0.72	0.72	0.72
Delay/Veh:	0.0	0.0	0.0	35.9	0.0	24.2	51.7	11.5	11.5	25.4	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.9	0.0	24.2	51.7	11.5	11.5	25.4	25.4	25.4
LOS by Move:	A	A	A	D	A	C	D	B	B	C	C	C
HCM2kAvgQ:	0	0	0	8	0	1	7	5	5	13	13	13

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.105
 Loss Time (sec): 8 Average Delay (sec/veh): 67.1
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Base Vol:	242	295	54	50	158	108	137	451	167	92	545	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	295	54	50	158	108	137	451	167	92	545	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	295	54	50	158	108	137	451	167	92	545	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	295	54	50	158	108	137	451	167	92	545	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	295	54	50	158	108	137	451	167	92	545	62

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.63	0.85	0.61	0.61	0.61	0.70	0.70	0.70	0.79	0.79	0.79
Lanes:	0.45	0.55	1.00	0.16	0.50	0.34	0.18	0.60	0.22	0.13	0.78	0.09
Final Sat.:	541	660	1615	182	576	394	240	792	293	199	1177	134

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Vol/Sat:	0.45	0.45	0.03	0.27	0.27	0.27	0.57	0.57	0.57	0.46	0.46	0.46
Crit Moves:	****			****			****			****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	1.11	1.11	0.08	0.68	0.68	0.68	1.11	1.11	1.11	0.90	0.90	0.90
Delay/Veh:	102.5	103	18.4	28.4	28.4	28.4	91.2	91.2	91.2	35.2	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.5	103	18.4	28.4	28.4	28.4	91.2	91.2	91.2	35.2	35.2	35.2
LOS by Move:	F	F	B	C	C	C	F	F	F	D	D	D
HCM2kAvgQ:	24	24	1	9	9	9	32	32	32	21	21	21

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
 Loss Time (sec): 12 Average Delay (sec/veh): 19.2
 Optimal Cycle: 46 Level Of Service: B

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	0	0	1	1	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	162	829	0	0	466	440	0	0	0	39	15	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	829	0	0	466	440	0	0	0	39	15	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	829	0	0	466	440	0	0	0	39	15	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	829	0	0	466	440	0	0	0	39	15	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	829	0	0	466	440	0	0	0	39	15	193

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.88	0.88	1.00	1.00	1.00	0.88	0.88	0.88
Lanes:	1.00	2.00	0.00	0.00	1.03	0.97	0.00	0.00	0.00	0.16	0.06	0.78
Final Sat.:	1805	3610	0	0	1721	1625	0	0	0	263	101	1301

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Vol/Sat:	0.09	0.23	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.15	0.15	0.15
Crit Moves:	****			****								
Green/Cycle:	0.16	0.62	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.26	0.26	0.26
Volume/Cap:	0.58	0.37	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.58	0.58	0.58
Delay/Veh:	42.2	9.3	0.0	0.0	19.9	19.9	0.0	0.0	0.0	34.4	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	9.3	0.0	0.0	19.9	19.9	0.0	0.0	0.0	34.4	34.4	34.4
LOS by Move:	D	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	5	6	0	0	10	10	0	0	0	7	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748
 Loss Time (sec): 8 Average Delay (sec/veh): 25.6
 Optimal Cycle: 55 Level Of Service: C

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	0	1	0	0	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	497	29	155	367	0	490	4	251	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	497	29	155	367	0	490	4	251	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	497	29	155	367	0	490	4	251	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	497	29	155	367	0	490	4	251	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	497	29	155	367	0	490	4	251	0	0	0

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.58	0.58	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	0.00	1.89	0.11	0.59	1.41	0.00	0.66	0.01	0.33	0.00	0.00	0.00
Final Sat.:	0	3384	197	654	1548	0	1087	9	557	0	0	0

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Vol/Sat:	0.00	0.15	0.15	0.24	0.24	0.00	0.45	0.45	0.45	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.00	0.32	0.32	0.32	0.32	0.00	0.60	0.60	0.60	0.00	0.00	0.00
Volume/Cap:	0.00	0.46	0.46	0.75	0.75	0.00	0.75	0.75	0.75	0.00	0.00	0.00
Delay/Veh:	0.0	27.6	27.6	35.0	35.0	0.0	17.5	17.5	17.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.6	27.6	35.0	35.0	0.0	17.5	17.5	17.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D	D	A	B	B	B	A	A	A
HCM2kAvgQ:	0	7	7	8	8	0	18	18	18	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #42 Sunrise Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
 Loss Time (sec): 8 Average Delay (sec/veh): 10.8
 Optimal Cycle: 30 Level Of Service: B

Street Name:	Sunrise Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	1	0	0	1

Volume Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Base Vol:	65	34	62	12	15	20	26	510	34	46	627	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	34	62	12	15	20	26	510	34	46	627	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	65	34	62	12	15	20	26	510	34	46	627	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	34	62	12	15	20	26	510	34	46	627	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	65	34	62	12	15	20	26	510	34	46	627	0

Saturation Flow Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.87	0.87	0.87	0.95	0.95	0.95	0.61	1.00	1.00
Lanes:	0.40	0.21	0.39	0.25	0.32	0.43	0.05	0.89	0.06	1.00	1.00	1.00
Final Sat.:	623	326	594	423	528	704	82	1617	108	1155	1900	1900

Capacity Analysis Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Vol/Sat:	0.10	0.10	0.10	0.03	0.03	0.03	0.32	0.32	0.32	0.04	0.33	0.00
Crit Moves:	****									****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.70	0.70	0.70	0.70	0.70	0.00
Volume/Cap:	0.47	0.47	0.47	0.13	0.13	0.13	0.45	0.45	0.45	0.06	0.47	0.00
Delay/Veh:	34.9	34.9	34.9	31.4	31.4	31.4	6.9	6.9	6.9	4.7	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	34.9	34.9	31.4	31.4	31.4	6.9	6.9	6.9	4.7	7.0	0.0
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	5	5	1	1	1	7	7	7	0	8	0

Note: Queue reported is the number of cars per lane.

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

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
 Loss Time (sec): 12 Average Delay (sec/veh): 24.5
 Optimal Cycle: 44 Level Of Service: C

Street Name: 8th St. Wilson St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Protected Protected
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 97 142 56 59 81 55 45 389 32 46 448 55
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 97 142 56 59 81 55 45 389 32 46 448 55
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 97 142 56 59 81 55 45 389 32 46 448 55
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 97 142 56 59 81 55 45 389 32 46 448 55
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 97 142 56 59 81 55 45 389 32 46 448 55

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.80 0.80 0.80 0.79 0.79 0.79 0.95 1.00 0.85 0.95 0.98 0.98
 Lanes: 0.33 0.48 0.19 0.30 0.42 0.28 1.00 1.00 1.00 1.00 0.89 0.11
 Final Sat.: 501 734 289 456 626 425 1805 1900 1615 1805 1665 204

Capacity Analysis Module:
 Vol/Sat: 0.19 0.19 0.19 0.13 0.13 0.13 0.02 0.20 0.02 0.03 0.27 0.27
 Crit Moves: ****
 Green/Cycle: 0.34 0.34 0.34 0.34 0.34 0.34 0.07 0.40 0.40 0.14 0.47 0.47
 Volume/Cap: 0.57 0.57 0.57 0.38 0.38 0.38 0.36 0.51 0.05 0.18 0.57 0.57
 Delay/Veh: 28.6 28.6 28.6 25.6 25.6 25.6 46.1 22.9 18.2 38.5 20.0 20.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 28.6 28.6 28.6 25.6 25.6 25.6 46.1 22.9 18.2 38.5 20.0 20.0
 LOS by Move: C C C C C C D C B D C C
 HCM2kAvgQ: 7 7 7 5 5 5 1 9 1 1 11 11

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.031
 Loss Time (sec): 8 Average Delay (sec/veh): 43.8
 Optimal Cycle: 180 Level Of Service: D

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	0	0	1	0

Volume Module:	8th St.			8th St.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	361	607	0	0	255	366	0	0	0	56	0	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	607	0	0	255	366	0	0	0	56	0	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	607	0	0	255	366	0	0	0	56	0	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	607	0	0	255	366	0	0	0	56	0	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	607	0	0	255	366	0	0	0	56	0	244

Saturation Flow Module:	8th St.			8th St.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	1.00	1.00	0.92	0.92	1.00	1.00	1.00	0.88	1.00	0.88
Lanes:	0.37	0.63	0.00	0.00	0.41	0.59	0.00	0.00	0.00	0.19	0.00	0.81
Final Sat.:	469	789	0	0	718	1030	0	0	0	313	0	1363

Capacity Analysis Module:	8th St.			8th St.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Vol/Sat:	0.77	0.77	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.18	0.00	0.18
Crit Moves:	****			****			****			****		
Green/Cycle:	0.75	0.75	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	1.03	1.03	0.00	0.00	0.48	0.48	0.00	0.00	0.00	1.03	0.00	1.03
Delay/Veh:	50.3	50.3	0.0	0.0	5.3	5.3	0.0	0.0	0.0	102.4	0.0	102.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	50.3	0.0	0.0	5.3	5.3	0.0	0.0	0.0	102.4	0.0	102.4
LOS by Move:	D	D	A	A	A	A	A	A	A	F	A	F
HCM2kAvgQ:	35	35	0	0	8	8	0	0	0	15	0	15

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
 Loss Time (sec): 8 Average Delay (sec/veh): 30.8
 Optimal Cycle: 80 Level Of Service: C

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	1	0	0	0	0

Volume Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Base Vol:	0	591	56	120	196	0	373	1	353	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	591	56	120	196	0	373	1	353	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	591	56	120	196	0	373	1	353	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	591	56	120	196	0	373	1	353	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	591	56	120	196	0	373	1	353	0	0	0

Saturation Flow Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.82	0.82	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	0.00	0.91	0.09	0.38	0.62	0.00	0.51	0.01	0.48	0.00	0.00	0.00
Final Sat.:	0	1715	162	594	970	0	848	2	802	0	0	0

Capacity Analysis Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Vol/Sat:	0.00	0.34	0.34	0.20	0.20	0.00	0.44	0.44	0.44	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.40	0.40	0.40	0.40	0.00	0.52	0.52	0.52	0.00	0.00	0.00
Volume/Cap:	0.00	0.85	0.85	0.50	0.50	0.00	0.85	0.85	0.85	0.00	0.00	0.00
Delay/Veh:	0.0	36.3	36.3	22.9	22.9	0.0	29.2	29.2	29.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.3	36.3	22.9	22.9	0.0	29.2	29.2	29.2	0.0	0.0	0.0
LOS by Move:	A	D	D	C	C	A	C	C	C	A	A	A
HCM2kAvgQ:	0	21	21	7	7	0	22	22	22	0	0	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
 Loss Time (sec): 12 Average Delay (sec/veh): 24.8
 Optimal Cycle: 0 Level Of Service: C

Street Name:	San Gorgonio				Wilson St.			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign	
Rights:	Include		Include		Include		Include	
Min. Green:	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	1	0

Volume Module:												
Base Vol:	44	118	40	10	57	111	149	292	62	37	399	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	118	40	10	57	111	149	292	62	37	399	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	118	40	10	57	111	149	292	62	37	399	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	118	40	10	57	111	149	292	62	37	399	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	118	40	10	57	111	149	292	62	37	399	43

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.75	0.25	0.06	0.32	0.62	1.00	0.82	0.18	0.08	0.83	0.09
Final Sat.:	418	339	115	26	145	283	492	444	94	42	449	48

Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.39	0.39	0.39	0.30	0.66	0.66	0.89	0.89	0.89
Crit Moves:	****			****			****			****		
Delay/Veh:	11.7	13.7	13.7	14.6	14.6	14.6	12.8	20.2	20.2	40.5	40.5	40.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	13.7	13.7	14.6	14.6	14.6	12.8	20.2	20.2	40.5	40.5	40.5
LOS by Move:	B	B	B	B	B	B	B	C	C	E	E	E
ApproachDel:	13.3			14.6			18.0			40.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.3			14.6			18.0			40.5		
LOS by Appr:	B			B			C			E		
AllWayAvgQ:	0.1	0.4	0.4	0.5	0.5	0.5	0.4	1.6	1.6	4.6	4.6	4.6

Note: Queue reported is the number of cars per lane.

YEAR 2022 WITH PROJECT WITH IMPROVMENTS FOR LOS D CONDITIONS

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: C[22.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	240	158	11	345	0	0	0	0	206	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	240	158	11	345	0	0	0	0	206	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	240	158	11	345	0	0	0	0	206	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	240	158	11	345	0	0	0	0	206	0	14

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	398	xxxx	xxxxx	xxxx	xxxx	xxxxx	686	686	319
Potent Cap.:	xxxx	xxxx	xxxxx	1172	xxxx	xxxxx	xxxx	xxxx	xxxxx	416	373	726
Move Cap.:	xxxx	xxxx	xxxxx	1172	xxxx	xxxxx	xxxx	xxxx	xxxxx	413	369	726
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.50	0.00	0.02

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	425	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			22.2		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
 Loss Time (sec): 12 Average Delay (sec/veh): 26.6
 Optimal Cycle: 45 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	217	353	53	21	503	23	17	95	345	69	124	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	353	53	21	503	23	17	95	345	69	124	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	353	53	21	503	23	17	95	345	69	124	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	353	53	21	503	23	17	95	345	69	124	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	217	353	53	21	503	23	17	95	345	69	124	28

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.99	0.99	0.80	1.00	0.85	0.87	0.87	0.87
Lanes:	1.00	0.87	0.13	1.00	0.96	0.04	1.00	1.00	1.00	0.31	0.56	0.13
Final Sat.:	1805	1619	243	1805	1804	82	1528	1900	1615	513	922	208

Capacity Analysis Module:

Vol/Sat:	0.12	0.22	0.22	0.01	0.28	0.28	0.01	0.05	0.21	0.13	0.13	0.13
Crit Moves:	****			****			****					
Green/Cycle:	0.21	0.54	0.54	0.17	0.50	0.50	0.17	0.17	0.38	0.17	0.17	0.17
Volume/Cap:	0.56	0.40	0.40	0.07	0.56	0.56	0.07	0.30	0.56	0.81	0.81	0.81
Delay/Veh:	36.9	13.8	13.8	34.7	18.2	18.2	35.2	37.1	25.5	55.9	55.9	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	13.8	13.8	34.7	18.2	18.2	35.2	37.1	25.5	55.9	55.9	55.9
LOS by Move:	D	B	B	C	B	B	D	D	C	E	E	E
HCM2kAvgQ:	6	7	7	1	11	11	0	3	9	9	9	9

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 16 Average Delay (sec/veh): 29.6
Optimal Cycle: 65 Level Of Service: C

Street Name: Highland Springs Ave. Starlight Ave.

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Permitted

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0

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Volume Module:

Base Vol: 92 513 84 32 814 141 61 53 224 110 69 41

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 92 513 84 32 814 141 61 53 224 110 69 41

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 92 513 84 32 814 141 61 53 224 110 69 41

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 92 513 84 32 814 141 61 53 224 110 69 41

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 92 513 84 32 814 141 61 53 224 110 69 41

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.93 0.93 0.95 0.93 0.93 0.95 0.88 0.88 0.55 0.55 0.55

Lanes: 1.00 1.72 0.28 1.00 1.70 0.30 1.00 0.19 0.81 0.50 0.31 0.19

Final Sat.: 1805 3037 497 1805 3009 521 1805 320 1351 527 331 196

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Capacity Analysis Module:

Vol/Sat: 0.05 0.17 0.17 0.02 0.27 0.27 0.03 0.17 0.17 0.21 0.21 0.21

Crit Moves: **** **** **** ****

Green/Cycle: 0.07 0.33 0.33 0.14 0.40 0.40 0.07 0.37 0.37 0.30 0.30 0.30

Volume/Cap: 0.68 0.51 0.51 0.13 0.68 0.68 0.48 0.45 0.45 0.70 0.70 0.70

Delay/Veh: 58.7 27.2 27.2 38.1 26.5 26.5 47.6 24.3 24.3 37.6 37.6 37.6

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 58.7 27.2 27.2 38.1 26.5 26.5 47.6 24.3 24.3 37.6 37.6 37.6

LOS by Move: E C C D C C D C C D D D

HCM2kAvgQ: 3 7 7 1 13 13 2 7 7 7 7 7

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 16 Average Delay (sec/veh): 32.9
Optimal Cycle: 67 Level Of Service: C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	69	447	203	172	748	121	45	133	147	366	167	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	447	203	172	748	121	45	133	147	366	167	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	447	203	172	748	121	45	133	147	366	167	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	447	203	172	748	121	45	133	147	366	167	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	447	203	172	748	121	45	133	147	366	167	129

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.87	0.87	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3042	492	1805	1662	1662	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.12	0.13	0.10	0.25	0.25	0.02	0.08	0.09	0.20	0.05	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.24	0.53	0.18	0.35	0.35	0.19	0.13	0.13	0.29	0.22	0.22
Volume/Cap:	0.55	0.52	0.24	0.52	0.70	0.70	0.13	0.63	0.70	0.70	0.21	0.36
Delay/Veh:	49.9	33.6	12.8	38.3	29.6	29.6	33.4	44.4	47.2	35.7	31.8	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	33.6	12.8	38.3	29.6	29.6	33.4	44.4	47.2	35.7	31.8	33.5
LOS by Move:	D	C	B	D	C	C	C	D	D	D	C	C
HCM2kAvgQ:	2	6	3	5	12	12	1	5	6	10	2	3

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 8 Average Delay (sec/veh): 10.1
Optimal Cycle: 30 Level Of Service: B

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	6	0	0	55	0	96	74	396	1	0	573	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	55	0	96	74	396	1	0	573	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	55	0	96	74	396	1	0	573	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	0	55	0	96	74	396	1	0	573	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	0	55	0	96	74	396	1	0	573	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	0.81	1.00	0.81	0.84	0.84	0.84	1.00	0.99	0.99
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	0.15	0.84	0.01	1.00	0.93	0.07
Final Sat.:	1617	0	0	563	0	983	251	1345	3	1900	1753	128

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.29	0.29	0.29	0.00	0.33	0.33
Crit Moves:	****						****					
Green/Cycle:	0.21	0.00	0.00	0.21	0.00	0.21	0.71	0.71	0.71	0.00	0.71	0.71
Volume/Cap:	0.02	0.00	0.00	0.46	0.00	0.46	0.42	0.42	0.42	0.00	0.46	0.46
Delay/Veh:	31.2	0.0	0.0	35.5	0.0	35.5	6.3	6.3	6.3	0.0	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	0.0	0.0	35.5	0.0	35.5	6.3	6.3	6.3	0.0	6.6	6.6
LOS by Move:	C	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	6	6	6	0	8	8

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 8 Average Delay (sec/veh): 16.1
Optimal Cycle: 29 Level Of Service: B

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	95	256	0	0	160	105	138	0	124	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	256	0	0	160	105	138	0	124	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	256	0	0	160	105	138	0	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	256	0	0	160	105	138	0	124	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	256	0	0	160	105	138	0	124	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	1.00	1.00	0.95	0.95	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.27	0.73	0.00	0.00	0.60	0.40	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	432	1165	0	0	1086	713	912	0	820	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.22	0.22	0.00	0.00	0.15	0.15	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.54	0.54	0.00	0.00	0.54	0.54	0.38	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.40	0.40	0.00	0.00	0.27	0.27	0.40	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	13.6	13.6	0.0	0.0	12.3	12.3	23.4	0.0	23.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	0.0	0.0	12.3	12.3	23.4	0.0	23.4	0.0	0.0	0.0
LOS by Move:	B	B	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	6	6	0	0	4	4	6	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	12	Average Delay (sec/veh):	19.7
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Beaumont Rd.-G St						Highland Home Rd.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Split Phase					
Rights:	Include						Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0			

Volume Module:												
Base Vol:	0	148	61	71	212	0	0	0	0	140	0	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	148	61	71	212	0	0	0	0	140	0	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	148	61	71	212	0	0	0	0	140	0	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	148	61	71	212	0	0	0	0	140	0	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	148	61	71	212	0	0	0	0	140	0	203

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	0.87	0.87	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	0.71	0.29	0.25	0.75	0.00	0.00	0.00	0.00	0.41	0.00	0.59
Final Sat.:	0	1293	533	414	1235	0	0	0	0	699	0	1014

Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.17	0.17	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Crit Moves:							*****					
Green/Cycle:	0.00	0.41	0.41	0.41	0.41	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Volume/Cap:	0.00	0.28	0.28	0.42	0.42	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Delay/Veh:	0.0	20.1	20.1	21.7	21.7	0.0	0.0	0.0	0.0	17.7	0.0	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.1	20.1	21.7	21.7	0.0	0.0	0.0	0.0	17.7	0.0	17.7
LOS by Move:	A	C	C	C	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	4	4	6	6	0	0	0	0	7	0	7

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 12 Average Delay (sec/veh): 23.7
Optimal Cycle: 36 Level Of Service: C

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	118	48	19	63	153	47	21	334	68	41	236	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	48	19	63	153	47	21	334	68	41	236	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	48	19	63	153	47	21	334	68	41	236	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	48	19	63	153	47	21	334	68	41	236	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	48	19	63	153	47	21	334	68	41	236	17

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.87	0.87	0.87	0.95	1.00	0.85	0.95	0.99	0.99
Lanes:	0.64	0.26	0.10	0.24	0.58	0.18	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	772	314	124	394	957	294	1805	1900	1615	1805	1755	126

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.15	0.16	0.16	0.16	0.01	0.18	0.04	0.02	0.13	0.13
Crit Moves:				****			****			****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.17	0.42	0.42	0.07	0.33	0.33
Volume/Cap:	0.40	0.40	0.40	0.41	0.41	0.41	0.07	0.41	0.10	0.32	0.41	0.41
Delay/Veh:	22.8	22.8	22.8	22.9	22.9	22.9	35.0	20.5	17.4	45.7	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	22.8	22.8	22.9	22.9	22.9	35.0	20.5	17.4	45.7	26.8	26.8
LOS by Move:	C	C	C	C	C	C	D	C	B	D	C	C
HCM2kAvgQ:	4	4	4	6	6	6	1	7	1	2	6	6

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements LOS D Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: D[33.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	408	254	17	278	0	0	0	0	209	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	408	254	17	278	0	0	0	0	209	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	408	254	17	278	0	0	0	0	209	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	408	254	17	278	0	0	0	0	209	0	14

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	662	xxxx	xxxxx	xxxx	xxxx	xxxxx	847	847	535
Potent Cap.:	xxxx	xxxx	xxxxx	936	xxxx	xxxxx	xxxx	xxxx	xxxxx	335	301	549
Move Cap.:	xxxx	xxxx	xxxxx	936	xxxx	xxxxx	xxxx	xxxx	xxxxx	330	295	549
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.63	0.00	0.03

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	339	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	33.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx	33.9	
ApproachLOS:	*			*			*			*	D	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 12 Average Delay (sec/veh): 26.8
Optimal Cycle: 62 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	0	1

Volume Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Base Vol:	442	577	85	34	430	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	442	577	85	34	430	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	442	577	85	34	430	18
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	442	577	85	34	430	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	442	577	85	34	430	18

Saturation Flow Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.99	0.99
Lanes:	1.00	0.87	0.13	1.00	0.96	0.04
Final Sat.:	1805	1625	239	1805	1813	76

Capacity Analysis Module:	Highland Springs Ave.			Oak Valley Pkwy.-14th St.-F St.		
Vol/Sat:	0.24	0.36	0.36	0.02	0.24	0.24
Crit Moves:	****			****		
Green/Cycle:	0.34	0.56	0.56	0.11	0.33	0.33
Volume/Cap:	0.72	0.64	0.64	0.17	0.72	0.72
Delay/Veh:	33.0	16.4	16.4	40.8	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	16.4	16.4	40.8	33.6	33.6
LOS by Move:	C	B	B	D	C	C
HCM2kAvgQ:	11	13	13	1	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	16	Average Delay (sec/veh):	33.3
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Highland Springs Ave.						Starlight Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0

Volume Module:												
Base Vol:	205	1027	135	51	748	122	130	85	124	111	70	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	1027	135	51	748	122	130	85	124	111	70	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1027	135	51	748	122	130	85	124	111	70	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1027	135	51	748	122	130	85	124	111	70	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	205	1027	135	51	748	122	130	85	124	111	70	42

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.91	0.91	0.60	0.60	0.60
Lanes:	1.00	1.77	0.23	1.00	1.72	0.28	1.00	0.41	0.59	0.50	0.31	0.19
Final Sat.:	1805	3136	412	1805	3039	496	1805	704	1027	565	356	214

Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.33	0.03	0.25	0.25	0.07	0.12	0.12	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.43	0.43	0.07	0.34	0.34	0.09	0.34	0.34	0.25	0.25	0.25
Volume/Cap:	0.72	0.77	0.77	0.40	0.72	0.72	0.77	0.35	0.35	0.79	0.79	0.79
Delay/Veh:	49.1	26.9	26.9	46.6	31.1	31.1	63.0	24.9	24.9	48.7	48.7	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	26.9	26.9	46.6	31.1	31.1	63.0	24.9	24.9	48.7	48.7	48.7
LOS by Move:	D	C	C	D	C	C	E	C	C	D	D	D
HCM2kAvgQ:	6	16	16	1	12	12	6	5	5	9	9	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 16 Average Delay (sec/veh): 32.6
Optimal Cycle: 74 Level Of Service: C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	56	971	298	190	655	73	74	299	80	241	233	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	971	298	190	655	73	74	299	80	241	233	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	971	298	190	655	73	74	299	80	241	233	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	971	298	190	655	73	74	299	80	241	233	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	971	298	190	655	73	74	299	80	241	233	205

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3199	357	1805	2757	738	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.27	0.18	0.11	0.20	0.20	0.04	0.11	0.11	0.13	0.06	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.37	0.55	0.14	0.38	0.38	0.12	0.15	0.15	0.18	0.21	0.21
Volume/Cap:	0.24	0.73	0.34	0.73	0.54	0.54	0.35	0.73	0.73	0.73	0.30	0.60
Delay/Veh:	39.6	29.6	12.7	51.3	24.6	24.6	41.6	46.1	46.1	46.9	33.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	29.6	12.7	51.3	24.6	24.6	41.6	46.1	46.1	46.9	33.4	38.4
LOS by Move:	D	C	B	D	C	C	D	D	D	D	C	D
HCM2kAvgQ:	1	13	5	6	9	9	2	8	8	7	3	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 8 Average Delay (sec/veh): 9.8
Optimal Cycle: 46 Level Of Service: A

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	1	0	0	1

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	1	0	0	56	0	97	119	699	4	0	589	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	56	0	97	119	699	4	0	589	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	56	0	97	119	699	4	0	589	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	56	0	97	119	699	4	0	589	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	0	0	56	0	97	119	699	4	0	589	68

Saturation Flow Module:	C St.			C St.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	1.00	0.80	1.00	0.80	0.82	0.82	0.82	1.00	0.98	0.98
Lanes:	1.00	0.00	0.00	0.37	0.00	0.63	0.14	0.85	0.01	1.00	0.90	0.10
Final Sat.:	1664	0	0	559	0	968	227	1332	8	1900	1676	194

Capacity Analysis Module:	C St.			C St.			Wilson St.			Wilson St.		
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.52	0.52	0.52	0.00	0.35	0.35
Crit Moves:				****			****					
Green/Cycle:	0.15	0.00	0.00	0.15	0.00	0.15	0.77	0.77	0.77	0.00	0.77	0.77
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.68	0.68	0.68	0.68	0.00	0.45	0.45
Delay/Veh:	36.4	0.0	0.0	48.5	0.0	48.5	7.0	7.0	7.0	0.0	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	0.0	0.0	48.5	0.0	48.5	7.0	7.0	7.0	0.0	4.2	4.2
LOS by Move:	D	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	6	12	12	12	0	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 8 Average Delay (sec/veh): 14.6
Optimal Cycle: 34 Level Of Service: B

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	152	319	0	0	387	169	139	0	125	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	319	0	0	387	169	139	0	125	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	319	0	0	387	169	139	0	125	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	319	0	0	387	169	139	0	125	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	319	0	0	387	169	139	0	125	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.74	1.00	1.00	0.96	0.96	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.32	0.68	0.00	0.00	0.70	0.30	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	451	946	0	0	1268	554	912	0	820	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.34	0.34	0.00	0.00	0.31	0.31	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.63	0.63	0.00	0.00	0.63	0.63	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.53	0.53	0.00	0.00	0.48	0.48	0.53	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	10.8	10.8	0.0	0.0	10.0	10.0	31.2	0.0	31.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	0.0	0.0	10.0	10.0	31.2	0.0	31.2	0.0	0.0	0.0
LOS by Move:	B	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	8	8	0	0	9	9	7	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 12 Average Delay (sec/veh): 16.6
Optimal Cycle: 52 Level Of Service: B

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	316	127	262	250	0	0	0	0	106	0	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	316	127	262	250	0	0	0	0	106	0	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	316	127	262	250	0	0	0	0	106	0	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	316	127	262	250	0	0	0	0	106	0	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	316	127	262	250	0	0	0	0	106	0	155

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	0.65	0.65	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	0.71	0.29	0.51	0.49	0.00	0.00	0.00	0.00	0.41	0.00	0.59
Final Sat.:	0	1302	523	635	606	0	0	0	0	696	0	1017

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.24	0.41	0.41	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****						****					
Green/Cycle:	0.00	0.64	0.64	0.64	0.64	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.38	0.38	0.64	0.64	0.00	0.00	0.00	0.00	0.64	0.00	0.64
Delay/Veh:	0.0	8.6	8.6	12.7	12.7	0.0	0.0	0.0	0.0	37.8	0.0	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	8.6	12.7	12.7	0.0	0.0	0.0	0.0	37.8	0.0	37.8
LOS by Move:	A	A	A	B	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	6	6	10	10	0	0	0	0	8	0	8

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project With Improvements LOS D Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 12 Average Delay (sec/veh): 24.5
Optimal Cycle: 44 Level Of Service: C

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	97	142	56	59	81	55	45	389	32	46	448	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	142	56	59	81	55	45	389	32	46	448	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	142	56	59	81	55	45	389	32	46	448	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	142	56	59	81	55	45	389	32	46	448	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	142	56	59	81	55	45	389	32	46	448	55

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.79	0.79	0.79	0.95	1.00	0.85	0.95	0.98	0.98
Lanes:	0.33	0.48	0.19	0.30	0.42	0.28	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	501	734	289	456	626	425	1805	1900	1615	1805	1665	204

Capacity Analysis Module:

Vol/Sat:	0.19	0.19	0.19	0.13	0.13	0.13	0.02	0.20	0.02	0.03	0.27	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.40	0.40	0.14	0.47	0.47
Volume/Cap:	0.57	0.57	0.57	0.38	0.38	0.38	0.36	0.51	0.05	0.18	0.57	0.57
Delay/Veh:	28.6	28.6	28.6	25.6	25.6	25.6	46.1	22.9	18.2	38.5	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	28.6	28.6	25.6	25.6	25.6	46.1	22.9	18.2	38.5	20.0	20.0
LOS by Move:	C	C	C	C	C	C	D	C	B	D	C	C
HCM2kAvgQ:	8	8	8	5	5	5	1	9	1	1	11	11

Note: Queue reported is the number of cars per lane.

YEAR 2032 WITH PROJECT WITH IMPROVMENTS CONDITIONS

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 12 Average Delay (sec/veh): 26.1
Optimal Cycle: 83 Level Of Service: C

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	1	0	0	0	1	1	0	1

Volume Module:

Base Vol:	0	0	19	351	7	398	0	1653	16	31	1419	362
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	19	351	7	398	0	1653	16	31	1419	362
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	19	351	7	398	0	1653	16	31	1419	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	19	351	7	398	0	1653	16	31	1419	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	19	351	7	398	0	1653	16	31	1419	362

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.73	0.73	0.85	1.00	0.95	0.95	0.95	0.92	0.92
Lanes:	0.00	0.00	1.00	1.96	0.04	1.00	0.00	1.98	0.02	1.00	1.59	0.41
Final Sat.:	0	0	1644	2705	54	1615	0	3572	35	1805	2790	712

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.13	0.13	0.25	0.00	0.46	0.46	0.02	0.51	0.51
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.28	0.28	0.28	0.28	0.00	0.53	0.53	0.07	0.60	0.60
Volume/Cap:	0.00	0.00	0.04	0.46	0.46	0.88	0.00	0.88	0.88	0.25	0.85	0.85
Delay/Veh:	0.0	0.0	26.2	30.1	30.1	51.3	0.0	25.6	25.6	45.0	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	26.2	30.1	30.1	51.3	0.0	25.6	25.6	45.0	19.9	19.9
LOS by Move:	A	A	C	C	C	D	A	C	C	D	B	B
HCM2kAvgQ:	0	0	0	5	5	15	0	27	27	1	22	22

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 8 Average Delay (sec/veh): 16.3
Optimal Cycle: 115 Level Of Service: B

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Split Phase						Split Phase						Permitted					
Rights:	Ignore						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0					
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0			
	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0			

Volume Module:

Base Vol:	282	0	248	0	0	0	0	993	484	0	2504	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	0	248	0	0	0	0	993	484	0	2504	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	0	0	0	0	0	0	993	484	0	2504	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	0	0	0	0	0	0	993	484	0	2504	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	282	0	0	0	0	0	0	993	484	0	2504	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.34	0.66	0.00	2.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	2308	1125	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.69	0.00
Crit Moves:	****									****		
Green/Cycle:	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.75	0.00	0.75	0.00
Volume/Cap:	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.57	0.57	0.00	0.92	0.00
Delay/Veh:	73.2	0.0	0.0	0.0	0.0	0.0	0.0	5.8	5.8	0.0	16.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.2	0.0	0.0	0.0	0.0	0.0	0.0	5.8	5.8	0.0	16.1	0.0
LOS by Move:	E	A	A	A	A	A	A	A	A	A	B	A
HCM2kAvgQ:	12	0	0	0	0	0	0	10	10	0	31	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.991
 Loss Time (sec): 12 Average Delay (sec/veh): 49.1
 Optimal Cycle: 178 Level Of Service: D

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	188	53	53	26	76	163	90	583	134	90	953	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	53	53	26	76	163	90	583	134	90	953	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	53	53	26	76	163	90	583	134	90	953	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	53	53	26	76	163	90	583	134	90	953	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	188	53	53	26	76	163	90	583	134	90	953	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.51	0.51	0.87	0.87	0.87	0.95	0.97	0.97	0.95	1.00	1.00
Lanes:	0.64	0.18	0.18	0.10	0.29	0.61	1.00	0.81	0.19	1.00	0.97	0.03
Final Sat.:	617	174	174	163	477	1022	1805	1502	345	1805	1842	50

Capacity Analysis Module:

Vol/Sat:	0.30	0.30	0.30	0.16	0.16	0.16	0.05	0.39	0.39	0.05	0.52	0.52
Crit Moves:	****						****			****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.07	0.49	0.49	0.09	0.51	0.51
Volume/Cap:	1.02	1.02	1.02	0.53	0.53	0.53	0.71	0.79	0.79	0.56	1.02	1.02
Delay/Veh:	91.8	91.8	91.8	30.2	30.2	30.2	62.8	25.9	25.9	48.3	57.3	57.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.8	91.8	91.8	30.2	30.2	30.2	62.8	25.9	25.9	48.3	57.3	57.3
LOS by Move:	F	F	F	C	C	C	E	C	C	D	E	E
HCM2kAvgQ:	15	15	15	7	7	7	3	18	18	3	37	37

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
 Loss Time (sec): 8 Average Delay (sec/veh): 15.6
 Optimal Cycle: 26 Level Of Service: B

Street Name:	Beaumont Ave.						8th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0

Volume Module:												
Base Vol:	13	247	22	53	568	31	20	121	12	16	219	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	247	22	53	568	31	20	121	12	16	219	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	247	22	53	568	31	20	121	12	16	219	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	247	22	53	568	31	20	121	12	16	219	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	247	22	53	568	31	20	121	12	16	219	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.85	0.85	0.85	0.94	0.94	0.94	0.97	0.97	0.97
Lanes:	0.09	1.75	0.16	0.16	1.74	0.10	0.13	0.79	0.08	0.06	0.85	0.09
Final Sat.:	152	2887	257	262	2811	153	232	1406	139	114	1563	164

Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.20	0.20	0.20	0.09	0.09	0.09	0.14	0.14	0.14
Crit Moves:	****						****					
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.16	0.16	0.16	0.37	0.37	0.37	0.23	0.23	0.23	0.37	0.37	0.37
Delay/Veh:	11.4	11.4	11.4	13.2	13.2	13.2	21.4	21.4	21.4	22.9	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.4	11.4	13.2	13.2	13.2	21.4	21.4	21.4	22.9	22.9	22.9
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	2	2	6	6	6	3	3	3	5	5	5

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 12 Average Delay (sec/veh): 24.8
Optimal Cycle: 54 Level Of Service: C

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	56	833	291	136	735	98	39	54	9	296	150	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	833	291	136	735	98	39	54	9	296	150	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	833	291	136	735	98	39	54	9	296	150	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	833	291	136	735	98	39	54	9	296	150	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	833	291	136	735	98	39	54	9	296	150	123

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.93	0.93	0.44	0.98	0.98	0.72	0.93	0.93
Lanes:	1.00	1.48	0.52	2.00	1.76	0.24	1.00	0.86	0.14	1.00	0.55	0.45
Final Sat.:	1805	2571	898	3502	3128	417	836	1594	266	1362	973	798

Capacity Analysis Module:

Vol/Sat:	0.03	0.32	0.32	0.04	0.23	0.23	0.05	0.03	0.03	0.22	0.15	0.15
Crit Moves:	****			****						****		
Green/Cycle:	0.13	0.48	0.48	0.07	0.43	0.43	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.24	0.67	0.67	0.55	0.55	0.55	0.14	0.10	0.10	0.67	0.47	0.47
Delay/Veh:	39.8	20.7	20.7	47.8	21.9	21.9	24.1	23.6	23.6	33.0	27.5	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	20.7	20.7	47.8	21.9	21.9	24.1	23.6	23.6	33.0	27.5	27.5
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	14	14	2	10	10	1	1	1	9	7	7

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
 Loss Time (sec): 8 Average Delay (sec/veh): 18.5
 Optimal Cycle: 38 Level Of Service: B

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	0	1	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Base Vol:	32	623	48	29	704	249	214	22	4	102	40	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	623	48	29	704	249	214	22	4	102	40	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	623	48	29	704	249	214	22	4	102	40	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	623	48	29	704	249	214	22	4	102	40	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	623	48	29	704	249	214	22	4	102	40	156

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.84	0.84	0.84	0.52	0.52	0.52	0.77	0.77	0.77
Lanes:	0.09	1.77	0.14	0.06	1.43	0.51	0.89	0.09	0.02	0.34	0.13	0.53
Final Sat.:	142	2771	214	94	2288	809	879	90	16	500	196	764

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			Mellon Lane EB			Mellon Lane WB		
Vol/Sat:	0.22	0.22	0.22	0.31	0.31	0.31	0.24	0.24	0.24	0.20	0.20	0.20
Crit Moves:				****			****					
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.44	0.44	0.44	0.60	0.60	0.60	0.60	0.60	0.60	0.50	0.50	0.50
Delay/Veh:	15.4	15.4	15.4	17.7	17.7	17.7	25.8	25.8	25.8	22.8	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	15.4	15.4	17.7	17.7	17.7	25.8	25.8	25.8	22.8	22.8	22.8
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	7	7	7	11	11	11	7	7	7	7	7	7

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 12 Average Delay (sec/veh): 23.4
Optimal Cycle: 47 Level Of Service: C

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	325	532	3	35	754	1	1	9	183	13	56	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	532	3	35	754	1	1	9	183	13	56	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	532	3	35	754	1	1	9	183	13	56	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	532	3	35	754	1	1	9	183	13	56	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	325	532	3	35	754	1	1	9	183	13	56	116

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.94	0.94	0.94	0.98	0.98	0.85	0.90	0.90	0.90
Lanes:	1.00	1.99	0.01	0.08	1.91	0.01	0.10	0.90	1.00	0.07	0.30	0.63
Final Sat.:	1805	3586	20	159	3421	5	187	1679	1615	120	518	1073

Capacity Analysis Module:

Vol/Sat:	0.18	0.15	0.15	0.22	0.22	0.22	0.01	0.01	0.11	0.11	0.11	0.11
Crit Moves:	****			****			****					
Green/Cycle:	0.30	0.69	0.69	0.40	0.40	0.40	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.61	0.21	0.21	0.56	0.56	0.56	0.03	0.03	0.61	0.58	0.58	0.58
Delay/Veh:	32.1	5.6	5.6	23.9	23.9	23.9	33.3	33.3	40.8	39.7	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	5.6	5.6	23.9	23.9	23.9	33.3	33.3	40.8	39.7	39.7	39.7
LOS by Move:	C	A	A	C	C	C	C	C	D	D	D	D
HCM2kAvgQ:	9	3	0	10	10	10	0	0	6	6	6	6

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 8 Average Delay (sec/veh): 22.6
Optimal Cycle: 85 Level Of Service: C

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	103	117	61	108	105	98	51	540	115	141	788	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	117	61	108	105	98	51	540	115	141	788	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	117	61	108	105	98	51	540	115	141	788	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	117	61	108	105	98	51	540	115	141	788	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	117	61	108	105	98	51	540	115	141	788	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.85	0.36	1.00	0.85	0.82	0.82	0.85	0.76	0.76	0.85
Lanes:	0.47	0.53	1.00	1.00	1.00	1.00	0.09	0.91	1.00	0.15	0.85	1.00
Final Sat.:	664	754	1615	690	1900	1615	135	1425	1615	220	1228	1615

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.04	0.16	0.06	0.06	0.38	0.38	0.07	0.64	0.64	0.06
Crit Moves:	****						****					
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.86	0.86	0.21	0.87	0.31	0.34	0.51	0.51	0.10	0.87	0.87	0.09
Delay/Veh:	64.0	64.0	35.3	83.1	36.1	36.4	5.9	5.9	3.7	17.2	17.2	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	64.0	35.3	83.1	36.1	36.4	5.9	5.9	3.7	17.2	17.2	3.7
LOS by Move:	E	E	D	F	D	D	A	A	A	B	B	A
HCM2kAvgQ:	7	7	2	6	3	3	8	8	1	24	24	1

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 8 Average Delay (sec/veh): 18.5
Optimal Cycle: 31 Level Of Service: B

Street Name:	Palm Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Base Vol:	19	140	78	56	281	12	30	148	43	110	261	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	140	78	56	281	12	30	148	43	110	261	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	140	78	56	281	12	30	148	43	110	261	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	140	78	56	281	12	30	148	43	110	261	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	140	78	56	281	12	30	148	43	110	261	27

Saturation Flow Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.91	0.91	0.91	0.90	0.90	0.90	0.84	0.84	0.84
Lanes:	0.08	0.59	0.33	0.16	0.81	0.03	0.14	0.67	0.19	0.28	0.65	0.07
Final Sat.:	140	1030	574	277	1391	59	231	1140	331	441	1047	108

Capacity Analysis Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Vol/Sat:	0.14	0.14	0.14	0.20	0.20	0.20	0.13	0.13	0.13	0.25	0.25	0.25
Crit Moves:				****						****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.33	0.33	0.33	0.49	0.49	0.49	0.26	0.26	0.26	0.49	0.49	0.49
Delay/Veh:	20.3	20.3	20.3	22.2	22.2	22.2	14.1	14.1	14.1	16.6	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	20.3	20.3	22.2	22.2	22.2	14.1	14.1	14.1	16.6	16.6	16.6
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	5	5	5	8	8	8	4	4	4	8	8	8

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 0 Average Delay (sec/veh): 19.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1	0	0	0	0	0	1	1	0	2

Volume Module:

Base Vol:	100	0	94	0	0	0	0	602	96	148	863	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	94	0	0	0	0	602	96	148	863	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	94	0	0	0	0	602	96	148	863	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	94	0	0	0	0	602	96	148	863	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	0	94	0	0	0	0	602	96	148	863	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	1.72	0.28	1.00	2.00	0.00
Final Sat.:	286	0	269	0	0	0	0	971	158	543	1184	0

Capacity Analysis Module:

Vol/Sat:	0.35	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	0.62	0.61	0.27	0.73	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.6	0.0	12.6	0.0	0.0	0.0	0.0	18.4	17.8	11.6	23.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	0.0	12.6	0.0	0.0	0.0	0.0	18.4	17.8	11.6	23.0	0.0
LOS by Move:	B	*	B	*	*	*	*	C	C	B	C	*
ApproachDel:	12.6			xxxxxx				18.3			21.3	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	12.6			xxxxxx				18.3			21.3	
LOS by Appr:	B			*				C			C	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	1.5	1.4	0.4	2.3	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
 Loss Time (sec): 8 Average Delay (sec/veh): 18.9
 Optimal Cycle: 33 Level Of Service: B

Street Name:	Pennsylvania Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	29	171	30	83	312	35	25	244	22	45	279	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	171	30	83	312	35	25	244	22	45	279	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	171	30	83	312	35	25	244	22	45	279	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	171	30	83	312	35	25	244	22	45	279	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	171	30	83	312	35	25	244	22	45	279	53

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.88	0.88	0.88	0.94	0.94	0.94	0.91	0.91	0.91
Lanes:	0.13	0.74	0.13	0.19	0.73	0.08	0.09	0.84	0.07	0.12	0.74	0.14
Final Sat.:	217	1279	224	324	1216	136	154	1500	135	207	1284	244

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.13	0.13	0.13	0.26	0.26	0.26	0.16	0.16	0.16	0.22	0.22	0.22
Crit Moves:				****						****		
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.27	0.27	0.27	0.51	0.51	0.51	0.39	0.39	0.39	0.51	0.51	0.51
Delay/Veh:	14.7	14.7	14.7	17.5	17.5	17.5	20.3	20.3	20.3	22.0	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	14.7	17.5	17.5	17.5	20.3	20.3	20.3	22.0	22.0	22.0
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	4	4	9	9	9	6	6	6	8	8	8

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.101
Loss Time (sec): 8 Average Delay (sec/veh): 58.5
Optimal Cycle: 180 Level Of Service: E

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	476	180	371	676	0	0	0	0	125	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	476	180	371	676	0	0	0	0	125	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	476	180	371	676	0	0	0	0	125	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	476	180	371	676	0	0	0	0	125	0	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	476	180	371	676	0	0	0	0	125	0	174

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	0.66	0.66	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	0.73	0.27	0.35	0.65	0.00	0.00	0.00	0.00	0.42	0.00	0.58
Final Sat.:	0	1328	502	442	806	0	0	0	0	717	0	998

Capacity Analysis Module:

Vol/Sat:	0.00	0.36	0.36	0.84	0.84	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:	****						****					
Green/Cycle:	0.00	0.76	0.76	0.76	0.76	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	0.47	0.47	1.10	1.10	0.00	0.00	0.00	0.00	1.10	0.00	1.10
Delay/Veh:	0.0	4.7	4.7	72.8	72.8	0.0	0.0	0.0	0.0	126.5	0.0	126.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	4.7	72.8	72.8	0.0	0.0	0.0	0.0	126.5	0.0	126.5
LOS by Move:	A	A	A	E	E	A	A	A	A	F	A	F
HCM2kAvgQ:	0	7	7	46	46	0	0	0	0	16	0	16

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
 Loss Time (sec): 12 Average Delay (sec/veh): 29.4
 Optimal Cycle: 70 Level Of Service: C

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Protected						Split Phase					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0					
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0			

Volume Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
Base Vol:	0	466	112	215	585	0	195	0	224	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	466	112	215	585	0	195	0	224	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	466	112	215	585	0	195	0	224	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	466	112	215	585	0	195	0	224	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	466	112	215	585	0	195	0	224	0	0	0

Saturation Flow Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.95	1.00	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	0.81	0.19	1.00	1.00	0.00	0.47	0.00	0.53	0.00	0.00	0.00
Final Sat.:	0	1492	359	1805	1900	0	802	0	921	0	0	0

Capacity Analysis Module:	Pennsylvania Ave						I-10 Eastbound Ramp					
Vol/Sat:	0.00	0.31	0.31	0.12	0.31	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.41	0.41	0.16	0.56	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.77	0.77	0.77	0.55	0.00	0.77	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	30.3	30.3	52.5	14.4	0.0	37.2	0.0	37.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.3	30.3	52.5	14.4	0.0	37.2	0.0	37.2	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	D	A	D	A	A	A
HCM2kAvgQ:	0	17	17	6	10	0	13	0	13	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[15.5]

Street Name:		Pennsylvania Ave.				3rd St.				
Approach:	North Bound	South Bound			East Bound			West Bound		
Movement:	L - T - R	L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled	Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include	Include			Include			Include		
Lanes:	1 0 1 0 0	0 0 1 0 1			0 0 1! 0 0			0 0 0 0 0		

Volume Module:

Base Vol:	7	574	0	0	801	26	17	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	574	0	0	801	26	17	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	574	0	0	801	26	17	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	574	0	0	801	26	17	0	2	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	827	xxxx	xxxxx	xxxx	xxxx	xxxxx	1389	1389	801	xxxx	xxxx	xxxxx
Potent Cap.:	813	xxxx	xxxxx	xxxx	xxxx	xxxxx	159	144	388	xxxx	xxxx	xxxxx
Move Cap.:	813	xxxx	xxxxx	xxxx	xxxx	xxxxx	158	143	388	xxxx	xxxx	xxxxx
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	359	322	xxxxx	298	312	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	362	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			15.5			xxxxxx				
ApproachLOS:	*	*			C			*				

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
 Loss Time (sec): 16 Average Delay (sec/veh): 27.6
 Optimal Cycle: 58 Level Of Service: C

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	0	0	1	0

Volume Module:

Base Vol:	0	15	1	289	40	343	124	541	0	4	660	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	15	1	289	40	343	124	541	0	4	660	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	15	1	289	40	343	124	541	0	4	660	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	15	1	289	40	343	124	541	0	4	660	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	15	1	289	40	343	124	541	0	4	660	229

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	0.87	0.87	0.95	1.00	1.00	0.87	0.87	0.87
Lanes:	0.00	0.94	0.06	1.00	0.10	0.90	1.00	1.00	0.00	0.01	1.48	0.51
Final Sat.:	0	1765	118	1805	172	1474	1805	1900	0	15	2446	849

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.01	0.16	0.23	0.23	0.07	0.28	0.00	0.27	0.27	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.07	0.07	0.25	0.32	0.32	0.11	0.52	0.00	0.42	0.42	0.42
Volume/Cap:	0.00	0.12	0.12	0.65	0.73	0.73	0.65	0.54	0.00	0.65	0.65	0.65
Delay/Veh:	0.0	44.0	44.0	37.1	35.7	35.7	50.4	16.5	0.0	24.4	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	44.0	44.0	37.1	35.7	35.7	50.4	16.5	0.0	24.4	24.4	24.4
LOS by Move:	A	D	D	D	D	D	D	B	A	C	C	C
HCM2kAvgQ:	0	1	1	9	12	12	5	11	0	11	11	11

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 16 Average Delay (sec/veh): 26.3
Optimal Cycle: 44 Level Of Service: C

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	160	10	9	81	64	78	28	472	162	15	501	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	10	9	81	64	78	28	472	162	15	501	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	10	9	81	64	78	28	472	162	15	501	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	10	9	81	64	78	28	472	162	15	501	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	10	9	81	64	78	28	472	162	15	501	46

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.87	0.87	0.95	0.91	0.91	0.95	0.94	0.94
Lanes:	1.00	1.05	0.95	1.00	1.00	1.00	1.00	1.49	0.51	1.00	1.83	0.17
Final Sat.:	1805	1765	1589	1805	1657	1657	1805	2585	887	1805	3263	300

Capacity Analysis Module:

Vol/Sat:	0.09	0.01	0.01	0.04	0.04	0.05	0.02	0.18	0.18	0.01	0.15	0.15
Crit Moves:	****					****	****			****		
Green/Cycle:	0.21	0.16	0.16	0.16	0.11	0.11	0.16	0.44	0.44	0.07	0.35	0.35
Volume/Cap:	0.41	0.03	0.03	0.27	0.34	0.41	0.10	0.41	0.41	0.12	0.44	0.44
Delay/Veh:	34.6	35.2	35.2	37.1	41.3	42.0	36.0	19.2	19.2	44.0	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	35.2	35.2	37.1	41.3	42.0	36.0	19.2	19.2	44.0	25.1	25.1
LOS by Move:	C	D	D	D	D	D	D	B	B	D	C	C
HCM2kAvgQ:	5	0	0	2	2	3	1	7	7	0	6	6

Note: Queue reported is the number of cars per lane.

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 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
 Loss Time (sec): 12 Average Delay (sec/veh): 38.4
 Optimal Cycle: 102 Level Of Service: D

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	1	0	0	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	198	126	71	172	258	71	29	144	198	178	272	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	126	71	172	258	71	29	144	198	178	272	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	126	71	172	258	71	29	144	198	178	272	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	126	71	172	258	71	29	144	198	178	272	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	126	71	172	258	71	29	144	198	178	272	234

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.97	0.97	0.86	0.86	0.86	0.74	0.74	0.74
Lanes:	1.00	1.28	0.72	1.00	0.78	0.22	0.08	0.39	0.53	0.26	0.40	0.34
Final Sat.:	1805	2184	1231	1805	1442	397	128	635	873	364	556	479

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.06	0.06	0.10	0.18	0.18	0.23	0.23	0.23	0.49	0.49	0.49
Crit Moves:	****			****						****		
Green/Cycle:	0.12	0.14	0.14	0.19	0.20	0.20	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.88	0.42	0.42	0.51	0.88	0.88	0.41	0.41	0.41	0.88	0.88	0.88
Delay/Veh:	74.2	40.0	40.0	37.6	59.9	59.9	13.2	13.2	13.2	31.2	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.2	40.0	40.0	37.6	59.9	59.9	13.2	13.2	13.2	31.2	31.2	31.2
LOS by Move:	E	D	D	D	E	E	B	B	B	C	C	C
HCM2kAvgQ:	7	3	3	5	13	13	7	7	7	20	20	20

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 8 Average Delay (sec/veh): 20.2
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	261	197	13	410	0	0	0	0	332	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	261	197	13	410	0	0	0	0	332	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	261	197	13	410	0	0	0	0	332	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	261	197	13	410	0	0	0	0	332	0	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	261	197	13	410	0	0	0	0	332	0	22

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.98	0.98	1.00	1.00	1.00	1.00	0.72	1.00	0.72
Lanes:	0.00	0.57	0.43	0.03	0.97	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	1020	770	57	1812	0	0	0	0	1285	0	85

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.26	0.23	0.23	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Crit Moves:	****									****		
Green/Cycle:	0.00	0.46	0.46	0.46	0.46	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.56	0.56	0.49	0.49	0.00	0.00	0.00	0.00	0.56	0.00	0.56
Delay/Veh:	0.0	20.6	20.6	19.4	19.4	0.0	0.0	0.0	0.0	20.6	0.0	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.6	20.6	19.4	19.4	0.0	0.0	0.0	0.0	20.6	0.0	20.6
LOS by Move:	A	C	C	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	10	8	8	0	0	0	0	8	0	8

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 12 Average Delay (sec/veh): 31.3
 Optimal Cycle: 65 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	286	396	66	26	677	31	19	118	442	111	199	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	396	66	26	677	31	19	118	442	111	199	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	396	66	26	677	31	19	118	442	111	199	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	396	66	26	677	31	19	118	442	111	199	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	396	66	26	677	31	19	118	442	111	199	44

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.98	0.95	0.99	0.99	0.76	1.00	0.85	0.84	0.84	0.84
Lanes:	2.00	0.86	0.14	1.00	0.96	0.04	1.00	1.00	1.00	0.31	0.57	0.12
Final Sat.:	3502	1594	266	1805	1804	83	1438	1900	1615	502	901	199

Capacity Analysis Module:

Vol/Sat:	0.08	0.25	0.25	0.01	0.38	0.38	0.01	0.06	0.27	0.22	0.22	0.22
Crit Moves:	****			****			****					
Green/Cycle:	0.11	0.48	0.48	0.14	0.51	0.51	0.26	0.26	0.37	0.26	0.26	0.26
Volume/Cap:	0.74	0.51	0.51	0.11	0.74	0.74	0.05	0.24	0.74	0.85	0.85	0.85
Delay/Veh:	50.3	18.3	18.3	38.0	22.3	22.3	27.8	29.4	32.0	50.1	50.1	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	18.3	18.3	38.0	22.3	22.3	27.8	29.4	32.0	50.1	50.1	50.1
LOS by Move:	D	B	B	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	5	9	9	1	17	17	0	3	12	13	13	13

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
 Loss Time (sec): 16 Average Delay (sec/veh): 30.2
 Optimal Cycle: 74 Level Of Service: C

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	147	596	105	39	1010	229	73	66	270	177	111	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	596	105	39	1010	229	73	66	270	177	111	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	596	105	39	1010	229	73	66	270	177	111	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	596	105	39	1010	229	73	66	270	177	111	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	596	105	39	1010	229	73	66	270	177	111	66

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.95	1.00	0.85	0.95	0.94	0.94
Lanes:	1.00	1.70	0.30	1.00	1.63	0.37	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1805	3002	529	1805	2860	649	1805	1900	1615	1805	1125	669

Capacity Analysis Module:

Vol/Sat:	0.08	0.20	0.20	0.02	0.35	0.35	0.04	0.03	0.17	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.44	0.44	0.15	0.48	0.48	0.10	0.12	0.23	0.13	0.15	0.15
Volume/Cap:	0.74	0.45	0.45	0.14	0.74	0.74	0.39	0.30	0.74	0.74	0.68	0.68
Delay/Veh:	56.4	20.0	20.0	36.8	22.7	22.7	43.2	41.2	43.5	52.9	47.3	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	20.0	20.0	36.8	22.7	22.7	43.2	41.2	43.5	52.9	47.3	47.3
LOS by Move:	E	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	8	8	1	16	16	3	2	9	7	6	6

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2032 With Project
With Improvements AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	87	185	257	316	127	83	186	944	349	174	1400	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4642		1770	3329		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4642		1770	3329		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	87	185	257	316	127	83	186	944	349	174	1400	70
RTOR Reduction (vph)	0	176	0	0	68	0	0	0	165	0	0	22
Lane Group Flow (vph)	87	266	0	316	142	0	186	944	184	174	1400	48
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	8.5	12.0		16.5	20.0		9.5	50.0	50.0	14.5	55.0	55.0
Effective Green, g (s)	8.5	12.0		16.5	20.0		9.5	50.0	50.0	14.5	55.0	55.0
Actuated g/C Ratio	0.08	0.11		0.15	0.18		0.09	0.45	0.45	0.13	0.50	0.50
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	137	506		266	605		153	1609	720	233	1770	792
v/s Ratio Prot	0.05	c0.06		c0.18	0.04		c0.11	0.27		c0.10	c0.40	
v/s Ratio Perm									0.12			0.03
v/c Ratio	0.64	0.52		1.19	0.23		1.22	0.59	0.26	0.75	0.79	0.06
Uniform Delay, d1	49.2	46.3		46.8	38.5		50.2	22.3	18.5	46.0	22.7	14.2
Progression Factor	1.00	1.00		1.00	1.00		0.99	0.45	0.78	1.00	1.00	1.00
Incremental Delay, d2	9.3	1.0		115.8	0.2		138.9	1.4	0.8	12.3	3.7	0.1
Delay (s)	58.5	47.3		162.6	38.7		188.8	11.6	15.2	58.2	26.4	14.3
Level of Service	E	D		F	D		F	B	B	E	C	B
Approach Delay (s)		49.1			113.1			34.7			29.3	
Approach LOS		D			F			C			C	
Intersection Summary												
HCM Average Control Delay			44.3			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)			20.5			
Intersection Capacity Utilization			90.9%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2032 With Project
With Improvements AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	297	0	352	419	1142	0	0	1090	870
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	297	0	352	419	1142	0	0	1090	870
RTOR Reduction (vph)	0	0	0	0	0	112	0	0	0	0	0	312
Lane Group Flow (vph)	0	0	0	0	297	240	419	1142	0	0	1090	558
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					21.0	21.0	30.0	81.0			47.0	47.0
Effective Green, g (s)					21.0	21.0	30.0	81.0			47.0	47.0
Actuated g/C Ratio					0.19	0.19	0.27	0.74			0.43	0.43
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					338	302	483	2606			1512	676
v/s Ratio Prot					c0.17		c0.24	0.32			0.31	
v/s Ratio Perm						0.15						c0.35
v/c Ratio					0.88	0.80	0.87	0.44			0.72	0.83
Uniform Delay, d1					43.3	42.5	38.1	5.6			26.1	27.9
Progression Factor					1.00	1.00	0.75	0.99			0.60	0.63
Incremental Delay, d2					21.8	13.5	6.2	0.2			2.8	10.3
Delay (s)					65.1	55.9	34.8	5.8			18.5	27.9
Level of Service					E	E	C	A			B	C
Approach Delay (s)		0.0			60.1			13.6			22.7	
Approach LOS		A			E			B			C	
Intersection Summary												
HCM Average Control Delay			25.1									
HCM Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			110.0									
Intersection Capacity Utilization			136.8%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2032 With Project
With Improvements AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	610	0	325	0	0	0	0	940	373	430	950	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	610	0	325	0	0	0	0	940	373	430	950	0
RTOR Reduction (vph)	0	0	79	0	0	0	0	0	264	0	0	0
Lane Group Flow (vph)	0	610	246	0	0	0	0	940	109	430	950	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		39.0	39.0					32.0	32.0	27.0	63.0	
Effective Green, g (s)		39.0	39.0					32.0	32.0	27.0	63.0	
Actuated g/C Ratio		0.35	0.35					0.29	0.29	0.25	0.57	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		628	561					1030	461	434	2027	
v/s Ratio Prot		c0.34						c0.27		c0.24	0.27	
v/s Ratio Perm			0.16						0.07			
v/c Ratio		0.97	0.44					0.91	0.24	0.99	0.47	
Uniform Delay, d1		34.9	27.1					37.7	29.7	41.4	13.7	
Progression Factor		1.00	1.00					1.00	1.00	0.48	0.68	
Incremental Delay, d2		28.7	0.6					13.6	1.2	32.3	0.5	
Delay (s)		63.6	27.7					51.2	30.9	52.1	9.8	
Level of Service		E	C					D	C	D	A	
Approach Delay (s)		51.1			0.0			45.4			23.0	
Approach LOS		D			A			D			C	
Intersection Summary												
HCM Average Control Delay			38.4		HCM Level of Service					D		
HCM Volume to Capacity ratio			0.96									
Actuated Cycle Length (s)			110.0		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			136.8%		ICU Level of Service					H		
Analysis Period (min)			15									
c Critical Lane Group												

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
 Loss Time (sec): 16 Average Delay (sec/veh): 28.0
 Optimal Cycle: 47 Level Of Service: C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	1

Volume Module:

Base Vol:	104	713	47	171	442	32	75	77	36	49	189	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	713	47	171	442	32	75	77	36	49	189	269
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	104	713	47	171	442	0	75	77	36	49	189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	713	47	171	442	0	75	77	36	49	189	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	104	713	47	171	442	0	75	77	36	49	189	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90	0.94	0.94	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.36	0.64	0.41	1.59	1.00
Final Sat.:	1805	3610	1615	1805	3610	1900	1805	2342	1095	736	2838	1900

Capacity Analysis Module:

Vol/Sat:	0.06	0.20	0.03	0.09	0.12	0.00	0.04	0.03	0.03	0.07	0.07	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.41	0.41	0.20	0.39	0.00	0.09	0.09	0.09	0.14	0.14	0.00
Volume/Cap:	0.26	0.48	0.07	0.48	0.31	0.00	0.48	0.38	0.38	0.48	0.48	0.00
Delay/Veh:	32.4	21.6	17.7	36.5	21.3	0.0	45.7	43.9	43.9	40.4	40.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	21.6	17.7	36.5	21.3	0.0	45.7	43.9	43.9	40.4	40.4	0.0
LOS by Move:	C	C	B	D	C	A	D	D	D	D	D	A
HCM2kAvgQ:	3	8	1	5	5	0	3	2	2	4	4	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Mellon Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.297
 Loss Time (sec): 12 Average Delay (sec/veh): 20.5
 Optimal Cycle: 40 Level Of Service: C

Street Name:	Highland Springs Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	2	1	0	0	0	0	0

Volume Module:

Base Vol:	61	573	0	0	387	83	218	0	52	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	573	0	0	387	83	218	0	52	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	573	0	0	387	83	218	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	573	0	0	387	83	218	0	52	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	573	0	0	387	83	218	0	52	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3610	1615	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.16	0.00	0.00	0.11	0.05	0.12	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.11	0.47	0.00	0.00	0.36	0.36	0.41	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.30	0.33	0.00	0.00	0.30	0.14	0.30	0.00	0.08	0.00	0.00	0.00
Delay/Veh:	41.5	16.6	0.0	0.0	23.0	21.7	20.3	0.0	18.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	16.6	0.0	0.0	23.0	21.7	20.3	0.0	18.3	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	C	A	B	A	A	A
HCM2kAvgQ:	2	6	0	0	4	2	5	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 12 Average Delay (sec/veh): 21.5
Optimal Cycle: 65 Level Of Service: C

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	6	0	0	88	0	155	92	449	1	0	772	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	88	0	155	92	449	1	0	772	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	88	0	155	92	449	1	0	772	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	0	88	0	155	92	449	1	0	772	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	0	0	88	0	155	92	449	1	0	772	53

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	1.00	0.80	1.00	0.80	0.95	1.00	1.00	1.00	0.99	0.99
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	0.99	0.01	1.00	0.94	0.06
Final Sat.:	1577	0	0	552	0	973	1805	1896	4	1900	1760	121

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.05	0.24	0.24	0.00	0.44	0.44
Crit Moves:				****				****				****
Green/Cycle:	0.22	0.00	0.00	0.22	0.00	0.22	0.07	0.66	0.66	0.00	0.59	0.59
Volume/Cap:	0.02	0.00	0.00	0.74	0.00	0.74	0.73	0.36	0.36	0.00	0.74	0.74
Delay/Veh:	30.9	0.0	0.0	45.2	0.0	45.2	64.7	7.5	7.5	0.0	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	0.0	0.0	45.2	0.0	45.2	64.7	7.5	7.5	0.0	17.3	17.3
LOS by Move:	C	A	A	D	A	D	E	A	A	A	B	B
HCM2kAvgQ:	0	0	0	9	0	9	3	6	6	0	17	17

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
 Loss Time (sec): 12 Average Delay (sec/veh): 28.1
 Optimal Cycle: 56 Level Of Service: C

Street Name:	Highland Home Rd.						Northern Loop											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Permitted						Split Phase					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0					
Lanes:	1	0	1	0	0	0	0	1	1	0	0	0	1	0	0			

Volume Module:

Base Vol:	118	452	0	0	264	132	221	0	199	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	452	0	0	264	132	221	0	199	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	452	0	0	264	132	221	0	199	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	452	0	0	264	132	221	0	199	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	452	0	0	264	132	221	0	199	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.90	0.90	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.33	0.67	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	2286	1143	911	0	821	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.24	0.00	0.00	0.12	0.12	0.24	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.35	0.52	0.00	0.00	0.17	0.17	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.19	0.46	0.00	0.00	0.68	0.68	0.68	0.00	0.68	0.00	0.00	0.00
Delay/Veh:	22.6	15.3	0.0	0.0	42.1	42.1	30.2	0.0	30.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	15.3	0.0	0.0	42.1	42.1	30.2	0.0	30.2	0.0	0.0	0.0
LOS by Move:	C	B	A	A	D	D	C	A	C	A	A	A
HCM2kAvgQ:	2	8	0	0	6	6	12	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
 Loss Time (sec): 12 Average Delay (sec/veh): 28.8
 Optimal Cycle: 60 Level Of Service: C

Street Name:	Beaumont Rd.-G St						Highland Home Rd.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Protected						Split Phase					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0		4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0				
Lanes:	0	0	1	1	0	2	0	1	0	0	0	0	0	0	0			

Volume Module:

Base Vol:	0	212		96	114	349	0	0	0	0	242	0	357
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	212		96	114	349	0	0	0	0	242	0	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	212		96	114	349	0	0	0	0	242	0	357
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	212		96	114	349	0	0	0	0	242	0	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	212		96	114	349	0	0	0	0	242	0	357

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.92	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	1.38	0.62	2.00	1.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	2368	1072	3502	1900	0	0	0	0	692	0	1021

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.03	0.18	0.00	0.00	0.00	0.00	0.35	0.00	0.35
Crit Moves:							****					
Green/Cycle:	0.00	0.13	0.13	0.26	0.39	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.71	0.71	0.13	0.48	0.00	0.00	0.00	0.00	0.71	0.00	0.71
Delay/Veh:	0.0	47.2	47.2	28.4	23.6	0.0	0.0	0.0	0.0	22.5	0.0	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	47.2	47.2	28.4	23.6	0.0	0.0	0.0	0.0	22.5	0.0	22.5
LOS by Move:	A	D	D	C	C	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	1	8	0	0	0	0	15	0	15

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	8	Average Delay (sec/veh):	10.4
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Highland Home Rd.						D St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	92	384	0	0	765	13	22	0	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	384	0	0	765	13	22	0	155	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	384	0	0	765	13	22	0	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	384	0	0	765	13	22	0	155	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	384	0	0	765	13	22	0	155	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	1.00	1.00	1.00	1.00	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	0.19	0.81	0.00	0.00	0.98	0.02	0.12	0.00	0.88	0.00	0.00	0.00
Final Sat.:	280	1168	0	0	1865	32	207	0	1459	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.33	0.33	0.00	0.00	0.41	0.41	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.73	0.73	0.00	0.00	0.73	0.73	0.19	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.45	0.45	0.00	0.00	0.56	0.56	0.56	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	5.7	5.7	0.0	0.0	6.7	6.7	39.1	0.0	39.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	5.7	0.0	0.0	6.7	6.7	39.1	0.0	39.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	6	6	0	0	11	11	6	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 16 Average Delay (sec/veh): 37.8
Optimal Cycle: 96 Level Of Service: D

Street Name:	Highland Home Rd.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Permitted			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0

Volume Module:

Base Vol:	67	173	30	424	390	106	113	274	131	89	659	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	173	30	424	390	106	113	274	131	89	659	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	173	30	424	390	106	113	274	131	89	659	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	173	30	424	390	106	113	274	131	89	659	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	173	30	424	390	106	113	274	131	89	659	190

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.62	0.97	0.97	0.95	0.90	0.90	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	1.35	0.65	1.00	1.55	0.45
Final Sat.:	1805	1900	1615	1176	1446	393	1805	2325	1112	1805	2707	780

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.02	0.36	0.27	0.27	0.06	0.12	0.12	0.05	0.24	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.49	0.49	0.42	0.42	0.42	0.07	0.22	0.22	0.13	0.28	0.28
Volume/Cap:	0.53	0.19	0.04	0.86	0.65	0.65	0.87	0.53	0.53	0.38	0.87	0.87
Delay/Veh:	49.1	14.6	13.4	41.2	25.2	25.2	88.0	35.1	35.1	40.7	42.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	14.6	13.4	41.2	25.2	25.2	88.0	35.1	35.1	40.7	42.6	42.6
LOS by Move:	D	B	B	D	C	C	F	D	D	D	D	D
HCM2kAvgQ:	2	3	0	13	12	12	4	6	6	2	14	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 12 Average Delay (sec/veh): 23.5
Optimal Cycle: 43 Level Of Service: C

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	487	2	141	22	481	0	0	341	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	487	2	141	22	481	0	0	341	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	487	2	141	22	481	0	0	341	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	487	2	141	22	481	0	0	341	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	487	2	141	22	481	0	0	341	243

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	0.85	0.95	0.95	0.95	0.95	0.89	0.89
Lanes:	0.00	1.00	0.00	0.99	0.01	1.00	1.00	2.00	0.00	0.00	1.17	0.83
Final Sat.:	0	1900	0	1673	7	1615	1805	3610	0	0	1977	1409

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.09	0.01	0.13	0.00	0.00	0.17	0.17
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.51	0.51	0.51	0.07	0.37	0.00	0.00	0.30	0.30
Volume/Cap:	0.00	0.00	0.00	0.57	0.57	0.17	0.17	0.36	0.00	0.00	0.57	0.57
Delay/Veh:	0.0	0.0	0.0	18.0	18.0	13.3	44.4	23.0	0.0	0.0	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.0	18.0	13.3	44.4	23.0	0.0	0.0	30.3	30.3
LOS by Move:	A	A	A	B	B	B	D	C	A	A	C	C
HCM2kAvgQ:	0	0	0	10	10	2	1	6	0	0	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.072
 Loss Time (sec): 8 Average Delay (sec/veh): 64.4
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	120	174	36	88	522	115	124	512	223	41	285	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	174	36	88	522	115	124	512	223	41	285	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	174	36	88	522	115	124	512	223	41	285	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	174	36	88	522	115	124	512	223	41	285	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	174	36	88	522	115	124	512	223	41	285	42

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.44	0.44	0.85	0.85	0.85	0.85	0.84	0.84	0.84	0.85	0.85	0.85
Lanes:	0.41	0.59	1.00	0.12	0.72	0.16	0.14	0.60	0.26	0.11	0.78	0.11
Final Sat.:	344	499	1615	196	1165	257	231	952	415	181	1255	185

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.35	0.35	0.02	0.45	0.45	0.45	0.54	0.54	0.54	0.23	0.23	0.23
Crit Moves:				****			****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.83	0.83	0.05	1.07	1.07	1.07	1.07	1.07	1.07	0.45	0.45	0.45
Delay/Veh:	41.5	41.5	17.4	84.5	84.5	84.5	77.7	77.7	77.7	16.4	16.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	41.5	17.4	84.5	84.5	84.5	77.7	77.7	77.7	16.4	16.4	16.4
LOS by Move:	D	D	B	F	F	F	E	E	E	B	B	B
HCM2kAvgQ:	9	9	1	33	33	33	36	36	36	7	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
 Loss Time (sec): 16 Average Delay (sec/veh): 39.2
 Optimal Cycle: 88 Level Of Service: D

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	1	2	0

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	328	342	119	111	854	85	47	334	341	77	198	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	342	119	111	854	85	47	334	341	77	198	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	342	119	111	854	85	47	334	341	77	198	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	342	119	111	854	85	47	334	341	77	198	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	328	342	119	111	854	85	47	334	341	77	198	41

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.94	0.94	0.95	0.95	0.85	0.92	0.93	0.93
Lanes:	1.00	1.48	0.52	1.00	1.82	0.18	1.00	2.00	1.00	2.00	1.66	0.34
Final Sat.:	1805	2574	896	1805	3237	322	1805	3610	1615	3502	2913	603

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.18	0.13	0.13	0.06	0.26	0.26	0.03	0.09	0.21	0.02	0.07	0.07
Crit Moves:	****			****			****		****	****		
Green/Cycle:	0.21	0.34	0.34	0.18	0.31	0.31	0.16	0.25	0.25	0.07	0.16	0.16
Volume/Cap:	0.85	0.39	0.39	0.34	0.85	0.85	0.16	0.37	0.85	0.31	0.43	0.43
Delay/Veh:	54.4	25.2	25.2	36.4	39.0	39.0	36.6	31.5	51.9	45.0	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	25.2	25.2	36.4	39.0	39.0	36.6	31.5	51.9	45.0	38.5	38.5
LOS by Move:	D	C	C	D	D	D	D	C	D	D	D	D
HCM2kAvgQ:	11	5	5	3	13	13	1	4	11	1	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
 Loss Time (sec): 12 Average Delay (sec/veh): 35.1
 Optimal Cycle: 106 Level Of Service: D

Street Name:	Sunset Ave.						I-10 Westbound Ramps											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Permitted						Split Phase					
Rights:	Include						Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0			

Volume Module:

Base Vol:	371	542	0	0	685	599	0	0	0	71	7	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	542	0	0	685	599	0	0	0	71	7	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	542	0	0	685	599	0	0	0	71	7	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	542	0	0	685	599	0	0	0	71	7	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	371	542	0	0	685	599	0	0	0	71	7	248

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.88	0.88	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	1.00	2.00	0.00	0.00	1.07	0.93	0.00	0.00	0.00	0.22	0.02	0.76
Final Sat.:	1805	3610	0	0	1791	1566	0	0	0	360	36	1259

Capacity Analysis Module:

Vol/Sat:	0.21	0.15	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.20	0.20	0.20
Crit Moves:	****			****						****		
Green/Cycle:	0.23	0.66	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	0.89	0.23	0.00	0.00	0.89	0.89	0.00	0.00	0.00	0.89	0.89	0.89
Delay/Veh:	58.0	6.9	0.0	0.0	33.8	33.8	0.0	0.0	0.0	60.7	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	6.9	0.0	0.0	33.8	33.8	0.0	0.0	0.0	60.7	60.7	60.7
LOS by Move:	E	A	A	A	C	C	A	A	A	E	E	E
HCM2kAvgQ:	12	3	0	0	19	19	0	0	0	13	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 8 Average Delay (sec/veh): 15.8
Optimal Cycle: 39 Level Of Service: B

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	628	146	344	413	0	287	2	224	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	628	146	344	413	0	287	2	224	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	628	146	344	413	0	287	2	224	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	628	146	344	413	0	287	2	224	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	628	146	344	413	0	287	2	224	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.52	0.52	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Lanes:	0.00	1.62	0.38	0.91	1.09	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	2847	662	901	1081	0	1615	14	1603	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.22	0.38	0.38	0.00	0.18	0.14	0.14	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.00	0.63	0.63	0.63	0.63	0.00	0.29	0.29	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.35	0.35	0.61	0.61	0.00	0.61	0.48	0.48	0.00	0.00	0.00
Delay/Veh:	0.0	9.0	9.0	12.1	12.1	0.0	32.8	29.9	29.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.0	9.0	12.1	12.1	0.0	32.8	29.9	29.9	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	6	7	7	0	8	6	6	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Sunrise Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 8 Average Delay (sec/veh): 9.5
Optimal Cycle: 30 Level Of Service: A

Street Name:	Sunrise Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	42	15	26	13	72	23	18	521	119	31	323	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	15	26	13	72	23	18	521	119	31	323	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	42	15	26	13	72	23	18	521	119	31	323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	15	26	13	72	23	18	521	119	31	323	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	42	15	26	13	72	23	18	521	119	31	323	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.72	0.93	0.93	0.93	0.96	0.96	0.96	0.65	1.00	1.00
Lanes:	0.51	0.18	0.31	0.12	0.67	0.21	0.03	0.79	0.18	1.00	1.00	1.00
Final Sat.:	689	246	426	213	1182	378	50	1449	331	1229	1900	1900

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.06	0.36	0.36	0.36	0.03	0.17	0.00
Crit Moves:	****						****					
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.79	0.79	0.79	0.79	0.79	0.00
Volume/Cap:	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.03	0.22	0.00
Delay/Veh:	41.8	41.8	41.8	41.4	41.4	41.4	3.8	3.8	3.8	2.3	2.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	41.8	41.8	41.4	41.4	41.4	3.8	3.8	3.8	2.3	2.8	0.0
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	6	6	6	0	3	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.201
Loss Time (sec): 8 Average Delay (sec/veh): 7.3
Optimal Cycle: 22 Level Of Service: A

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	33	0	38	0	0	0	1	463	34	105	291	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	0	38	0	0	0	1	463	34	105	291	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	0	38	0	0	0	1	463	34	105	291	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	0	38	0	0	0	1	463	34	105	291	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	0	38	0	0	0	1	463	34	105	291	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.82	1.00	1.00	1.00	0.57	0.94	0.94	0.46	0.95	0.95
Lanes:	0.46	0.00	0.54	0.00	1.00	0.00	1.00	1.86	0.14	1.00	2.00	0.00
Final Sat.:	725	0	835	0	1900	0	1081	3329	244	870	3610	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.14	0.14	0.12	0.08	0.00
Crit Moves:	****							****				
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.69	0.69	0.69	0.69	0.69	0.00
Volume/Cap:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.20	0.20	0.17	0.12	0.00
Delay/Veh:	31.6	0.0	31.6	0.0	0.0	0.0	4.7	5.5	5.5	5.5	5.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	0.0	31.6	0.0	0.0	0.0	4.7	5.5	5.5	5.5	5.1	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	3	3	1	2	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 12 Average Delay (sec/veh): 24.6
Optimal Cycle: 43 Level Of Service: C

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	118	48	19	110	171	47	21	455	68	41	277	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	48	19	110	171	47	21	455	68	41	277	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	48	19	110	171	47	21	455	68	41	277	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	48	19	110	171	47	21	455	68	41	277	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	48	19	110	171	47	21	455	68	41	277	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	0.60	0.60	0.82	0.82	0.82	0.95	1.00	0.85	0.95	0.99	0.99
Lanes:	0.64	0.26	0.10	0.34	0.52	0.14	1.00	1.00	1.00	1.00	0.91	0.09
Final Sat.:	729	297	117	523	812	223	1805	1900	1615	1805	1696	178

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.16	0.21	0.21	0.21	0.01	0.24	0.04	0.02	0.16	0.16
Crit Moves:				****			****			****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.15	0.43	0.43	0.07	0.35	0.35
Volume/Cap:	0.43	0.43	0.43	0.56	0.56	0.56	0.08	0.56	0.10	0.32	0.47	0.47
Delay/Veh:	23.7	23.7	23.7	25.6	25.6	25.6	36.6	22.1	17.0	45.7	25.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	23.7	23.7	25.6	25.6	25.6	36.6	22.1	17.0	45.7	25.7	25.7
LOS by Move:	C	C	C	C	C	C	D	C	B	D	C	C
HCM2kAvgQ:	4	4	4	8	8	8	1	10	1	1	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
 Loss Time (sec): 16 Average Delay (sec/veh): 39.1
 Optimal Cycle: 78 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	111	197	413	38	331	31	17	183	101	473	98	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	197	413	38	331	31	17	183	101	473	98	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	197	413	38	331	31	17	183	101	473	98	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	197	413	38	331	31	17	183	101	473	98	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	197	413	38	331	31	17	183	101	473	98	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.91	0.09	1.00	1.00	1.00	1.00	1.58	0.42
Final Sat.:	1805	1900	1615	1805	1715	161	1805	1900	1615	1805	2765	733

Capacity Analysis Module:

Vol/Sat:	0.06	0.10	0.26	0.02	0.19	0.19	0.01	0.10	0.06	0.26	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.32	0.32	0.07	0.29	0.29	0.22	0.12	0.12	0.33	0.22	0.22
Volume/Cap:	0.59	0.32	0.80	0.30	0.67	0.67	0.04	0.80	0.52	0.80	0.16	0.16
Delay/Veh:	47.7	26.1	39.5	45.5	34.9	34.9	30.4	60.3	43.7	38.0	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	26.1	39.5	45.5	34.9	34.9	30.4	60.3	43.7	38.0	31.3	31.3
LOS by Move:	D	C	D	D	C	C	C	E	D	D	C	C
HCM2kAvgQ:	4	5	14	1	11	11	0	8	4	15	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 12 Average Delay (sec/veh): 54.4
Optimal Cycle: 180 Level Of Service: D

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	0	0	0	1

Volume Module:

Base Vol:	489	556	0	0	331	593	0	0	0	44	2	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	556	0	0	331	593	0	0	0	44	2	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	489	556	0	0	331	593	0	0	0	44	2	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	489	556	0	0	331	593	0	0	0	44	2	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	489	556	0	0	331	593	0	0	0	44	2	108

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	1.00	1.00	0.00	0.00	0.36	0.64	0.00	0.00	0.00	0.29	0.01	0.70
Final Sat.:	1805	1900	0	0	621	1113	0	0	0	472	21	1159

Capacity Analysis Module:

Vol/Sat:	0.27	0.29	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.09	0.09	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.27	0.79	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.09	0.09	0.09
Volume/Cap:	1.02	0.37	0.00	0.00	1.02	1.02	0.00	0.00	0.00	1.02	1.02	1.02
Delay/Veh:	82.7	3.3	0.0	0.0	58.6	58.6	0.0	0.0	0.0	123.6	124	123.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	3.3	0.0	0.0	58.6	58.6	0.0	0.0	0.0	123.6	124	123.6
LOS by Move:	F	A	A	A	E	E	A	A	A	F	F	F
HCM2kAvgQ:	17	5	0	0	35	35	0	0	0	9	9	9

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949
 Loss Time (sec): 8 Average Delay (sec/veh): 42.0
 Optimal Cycle: 136 Level Of Service: D

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	588	79	222	165	0	452	0	441	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	588	79	222	165	0	452	0	441	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	588	79	222	165	0	452	0	441	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	588	79	222	165	0	452	0	441	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	588	79	222	165	0	452	0	441	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.82	0.82	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	0.88	0.12	0.57	0.43	0.00	0.51	0.00	0.49	0.00	0.00	0.00
Final Sat.:	0	1648	221	892	663	0	875	0	854	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.36	0.36	0.25	0.25	0.00	0.52	0.00	0.52	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.38	0.38	0.38	0.38	0.00	0.54	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.00	0.95	0.95	0.66	0.66	0.00	0.95	0.00	0.95	0.00	0.00	0.00
Delay/Veh:	0.0	52.6	52.6	28.8	28.8	0.0	39.8	0.0	39.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	52.6	52.6	28.8	28.8	0.0	39.8	0.0	39.8	0.0	0.0	0.0
LOS by Move:	A	D	D	C	C	A	D	A	D	A	A	A
HCM2kAvgQ:	0	25	25	9	9	0	31	0	31	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 8 Average Delay (sec/veh): 14.4
Optimal Cycle: 31 Level Of Service: B

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:

Base Vol:	16	21	16	72	132	33	9	547	24	45	282	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	21	16	72	132	33	9	547	24	45	282	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	21	16	72	132	33	9	547	24	45	282	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	21	16	72	132	33	9	547	24	45	282	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	21	16	72	132	33	9	547	24	45	282	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.85	0.88	0.88	0.88	0.99	0.99	0.99	0.88	0.88	0.88
Lanes:	0.43	0.57	1.00	0.30	0.56	0.14	0.02	0.94	0.04	0.13	0.80	0.07
Final Sat.:	713	936	1615	507	929	232	29	1770	78	215	1350	110

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.01	0.14	0.14	0.14	0.31	0.31	0.31	0.21	0.21	0.21
Crit Moves:				****			****					
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.08	0.08	0.03	0.49	0.49	0.49	0.49	0.49	0.49	0.33	0.33	0.33
Delay/Veh:	25.9	25.9	25.5	30.2	30.2	30.2	10.2	10.2	10.2	8.8	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	25.5	30.2	30.2	30.2	10.2	10.2	10.2	8.8	8.8	8.8
LOS by Move:	C	C	C	C	C	C	B	B	B	A	A	A
HCM2kAvgQ:	1	1	0	6	6	6	9	9	9	5	5	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 8 Average Delay (sec/veh): 17.7
Optimal Cycle: 38 Level Of Service: B

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:	San Gorgonio			Wilson St.		
Base Vol:	40	37	33	13	166	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	37	33	13	166	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	37	33	13	166	137
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	40	37	33	13	166	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	37	33	13	166	137

Saturation Flow Module:	San Gorgonio			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.93	0.93	0.93	0.93	0.93
Lanes:	1.00	0.53	0.47	0.04	0.53	0.43
Final Sat.:	1444	933	832	73	930	767

Capacity Analysis Module:	San Gorgonio			Wilson St.		
Vol/Sat:	0.03	0.04	0.04	0.18	0.18	0.18
Crit Moves:				****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.09	0.13	0.13	0.59	0.59	0.59
Delay/Veh:	25.1	25.4	25.4	31.3	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	25.4	25.4	31.3	31.3	31.3
LOS by Move:	C	C	C	C	C	C
HCM2kAvgQ:	1	2	2	9	9	9

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.989
Loss Time (sec): 12 Average Delay (sec/veh): 52.4
Optimal Cycle: 176 Level Of Service: D

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	1	0	0	0	1	1	0	1

Volume Module:

Base Vol:	0	0	59	1030	5	452	0	1728	12	19	1396	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	59	1030	5	452	0	1728	12	19	1396	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	59	1030	5	452	0	1728	12	19	1396	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	59	1030	5	452	0	1728	12	19	1396	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	59	1030	5	452	0	1728	12	19	1396	169

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.72	0.72	0.85	1.00	0.95	0.95	0.95	0.93	0.93
Lanes:	0.00	0.00	1.00	1.99	0.01	1.00	0.00	1.99	0.01	1.00	1.78	0.22
Final Sat.:	0	0	1644	2730	13	1615	0	3582	25	1805	3169	384

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.04	0.38	0.38	0.28	0.00	0.48	0.48	0.01	0.44	0.44
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.36	0.36	0.36	0.36	0.00	0.45	0.45	0.07	0.52	0.52
Volume/Cap:	0.00	0.00	0.10	1.06	1.06	0.79	0.00	1.06	1.06	0.15	0.84	0.84
Delay/Veh:	0.0	0.0	21.6	78.5	78.5	35.9	0.0	68.1	68.1	44.3	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	21.6	78.5	78.5	35.9	0.0	68.1	68.1	44.3	23.8	23.8
LOS by Move:	A	A	C	E	E	D	A	E	E	D	C	C
HCM2kAvgQ:	0	0	1	24	24	14	0	40	40	1	22	22

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 8 Average Delay (sec/veh): 22.0
Optimal Cycle: 137 Level Of Service: C

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	389	0	715	0	0	0	0	2118	226	0	1801	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	0	715	0	0	0	0	2118	226	0	1801	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	0	0	0	0	0	0	2118	226	0	1801	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	0	0	0	0	0	0	2118	226	0	1801	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	389	0	0	0	0	0	0	2118	226	0	1801	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	1.00	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.81	0.19	0.00	2.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	3216	343	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.66	0.66	0.00	0.50	0.00
Crit Moves:	****							****				
Green/Cycle:	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.69	0.00	0.69	0.00
Volume/Cap:	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.95	0.95	0.00	0.72	0.00
Delay/Veh:	69.9	0.0	0.0	0.0	0.0	0.0	0.0	22.9	22.9	0.0	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.9	0.0	0.0	0.0	0.0	0.0	0.0	22.9	22.9	0.0	10.4	0.0
LOS by Move:	E	A	A	A	A	A	A	C	C	A	B	A
HCM2kAvgQ:	16	0	0	0	0	0	0	32	32	0	17	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.292
Loss Time (sec): 12 Average Delay (sec/veh): 135.3
Optimal Cycle: 180 Level Of Service: F

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	178	169	45	33	128	139	176	1135	217	36	820	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	169	45	33	128	139	176	1135	217	36	820	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	169	45	33	128	139	176	1135	217	36	820	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	169	45	33	128	139	176	1135	217	36	820	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	169	45	33	128	139	176	1135	217	36	820	54

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.53	0.53	0.87	0.87	0.87	0.95	0.98	0.98	0.95	0.99	0.99
Lanes:	0.46	0.43	0.11	0.11	0.43	0.46	1.00	0.84	0.16	1.00	0.94	0.06
Final Sat.:	459	436	116	181	703	764	1805	1557	298	1805	1767	116

Capacity Analysis Module:

Vol/Sat:	0.39	0.39	0.39	0.18	0.18	0.18	0.10	0.73	0.73	0.02	0.46	0.46
Crit Moves:	****						****			****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.10	0.53	0.53	0.07	0.49	0.49
Volume/Cap:	1.38	1.38	1.38	0.65	0.65	0.65	0.94	1.38	1.38	0.28	0.94	0.94
Delay/Veh:	226.9	227	226.9	34.8	34.8	34.8	92.5	200	200.4	45.4	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	226.9	227	226.9	34.8	34.8	34.8	92.5	200	200.4	45.4	40.3	40.3
LOS by Move:	F	F	F	C	C	C	F	F	F	D	D	D
HCM2kAvgQ:	27	27	27	9	9	9	5	85	85	1	28	28

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 8 Average Delay (sec/veh): 21.7
Optimal Cycle: 47 Level Of Service: C

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	0	1	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Base Vol:	158	708	33	40	419	36	51	306	111	20	442	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	708	33	40	419	36	51	306	111	20	442	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	708	33	40	419	36	51	306	111	20	442	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	708	33	40	419	36	51	306	111	20	442	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	158	708	33	40	419	36	51	306	111	20	442	47

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.68	0.78	0.78	0.78	0.86	0.86	0.86	0.96	0.96	0.96
Lanes:	0.35	1.58	0.07	0.16	1.69	0.15	0.11	0.65	0.24	0.04	0.87	0.09
Final Sat.:	453	2029	95	240	2511	216	179	1074	390	72	1589	169

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Vol/Sat:	0.35	0.35	0.35	0.17	0.17	0.17	0.28	0.28	0.28	0.28	0.28	0.28
Crit Moves:	****			****			****			****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.69	0.69	0.69	0.33	0.33	0.33	0.69	0.69	0.69	0.67	0.67	0.67
Delay/Veh:	20.3	20.3	20.3	14.7	14.7	14.7	27.1	27.1	27.1	26.2	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	20.3	20.3	14.7	14.7	14.7	27.1	27.1	27.1	26.2	26.2	26.2
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	11	11	11	5	5	5	13	13	13	12	12	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	12	Average Delay (sec/veh):	43.5
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Beaumont Ave.												1st St.							
Approach:	North Bound						South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected						Protected			Permitted			Permitted							
Rights:	Include						Include			Include			Include							
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	2	0	1	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:												
Base Vol:	30	951	203	273	913	101	200	344	36	336	366	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	951	203	273	913	101	200	344	36	336	366	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	951	203	273	913	101	200	344	36	336	366	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	951	203	273	913	101	200	344	36	336	366	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	951	203	273	913	101	200	344	36	336	366	196

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.94	0.94	0.24	0.99	0.99	0.41	0.95	0.95
Lanes:	1.00	1.65	0.35	2.00	1.80	0.20	1.00	0.91	0.09	1.00	0.65	0.35
Final Sat.:	1805	2898	619	3502	3202	354	464	1696	177	779	1173	628

Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.08	0.29	0.29	0.43	0.20	0.20	0.43	0.31	0.31
Crit Moves:	****			****			****					
Green/Cycle:	0.08	0.34	0.34	0.08	0.34	0.34	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.20	0.95	0.95	0.95	0.83	0.83	0.95	0.45	0.45	0.95	0.69	0.69
Delay/Veh:	43.3	47.6	47.6	85.8	35.3	35.3	74.6	19.1	19.1	61.6	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	47.6	47.6	85.8	35.3	35.3	74.6	19.1	19.1	61.6	24.2	24.2
LOS by Move:	D	D	D	F	D	D	E	B	B	E	C	C
HCM2kAvgQ:	1	20	20	5	16	16	10	8	8	14	14	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 8 Average Delay (sec/veh): 38.7
Optimal Cycle: 149 Level Of Service: D

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	18	682	295	61	733	295	264	282	9	228	139	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	682	295	61	733	295	264	282	9	228	139	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	682	295	61	733	295	264	282	9	228	139	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	682	295	61	733	295	264	282	9	228	139	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	682	295	61	733	295	264	282	9	228	139	101

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.67	0.67	0.67	0.64	0.64	0.64	0.60	0.60	0.60
Lanes:	0.04	1.37	0.59	0.11	1.35	0.54	0.47	0.51	0.02	0.49	0.30	0.21
Final Sat.:	58	2190	947	143	1713	689	578	618	20	551	336	244

Capacity Analysis Module:

Vol/Sat:	0.31	0.31	0.31	0.43	0.43	0.43	0.46	0.46	0.46	0.41	0.41	0.41
Crit Moves:				****			****					
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.70	0.70	0.70	0.96	0.96	0.96	0.96	0.96	0.96	0.87	0.87	0.87
Delay/Veh:	23.9	23.9	23.9	45.1	45.1	45.1	53.3	53.3	53.3	38.0	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	23.9	23.9	45.1	45.1	45.1	53.3	53.3	53.3	38.0	38.0	38.0
LOS by Move:	C	C	C	D	D	D	D	D	D	D	D	D
HCM2kAvgQ:	13	13	13	18	18	18	22	22	22	16	16	16

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
 Loss Time (sec): 12 Average Delay (sec/veh): 26.1
 Optimal Cycle: 82 Level Of Service: C

Street Name:	Lamb Canyon Rd.						California Ave.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Permitted						Permitted					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0		4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0				
Lanes:	1	0	1	1	0	0	1	0	1	0	0	1	0	0	1			

Volume Module:

Base Vol:	252	908		13	118	838	1		1	78	294	5	38		63
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Initial Bse:	252	908		13	118	838	1		1	78	294	5	38		63
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	252	908		13	118	838	1		1	78	294	5	38		63
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0		0
Reduced Vol:	252	908		13	118	838	1		1	78	294	5	38		63
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Volume:	252	908		13	118	838	1		1	78	294	5	38		63

Saturation Flow Module:

Sat/Lane:	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Adjustment:	0.95	0.95		0.95	0.63	0.63	0.63	1.00	1.00	0.85	0.91	0.91	0.91		0.91
Lanes:	1.00	1.97		0.03	0.24	1.75	0.01	0.01	0.99	1.00	0.05	0.36	0.59		0.59
Final Sat.:	1805	3552		51	294	2089	2	24	1874	1615	82	620		1029	

Capacity Analysis Module:

Vol/Sat:	0.14	0.26		0.26	0.40	0.40	0.40	0.04	0.04	0.18	0.06	0.06	0.06		0.06
Crit Moves:	****				****					****					
Green/Cycle:	0.17	0.65		0.65	0.48	0.48	0.48	0.23	0.23	0.23	0.23	0.23	0.23		0.23
Volume/Cap:	0.81	0.39		0.39	0.83	0.83	0.83	0.18	0.18	0.81	0.27	0.27	0.27		0.27
Delay/Veh:	53.9	8.1		8.1	27.9	27.9	27.9	31.5	31.5	49.0	32.3	32.3	32.3		32.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
AdjDel/Veh:	53.9	8.1		8.1	27.9	27.9	27.9	31.5	31.5	49.0	32.3	32.3	32.3		32.3
LOS by Move:	D	A		A	C	C	C	C	C	D	C	C	C		C
HCM2kAvgQ:	10	7		7	13	13	13	2	2	11	3	3	3		3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.069
 Loss Time (sec): 8 Average Delay (sec/veh): 43.3
 Optimal Cycle: 180 Level Of Service: D

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	81	184	133	44	165	56	88	1025	158	35	785	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	184	133	44	165	56	88	1025	158	35	785	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	184	133	44	165	56	88	1025	158	35	785	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	184	133	44	165	56	88	1025	158	35	785	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	184	133	44	165	56	88	1025	158	35	785	168

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.85	0.30	1.00	0.85	0.76	0.76	0.85	0.75	0.75	0.85
Lanes:	0.31	0.69	1.00	1.00	1.00	1.00	0.08	0.92	1.00	0.04	0.96	1.00
Final Sat.:	385	875	1615	561	1900	1615	114	1326	1615	61	1366	1615

Capacity Analysis Module:

Vol/Sat:	0.21	0.21	0.08	0.08	0.09	0.03	0.77	0.77	0.10	0.57	0.57	0.10
Crit Moves:	****						****					
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	1.07	1.07	0.42	0.40	0.44	0.18	1.07	1.07	0.14	0.79	0.79	0.14
Delay/Veh:	116.7	117	36.0	37.4	36.2	33.7	62.0	62.0	4.3	13.3	13.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.7	117	36.0	37.4	36.2	33.7	62.0	62.0	4.3	13.3	13.3	4.3
LOS by Move:	F	F	D	D	D	C	E	E	A	B	B	A
HCM2kAvgQ:	11	11	3	2	5	2	45	45	1	18	18	2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 8 Average Delay (sec/veh): 22.5
Optimal Cycle: 51 Level Of Service: C

Street Name:	Palm Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!

Volume Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Base Vol:	17	324	87	34	256	68	33	332	50	119	417	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	324	87	34	256	68	33	332	50	119	417	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	324	87	34	256	68	33	332	50	119	417	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	324	87	34	256	68	33	332	50	119	417	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	324	87	34	256	68	33	332	50	119	417	141

Saturation Flow Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.89	0.89	0.91	0.91	0.91	0.83	0.83	0.83
Lanes:	0.04	0.76	0.20	0.09	0.72	0.19	0.08	0.80	0.12	0.17	0.62	0.21
Final Sat.:	72	1370	368	160	1208	321	137	1382	208	278	973	329

Capacity Analysis Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Vol/Sat:	0.24	0.24	0.24	0.21	0.21	0.21	0.24	0.24	0.24	0.43	0.43	0.43
Crit Moves:	****			****			****			****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.72	0.72	0.72	0.65	0.65	0.65	0.41	0.41	0.41	0.72	0.72	0.72
Delay/Veh:	34.0	34.0	34.0	31.4	31.4	31.4	11.2	11.2	11.2	17.3	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.0	34.0	31.4	31.4	31.4	11.2	11.2	11.2	17.3	17.3	17.3
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	13	13	13	9	9	9	7	7	7	14	14	14

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.117
Loss Time (sec): 0 Average Delay (sec/veh): 62.3
Optimal Cycle: 0 Level Of Service: F

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0
	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0

Volume Module:

Base Vol:	122	0	195	0	0	0	0	1092	69	136	842	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	0	195	0	0	0	0	1092	69	136	842	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	0	195	0	0	0	0	1092	69	136	842	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	0	195	0	0	0	0	1092	69	136	842	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	0	195	0	0	0	0	1092	69	136	842	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.00	0.62	0.00	0.00	0.00	0.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	214	0	342	0	0	0	0	977	62	479	1026	0

Capacity Analysis Module:

Vol/Sat:	0.57	xxxx	0.57	xxxx	xxxx	xxxx	xxxx	1.12	1.11	0.28	0.82	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	17.6	0.0	17.6	0.0	0.0	0.0	0.0	101	98.1	13.2	34.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	0.0	17.6	0.0	0.0	0.0	0.0	101	98.1	13.2	34.3	0.0
LOS by Move:	C	*	C	*	*	*	*	F	F	B	D	*
ApproachDel:	17.6			xxxxxx			100.6			31.4		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	17.6			xxxxxx			100.6			31.4		
LOS by Appr:	C			*			F			D		
AllWayAvgQ:	1.3	1.3	1.3	0.0	0.0	0.0	0.0	13.4	12.9	0.4	3.5	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.061
Loss Time (sec): 8 Average Delay (sec/veh): 58.1
Optimal Cycle: 180 Level Of Service: E

Street Name:	Pennsylvania Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	88	296	378	84	166	24	20	519	20	95	590	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	296	378	84	166	24	20	519	20	95	590	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	296	378	84	166	24	20	519	20	95	590	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	296	378	84	166	24	20	519	20	95	590	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	296	378	84	166	24	20	519	20	95	590	118

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.58	0.58	0.58	0.96	0.96	0.96	0.83	0.83	0.83
Lanes:	0.11	0.39	0.50	0.31	0.60	0.09	0.03	0.93	0.04	0.12	0.73	0.15
Final Sat.:	190	638	814	340	671	97	65	1690	65	185	1152	230

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.46	0.46	0.46	0.25	0.25	0.25	0.31	0.31	0.31	0.51	0.51	0.51
Crit Moves:	****									****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	1.06	1.06	1.06	0.57	0.57	0.57	0.64	0.64	0.64	1.06	1.06	1.06
Delay/Veh:	79.2	79.2	79.2	22.6	22.6	22.6	20.9	20.9	20.9	76.1	76.1	76.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	79.2	79.2	22.6	22.6	22.6	20.9	20.9	20.9	76.1	76.1	76.1
LOS by Move:	E	E	E	C	C	C	C	C	C	E	E	E
HCM2kAvgQ:	28	28	28	7	7	7	13	13	13	33	33	33

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.150
Loss Time (sec): 8 Average Delay (sec/veh): 73.8
Optimal Cycle: 180 Level Of Service: E

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	932	259	241	727	0	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	932	259	241	727	0	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	932	259	241	727	0	0	0	0	225	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	932	259	241	727	0	0	0	0	225	0	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	932	259	241	727	0	0	0	0	225	0	265

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.66	0.66	1.00	1.00	1.00	1.00	0.91	1.00	0.91
Lanes:	0.00	0.78	0.22	0.25	0.75	0.00	0.00	0.00	0.00	0.46	0.00	0.54
Final Sat.:	0	1444	401	312	940	0	0	0	0	791	0	932

Capacity Analysis Module:

Vol/Sat:	0.00	0.65	0.65	0.77	0.77	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Crit Moves:						****						****
Green/Cycle:	0.00	0.67	0.67	0.67	0.67	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.96	0.96	1.15	1.15	0.00	0.00	0.00	0.00	1.15	0.00	1.15
Delay/Veh:	0.0	31.9	31.9	97.3	97.3	0.0	0.0	0.0	0.0	128.9	0.0	128.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.9	31.9	97.3	97.3	0.0	0.0	0.0	0.0	128.9	0.0	128.9
LOS by Move:	A	C	C	F	F	A	A	A	A	F	A	F
HCM2kAvgQ:	0	32	32	46	46	0	0	0	0	26	0	26

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.113
Loss Time (sec): 12 Average Delay (sec/veh): 78.0
Optimal Cycle: 180 Level Of Service: E

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	928	89	173	714	0	266	0	322	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	928	89	173	714	0	266	0	322	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	928	89	173	714	0	266	0	322	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	928	89	173	714	0	266	0	322	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	928	89	173	714	0	266	0	322	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	1.00	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	0.91	0.09	1.00	1.00	0.00	0.45	0.00	0.55	0.00	0.00	0.00
Final Sat.:	0	1713	164	1805	1900	0	778	0	942	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.54	0.54	0.10	0.38	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.49	0.49	0.09	0.57	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	1.11	1.11	1.11	0.66	0.00	1.11	0.00	1.11	0.00	0.00	0.00
Delay/Veh:	0.0	91.5	91.5	151.5	16.1	0.0	108.5	0.0	108.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	91.5	91.5	151.5	16.1	0.0	108.5	0.0	108.5	0.0	0.0	0.0
LOS by Move:	A	F	F	F	B	A	F	A	F	A	A	A
HCM2kAvgQ:	0	48	48	7	14	0	29	0	29	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[22.2]

Street Name:	Pennsylvania Ave.						3rd St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	36	987	0	0	1024	39	21	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	987	0	0	1024	39	21	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	987	0	0	1024	39	21	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	987	0	0	1024	39	21	0	2	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1063	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2083	2083	1024	xxxx	xxxx	xxxxxx
Potent Cap.:	663	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	59	54	288	xxxx	xxxx	xxxxxx
Move Cap.:	663	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	57	51	288	xxxx	xxxx	xxxxxx
Total Cap:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	228	206	xxxxxx	169	190	xxxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	0.09	0.00	0.01	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	10.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	233	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	22.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	22.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	C	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813

Loss Time (sec): 16 Average Delay (sec/veh): 35.4

Optimal Cycle: 180 Level Of Service: D

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	0	0	1	0

Volume Module:

Base Vol:	0	43	4	238	24	131	297	999	0	2	841	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	43	4	238	24	131	297	999	0	2	841	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	43	4	238	24	131	297	999	0	2	841	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	43	4	238	24	131	297	999	0	2	841	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	43	4	238	24	131	297	999	0	2	841	129

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	0.87	0.87	0.95	1.00	1.00	0.80	0.80	0.80
Lanes:	0.00	0.91	0.09	1.00	0.15	0.85	1.00	1.00	0.00	0.01	1.73	0.26
Final Sat.:	0	1719	160	1805	257	1402	1805	1900	0	6	2645	406

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.13	0.09	0.09	0.16	0.53	0.00	0.32	0.32	0.32
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.07	0.07	0.14	0.21	0.21	0.17	0.63	0.00	0.47	0.47	0.47
Volume/Cap:	0.00	0.36	0.36	0.97	0.45	0.45	0.97	0.83	0.00	0.68	0.68	0.68
Delay/Veh:	0.0	46.0	46.0	92.9	35.8	35.8	85.3	19.0	0.0	22.3	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	46.0	46.0	92.9	35.8	35.8	85.3	19.0	0.0	22.3	22.3	22.3
LOS by Move:	A	D	D	F	D	D	F	B	A	C	C	C
HCM2kAvgQ:	0	2	2	12	1	4	14	26	0	12	12	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
 Loss Time (sec): 16 Average Delay (sec/veh): 23.9
 Optimal Cycle: 50 Level Of Service: C

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	200	79	13	83	32	49	79	802	197	4	688	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	79	13	83	32	49	79	802	197	4	688	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	79	13	83	32	49	79	802	197	4	688	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	79	13	83	32	49	79	802	197	4	688	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	79	13	83	32	49	79	802	197	4	688	107

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.86	0.86	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.61	0.39	1.00	1.73	0.27
Final Sat.:	1805	3035	499	1805	1641	1641	1805	2811	691	1805	3062	476

Capacity Analysis Module:

Vol/Sat:	0.11	0.03	0.03	0.05	0.02	0.03	0.04	0.29	0.29	0.00	0.22	0.22
Crit Moves:	****					****	****			****		
Green/Cycle:	0.20	0.13	0.13	0.13	0.07	0.07	0.14	0.50	0.50	0.07	0.44	0.44
Volume/Cap:	0.57	0.20	0.20	0.35	0.28	0.43	0.32	0.57	0.57	0.03	0.51	0.51
Delay/Veh:	38.5	38.8	38.8	40.3	44.6	46.1	39.8	17.6	17.6	43.4	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	38.8	38.8	40.3	44.6	46.1	39.8	17.6	17.6	43.4	20.7	20.7
LOS by Move:	D	D	D	D	D	D	D	B	B	D	C	C
HCM2kAvgQ:	6	1	1	3	1	2	2	11	11	0	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.187
Loss Time (sec): 12 Average Delay (sec/veh): 101.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Highland Springs Ave.			Brookside Ave.		
Base Vol:	170	503	336	330	279	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	503	336	330	279	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	503	336	330	279	64
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	170	503	336	330	279	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	503	336	330	279	64

Saturation Flow Module:	Highland Springs Ave.			Brookside Ave.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.97	0.97
Lanes:	1.00	1.20	0.80	1.00	0.81	0.19
Final Sat.:	1805	2034	1359	1805	1502	345

Capacity Analysis Module:	Highland Springs Ave.			Brookside Ave.		
Vol/Sat:	0.09	0.25	0.25	0.18	0.19	0.19
Crit Moves:	****			****		
Green/Cycle:	0.12	0.21	0.21	0.15	0.24	0.24
Volume/Cap:	0.77	1.19	1.19	1.19	0.77	0.77
Delay/Veh:	58.0	137	137.4	156.5	43.6	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	137	137.4	156.5	43.6	43.6
LOS by Move:	E	F	F	F	D	D
HCM2kAvgQ:	5	22	22	20	12	12

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 8 Average Delay (sec/veh): 20.7
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	528	391	26	356	0	0	0	0	290	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	528	391	26	356	0	0	0	0	290	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	528	391	26	356	0	0	0	0	290	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	528	391	26	356	0	0	0	0	290	0	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	528	391	26	356	0	0	0	0	290	0	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.92	0.92	1.00	1.00	1.00	1.00	0.72	1.00	0.72
Lanes:	0.00	0.57	0.43	0.07	0.93	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	1029	762	119	1627	0	0	0	0	1286	0	84

Capacity Analysis Module:

Vol/Sat:	0.00	0.51	0.51	0.22	0.22	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Moves:	****									****		
Green/Cycle:	0.00	0.64	0.64	0.64	0.64	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.80	0.80	0.34	0.34	0.00	0.00	0.00	0.00	0.80	0.00	0.80
Delay/Veh:	0.0	17.6	17.6	8.5	8.5	0.0	0.0	0.0	0.0	44.9	0.0	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	17.6	8.5	8.5	0.0	0.0	0.0	0.0	44.9	0.0	44.9
LOS by Move:	A	B	B	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	20	20	5	5	0	0	0	0	11	0	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
 Loss Time (sec): 12 Average Delay (sec/veh): 34.8
 Optimal Cycle: 70 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	592	785	130	52	560	23	94	235	522	97	174	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	592	785	130	52	560	23	94	235	522	97	174	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	592	785	130	52	560	23	94	235	522	97	174	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	785	130	52	560	23	94	235	522	97	174	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	592	785	130	52	560	23	94	235	522	97	174	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.98	0.95	0.99	0.99	0.67	1.00	0.85	0.81	0.81	0.81
Lanes:	2.00	0.86	0.14	1.00	0.96	0.04	1.00	1.00	1.00	0.31	0.56	0.13
Final Sat.:	3502	1596	264	1805	1814	75	1264	1900	1615	484	868	195

Capacity Analysis Module:

Vol/Sat:	0.17	0.49	0.49	0.03	0.31	0.31	0.07	0.12	0.32	0.20	0.20	0.20
Crit Moves:	****			****			****					
Green/Cycle:	0.24	0.62	0.62	0.07	0.44	0.44	0.19	0.19	0.44	0.19	0.19	0.19
Volume/Cap:	0.70	0.80	0.80	0.41	0.70	0.70	0.38	0.64	0.74	1.04	1.04	1.04
Delay/Veh:	37.0	18.5	18.5	46.7	25.0	25.0	36.2	40.9	27.7	102.4	102	102.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	18.5	18.5	46.7	25.0	25.0	36.2	40.9	27.7	102.4	102	102.4
LOS by Move:	D	B	B	D	C	C	D	D	C	F	F	F
HCM2kAvgQ:	8	21	21	2	14	14	2	7	13	16	16	16

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
 Loss Time (sec): 16 Average Delay (sec/veh): 33.5
 Optimal Cycle: 89 Level Of Service: C

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	247	1318	209	78	980	196	217	130	166	155	97	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1318	209	78	980	196	217	130	166	155	97	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1318	209	78	980	196	217	130	166	155	97	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1318	209	78	980	196	217	130	166	155	97	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	247	1318	209	78	980	196	217	130	166	155	97	58

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.95	1.00	0.85	0.95	0.94	0.94
Lanes:	1.00	1.73	0.27	1.00	1.67	0.33	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1805	3050	484	1805	2933	587	1805	1900	1615	1805	1122	671

Capacity Analysis Module:

Vol/Sat:	0.14	0.43	0.43	0.04	0.33	0.33	0.12	0.07	0.10	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.52	0.52	0.07	0.42	0.42	0.14	0.11	0.28	0.14	0.10	0.10
Volume/Cap:	0.80	0.83	0.83	0.62	0.80	0.80	0.83	0.61	0.36	0.63	0.83	0.83
Delay/Veh:	53.2	23.5	23.5	54.1	28.5	28.5	61.0	47.5	29.1	45.7	69.5	69.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	23.5	23.5	54.1	28.5	28.5	61.0	47.5	29.1	45.7	69.5	69.5
LOS by Move:	D	C	C	D	C	C	E	D	C	D	E	E
HCM2kAvgQ:	7	20	20	2	17	17	9	5	4	6	7	7

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2032 With Project
With Improvements PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	166	456	297	445	460	218	347	1320	421	230	1026	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4784		1770	3369		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4784		1770	3369		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	166	456	297	445	460	218	347	1320	421	230	1026	121
RTOR Reduction (vph)	0	98	0	0	47	0	0	0	163	0	0	60
Lane Group Flow (vph)	166	655	0	445	631	0	347	1320	258	230	1026	61
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	14.1	16.0		29.0	30.9		23.0	44.0	44.0	15.0	36.0	36.0
Effective Green, g (s)	14.1	16.0		29.0	30.9		23.0	44.0	44.0	15.0	36.0	36.0
Actuated g/C Ratio	0.12	0.13		0.24	0.26		0.19	0.37	0.37	0.12	0.30	0.30
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	208	638		428	868		339	1298	580	221	1062	475
v/s Ratio Prot	0.09	c0.14		c0.25	0.19		0.20	c0.37		0.13	c0.29	
v/s Ratio Perm									0.16			0.04
v/c Ratio	0.80	1.03		1.04	0.73		1.02	1.02	0.44	1.04	0.97	0.13
Uniform Delay, d1	51.6	52.0		45.5	40.7		48.5	38.0	28.7	52.5	41.4	30.6
Progression Factor	1.00	1.00		1.00	1.00		0.79	0.73	0.49	1.00	1.00	1.00
Incremental Delay, d2	18.9	42.6		54.2	3.1		47.6	25.5	1.8	71.6	20.6	0.6
Delay (s)	70.4	94.6		99.7	43.8		86.0	53.3	15.8	124.1	62.0	31.1
Level of Service	E	F		F	D		F	D	B	F	E	C
Approach Delay (s)		90.3			65.9			51.1			69.6	
Approach LOS		F			E			D			E	
Intersection Summary												
HCM Average Control Delay			65.3			HCM Level of Service			E			
HCM Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			102.7%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2032 With Project
With Improvements PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	343	0	568	274	1585	0	0	1190	599
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	343	0	568	274	1585	0	0	1190	599
RTOR Reduction (vph)	0	0	0	0	0	17	0	0	0	0	0	315
Lane Group Flow (vph)	0	0	0	0	343	551	274	1585	0	0	1190	284
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					42.9	42.9	20.0	69.1			45.1	45.1
Effective Green, g (s)					42.9	42.9	20.0	69.1			45.1	45.1
Actuated g/C Ratio					0.36	0.36	0.17	0.58			0.38	0.38
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					633	566	295	2038			1330	595
v/s Ratio Prot					0.19		c0.15	0.45			c0.34	
v/s Ratio Perm						c0.35						0.18
v/c Ratio					0.54	0.97	0.93	0.78			0.89	0.48
Uniform Delay, d1					30.7	38.0	49.3	19.6			35.2	28.5
Progression Factor					1.00	1.00	0.82	0.61			0.42	0.35
Incremental Delay, d2					1.0	31.0	13.4	0.8			9.1	2.6
Delay (s)					31.7	69.0	53.9	12.8			24.0	12.6
Level of Service					C	E	D	B			C	B
Approach Delay (s)		0.0			55.0			18.8			20.2	
Approach LOS		A			D			B			C	
Intersection Summary												
HCM Average Control Delay			26.6				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			142.1%				ICU Level of Service			H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2032 With Project
With Improvements PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	617	0	360	0	0	0	0	1240	374	349	1186	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	617	0	360	0	0	0	0	1240	374	349	1186	0
RTOR Reduction (vph)	0	0	50	0	0	0	0	0	189	0	0	0
Lane Group Flow (vph)	0	617	310	0	0	0	0	1240	185	349	1186	0
Turn Type	Split		Perm						Perm		Prot	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		41.0	41.0					44.0	44.0	23.0	71.0	
Effective Green, g (s)		41.0	41.0					44.0	44.0	23.0	71.0	
Actuated g/C Ratio		0.34	0.34					0.37	0.37	0.19	0.59	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		605	541					1298	580	339	2094	
v/s Ratio Prot		c0.35						c0.35		c0.20	0.34	
v/s Ratio Perm			0.20						0.12			
v/c Ratio		1.02	0.57					0.96	0.32	1.03	0.57	
Uniform Delay, d1		39.5	32.3					37.0	27.3	48.5	15.0	
Progression Factor		1.00	1.00					1.00	1.00	1.45	0.19	
Incremental Delay, d2		41.7	1.5					16.4	1.4	44.1	0.6	
Delay (s)		81.2	33.8					53.4	28.7	114.3	3.4	
Level of Service		F	C					D	C	F	A	
Approach Delay (s)		63.7			0.0			47.7			28.6	
Approach LOS		E			A			D			C	
Intersection Summary												
HCM Average Control Delay			44.4		HCM Level of Service				D			
HCM Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)				12.0			
Intersection Capacity Utilization			142.1%		ICU Level of Service				H			
Analysis Period (min)			15									
c Critical Lane Group												

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930
 Loss Time (sec): 16 Average Delay (sec/veh): 43.0
 Optimal Cycle: 130 Level Of Service: D

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	2

Volume Module:

Base Vol:	26	1181	362	265	801	112	116	480	49	286	356	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1181	362	265	801	112	116	480	49	286	356	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1181	362	265	801	112	116	480	49	286	356	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1181	362	265	801	112	116	480	49	286	356	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	1181	362	265	801	112	116	480	49	286	356	272

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.75	0.25	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3110	435	1805	3230	330	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.33	0.22	0.15	0.26	0.26	0.06	0.15	0.15	0.16	0.10	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.35	0.52	0.16	0.40	0.40	0.10	0.16	0.16	0.17	0.23	0.23
Volume/Cap:	0.13	0.93	0.43	0.93	0.64	0.64	0.66	0.93	0.93	0.93	0.42	0.72
Delay/Veh:	40.6	43.3	15.1	76.7	25.2	25.2	52.7	63.4	63.4	74.3	33.0	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	43.3	15.1	76.7	25.2	25.2	52.7	63.4	63.4	74.3	33.0	42.1
LOS by Move:	D	D	B	E	C	C	D	E	E	E	C	D
HCM2kAvgQ:	1	18	6	9	11	11	3	10	10	9	5	7

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930
 Loss Time (sec): 16 Average Delay (sec/veh): 52.3
 Optimal Cycle: 130 Level Of Service: D

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1

Volume Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Base Vol:	126	561	175	327	609	43	70	607	178	225	555	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	561	175	327	609	43	70	607	178	225	555	293
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	126	561	175	327	609	0	70	607	178	225	555	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	561	175	327	609	0	70	607	178	225	555	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	126	561	175	327	609	0	70	607	178	225	555	0

Saturation Flow Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.92	0.92	0.94	0.94	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45	0.58	1.42	1.00
Final Sat.:	1805	3610	1615	1805	3610	1900	1805	2697	791	1027	2533	1900

Capacity Analysis Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.07	0.16	0.11	0.18	0.17	0.00	0.04	0.23	0.23	0.22	0.22	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.17	0.17	0.19	0.26	0.00	0.24	0.24	0.24	0.24	0.24	0.00
Volume/Cap:	0.66	0.93	0.65	0.93	0.66	0.00	0.16	0.93	0.93	0.93	0.93	0.00
Delay/Veh:	51.0	62.1	44.3	70.1	35.1	0.0	30.0	53.5	53.5	53.9	53.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	62.1	44.3	70.1	35.1	0.0	30.0	53.5	53.5	53.9	53.9	0.0
LOS by Move:	D	E	D	E	D	A	C	D	D	D	D	A
HCM2kAvgQ:	4	11	5	11	9	0	2	17	17	17	17	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #30 Highland Springs Ave./Mellon Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
 Loss Time (sec): 12 Average Delay (sec/veh): 16.9
 Optimal Cycle: 40 Level Of Service: B

Street Name:	Highland Springs Ave.						Mellon Lane						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	0	1	1	0	0	0	1	0	0

Volume Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Mellon Lane EB			Mellon Lane WB		
Base Vol:	82	562	0	0	656	249	176	0	98	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	562	0	0	656	249	176	0	98	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	562	0	0	656	249	176	0	98	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	562	0	0	656	249	176	0	98	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	82	562	0	0	656	249	176	0	98	0	0	0

Saturation Flow Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Mellon Lane EB			Mellon Lane WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3610	1615	1805	0	1615	0	0	0

Capacity Analysis Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Mellon Lane EB			Mellon Lane WB		
Vol/Sat:	0.05	0.16	0.00	0.00	0.18	0.15	0.10	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.12	0.62	0.00	0.00	0.49	0.49	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.37	0.25	0.00	0.00	0.37	0.31	0.37	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	41.3	8.8	0.0	0.0	15.9	15.4	30.5	0.0	29.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	8.8	0.0	0.0	15.9	15.4	30.5	0.0	29.1	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	4	0	0	6	4	5	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
 Loss Time (sec): 12 Average Delay (sec/veh): 24.1
 Optimal Cycle: 85 Level Of Service: C

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	1	0	0	1

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	1	0	0	77	0	135	183	956	4	0	814	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	77	0	135	183	956	4	0	814	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	77	0	135	183	956	4	0	814	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	77	0	135	183	956	4	0	814	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	0	0	77	0	135	183	956	4	0	814	104

Saturation Flow Module:	C St.			C St.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.80	1.00	0.80	0.95	1.00	1.00	1.00	0.98	0.98
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	0.99	0.01	1.00	0.89	0.11
Final Sat.:	1683	0	0	551	0	967	1805	1890	8	1900	1656	212

Capacity Analysis Module:	C St.			C St.			Wilson St.			Wilson St.		
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.10	0.51	0.51	0.00	0.49	0.49
Crit Moves:				****				****				****
Green/Cycle:	0.17	0.00	0.00	0.17	0.00	0.17	0.12	0.71	0.71	0.00	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.84	0.00	0.84	0.83	0.71	0.71	0.00	0.83	0.83
Delay/Veh:	34.7	0.0	0.0	61.1	0.0	61.1	65.6	10.1	10.1	0.0	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	0.0	0.0	61.1	0.0	61.1	65.6	10.1	10.1	0.0	21.9	21.9
LOS by Move:	C	A	A	E	A	E	E	B	B	A	C	C
HCM2kAvgQ:	0	0	0	9	0	9	5	16	16	0	21	21

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
 Loss Time (sec): 12 Average Delay (sec/veh): 26.7
 Optimal Cycle: 60 Level Of Service: C

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	0	1	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Base Vol:	235	557	0	0	691	261	193	0	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	557	0	0	691	261	193	0	174	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	557	0	0	691	261	193	0	174	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	557	0	0	691	261	193	0	174	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	557	0	0	691	261	193	0	174	0	0	0

Saturation Flow Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.45	0.55	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	2513	949	911	0	821	0	0	0

Capacity Analysis Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Vol/Sat:	0.13	0.29	0.00	0.00	0.27	0.27	0.21	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.19	0.58	0.00	0.00	0.39	0.39	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.70	0.51	0.00	0.00	0.70	0.70	0.70	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	44.6	13.0	0.0	0.0	27.1	27.1	35.1	0.0	35.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	13.0	0.0	0.0	27.1	27.1	35.1	0.0	35.1	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	D	A	A	A
HCM2kAvgQ:	7	10	0	0	12	12	11	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
 Loss Time (sec): 12 Average Delay (sec/veh): 30.3
 Optimal Cycle: 58 Level Of Service: C

Street Name:	Beaumont Rd.-G St					Highland Home Rd.						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	2	0	1	0	0	0

Volume Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Base Vol:	0	525	216	463	402	0	0	0	0	178	0	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	216	463	402	0	0	0	0	178	0	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	525	216	463	402	0	0	0	0	178	0	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	525	216	463	402	0	0	0	0	178	0	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	525	216	463	402	0	0	0	0	178	0	267

Saturation Flow Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.92	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	1.42	0.58	2.00	1.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	2445	1006	3502	1900	0	0	0	0	684	0	1027

Capacity Analysis Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Vol/Sat:	0.00	0.21	0.21	0.13	0.21	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.31	0.31	0.19	0.50	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Volume/Cap:	0.00	0.69	0.69	0.69	0.42	0.00	0.00	0.00	0.00	0.69	0.00	0.69
Delay/Veh:	0.0	32.1	32.1	40.7	16.0	0.0	0.0	0.0	0.0	29.4	0.0	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.1	32.1	40.7	16.0	0.0	0.0	0.0	0.0	29.4	0.0	29.4
LOS by Move:	A	C	C	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	10	7	7	0	0	0	0	12	0	12

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Highland Home Rd./D St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.912
 Loss Time (sec): 8 Average Delay (sec/veh): 17.5
 Optimal Cycle: 107 Level Of Service: B

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.		
Base Vol:	183	914	0	0	698	26	19	0	135	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	914	0	0	698	26	19	0	135	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	914	0	0	698	26	19	0	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	914	0	0	698	26	19	0	135	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	914	0	0	698	26	19	0	135	0	0	0

Saturation Flow Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	1.00	1.00	1.00	1.00	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	0.17	0.83	0.00	0.00	0.96	0.04	0.12	0.00	0.88	0.00	0.00	0.00
Final Sat.:	245	1224	0	0	1823	68	206	0	1460	0	0	0

Capacity Analysis Module:	Highland Home Rd.			Highland Home Rd.			D St.			D St.		
Vol/Sat:	0.75	0.75	0.00	0.00	0.38	0.38	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.82	0.82	0.00	0.00	0.82	0.82	0.10	0.00	0.10	0.00	0.00	0.00
Volume/Cap:	0.91	0.91	0.00	0.00	0.47	0.47	0.91	0.00	0.91	0.00	0.00	0.00
Delay/Veh:	17.1	17.1	0.0	0.0	2.9	2.9	89.2	0.0	89.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	0.0	0.0	2.9	2.9	89.2	0.0	89.2	0.0	0.0	0.0
LOS by Move:	B	B	A	A	A	A	F	A	F	A	A	A
HCM2kAvgQ:	27	27	0	0	7	7	8	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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

 Intersection #36 Highland Home Rd./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.288
 Loss Time (sec): 16 Average Delay (sec/veh): 113.6
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Home Rd.						Wilson St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Base Vol:	165	462	139	385	363	84	88	746	171	38	645	547
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	462	139	385	363	84	88	746	171	38	645	547
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	462	139	385	363	84	88	746	171	38	645	547
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	462	139	385	363	84	88	746	171	38	645	547
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	462	139	385	363	84	88	746	171	38	645	547

Saturation Flow Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.34	0.97	0.97	0.95	0.92	0.92	0.95	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	0.81	0.19	1.00	1.63	0.37	1.00	1.08	0.92
Final Sat.:	1805	1900	1615	656	1500	347	1805	2855	654	1805	1819	1542

Capacity Analysis Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Vol/Sat:	0.09	0.24	0.09	0.59	0.24	0.24	0.05	0.26	0.26	0.02	0.35	0.35
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.50	0.50	0.43	0.43	0.43	0.07	0.26	0.26	0.07	0.27	0.27
Volume/Cap:	1.31	0.48	0.17	1.35	0.56	0.56	0.70	0.99	0.99	0.30	1.34	1.34
Delay/Veh:	229.8	16.6	13.5	207.8	22.0	22.0	61.1	63.0	63.0	45.4	196	195.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	229.8	16.6	13.5	207.8	22.0	22.0	61.1	63.0	63.0	45.4	196	195.7
LOS by Move:	F	B	B	F	C	C	E	E	E	D	F	F
HCM2kAvgQ:	10	9	2	24	10	10	3	17	17	1	37	37

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #37 Highland Home Rd./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.045
 Loss Time (sec): 12 Average Delay (sec/veh): 58.7
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	1	0	1	1	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Base Vol:	0	0	0	468	0	74	241	773	1	9	828	584
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	468	0	74	241	773	1	9	828	584
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	468	0	74	241	773	1	9	828	584
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	468	0	74	241	773	1	9	828	584
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	468	0	74	241	773	1	9	828	584

Saturation Flow Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.71	1.00	0.85	0.95	0.95	0.95	0.85	0.85	0.85
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	0.01	1.17	0.82
Final Sat.:	0	1900	0	1357	0	1615	1805	3605	5	20	1876	1323

Capacity Analysis Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.05	0.13	0.21	0.21	0.44	0.44	0.44
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.13	0.55	0.55	0.42	0.42	0.42
Volume/Cap:	0.00	0.00	0.00	1.05	0.00	0.14	1.05	0.39	0.39	1.05	1.05	1.05
Delay/Veh:	0.0	0.0	0.0	88.3	0.0	23.6	115.3	13.0	13.0	66.0	66.0	66.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	88.3	0.0	23.6	115.3	13.0	13.0	66.0	66.0	66.0
LOS by Move:	A	A	A	F	A	C	F	B	B	E	E	E
HCM2kAvgQ:	0	0	0	19	0	2	13	7	7	28	28	28

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - PM Peak Hour

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

 Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.030
 Loss Time (sec): 8 Average Delay (sec/veh): 362.8
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	Sunset Ave.			Wilson St.		
Base Vol:	278	517	54	90	283	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	517	54	90	283	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	517	54	90	283	183
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	278	517	54	90	283	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	517	54	90	283	183

Saturation Flow Module:	Sunset Ave.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.85	0.62	0.62	0.62
Lanes:	0.35	0.65	1.00	0.16	0.51	0.33
Final Sat.:	435	809	1615	191	601	389

Capacity Analysis Module:	Sunset Ave.			Wilson St.		
Vol/Sat:	0.64	0.64	0.03	0.47	0.47	0.47
Crit Moves:	****			****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	2.03	2.03	0.11	1.50	1.50	1.50
Delay/Veh:	506.6	507	24.4	270.8	271	270.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	506.6	507	24.4	270.8	271	270.8
LOS by Move:	F	F	C	F	F	F
HCM2kAvgQ:	73	73	1	41	41	41

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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 Year 2032 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.875
 Loss Time (sec): 16 Average Delay (sec/veh): 44.4
 Optimal Cycle: 107 Level Of Service: D

Street Name:	Sunset Ave.						Ramsey St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	1	0	2	0	1	2	0	1	0

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	373	909	143	123	671	164	142	658	302	360	581	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	909	143	123	671	164	142	658	302	360	581	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	909	143	123	671	164	142	658	302	360	581	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	909	143	123	671	164	142	658	302	360	581	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	909	143	123	671	164	142	658	302	360	581	90

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.95	0.85	0.92	0.93	0.93
Lanes:	1.00	1.73	0.27	1.00	1.61	0.39	1.00	2.00	1.00	2.00	1.73	0.27
Final Sat.:	1805	3057	481	1805	2817	688	1805	3610	1615	3502	3063	475

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.21	0.30	0.30	0.07	0.24	0.24	0.08	0.18	0.19	0.10	0.19	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.41	0.41	0.10	0.27	0.27	0.10	0.21	0.21	0.12	0.23	0.23
Volume/Cap:	0.87	0.72	0.72	0.70	0.87	0.87	0.81	0.85	0.87	0.87	0.81	0.81
Delay/Veh:	54.6	26.4	26.4	55.9	43.8	43.8	68.0	46.9	59.2	61.8	42.2	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	26.4	26.4	55.9	43.8	43.8	68.0	46.9	59.2	61.8	42.2	42.2
LOS by Move:	D	C	C	E	D	D	E	D	E	E	D	D
HCM2kAvgQ:	12	14	14	3	12	12	5	11	10	9	13	13

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
 Loss Time (sec): 12 Average Delay (sec/veh): 24.4
 Optimal Cycle: 92 Level Of Service: C

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	0	0	0	0	1	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	266	1263	0	0	632	705	0	0	0	66	15	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1263	0	0	632	705	0	0	0	66	15	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1263	0	0	632	705	0	0	0	66	15	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1263	0	0	632	705	0	0	0	66	15	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	266	1263	0	0	632	705	0	0	0	66	15	220

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.22	0.05	0.73
Final Sat.:	1805	3610	0	0	1662	1662	0	0	0	364	83	1214

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Vol/Sat:	0.15	0.35	0.00	0.00	0.38	0.42	0.00	0.00	0.00	0.18	0.18	0.18
Crit Moves:	****					****				****		
Green/Cycle:	0.17	0.67	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.86	0.52	0.00	0.00	0.77	0.86	0.00	0.00	0.00	0.86	0.86	0.86
Delay/Veh:	60.3	8.7	0.0	0.0	22.6	26.9	0.0	0.0	0.0	56.1	56.1	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	8.7	0.0	0.0	22.6	26.9	0.0	0.0	0.0	56.1	56.1	56.1
LOS by Move:	E	A	A	A	C	C	A	A	A	E	E	E
HCM2kAvgQ:	9	10	0	0	16	19	0	0	0	12	12	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886
 Loss Time (sec): 8 Average Delay (sec/veh): 29.0
 Optimal Cycle: 93 Level Of Service: C

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	0	1	0	0	1	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	814	50	171	560	0	714	4	418	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	814	50	171	560	0	714	4	418	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	814	50	171	560	0	714	4	418	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	814	50	171	560	0	714	4	418	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	814	50	171	560	0	714	4	418	0	0	0

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.52	0.52	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Lanes:	0.00	1.88	0.12	0.47	1.53	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3370	207	459	1502	0	1615	15	1602	0	0	0

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Vol/Sat:	0.00	0.24	0.24	0.37	0.37	0.00	0.44	0.26	0.26	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.00	0.42	0.42	0.42	0.42	0.00	0.50	0.50	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.57	0.89	0.89	0.00	0.89	0.52	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	22.6	22.6	38.1	38.1	0.0	34.1	17.6	17.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.6	22.6	38.1	38.1	0.0	34.1	17.6	17.6	0.0	0.0	0.0
LOS by Move:	A	C	C	D	D	A	C	B	B	A	A	A
HCM2kAvgQ:	0	11	11	11	11	0	23	9	9	0	0	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

 Intersection #42 Sunrise Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
 Loss Time (sec): 8 Average Delay (sec/veh): 17.1
 Optimal Cycle: 58 Level Of Service: B

Street Name:	Sunrise Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1!	0	0	0	0	1	0

Volume Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Base Vol:	110	57	98	20	23	33	40	730	47	74	965	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	57	98	20	23	33	40	730	47	74	965	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	57	98	20	23	33	40	730	47	74	965	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	57	98	20	23	33	40	730	47	74	965	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	57	98	20	23	33	40	730	47	74	965	0

Saturation Flow Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.84	0.84	0.84	0.81	0.81	0.81	0.46	1.00	1.00
Lanes:	0.41	0.22	0.37	0.26	0.30	0.44	0.05	0.89	0.06	1.00	1.00	1.00
Final Sat.:	625	324	557	421	484	694	76	1379	89	878	1900	1900

Capacity Analysis Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Vol/Sat:	0.18	0.18	0.18	0.05	0.05	0.05	0.53	0.53	0.53	0.08	0.51	0.00
Crit Moves:	****						****					
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.69	0.69	0.69	0.69	0.69	0.00
Volume/Cap:	0.77	0.77	0.77	0.21	0.21	0.21	0.77	0.77	0.77	0.12	0.74	0.00
Delay/Veh:	45.9	45.9	45.9	31.4	31.4	31.4	13.6	13.6	13.6	5.3	12.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	45.9	45.9	31.4	31.4	31.4	13.6	13.6	13.6	5.3	12.0	0.0
LOS by Move:	D	D	D	C	C	C	B	B	B	A	B	A
HCM2kAvgQ:	9	9	9	2	2	2	15	15	15	1	19	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - PM Peak Hour

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

 Intersection #43 16th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
 Loss Time (sec): 8 Average Delay (sec/veh): 9.3
 Optimal Cycle: 27 Level Of Service: A

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	45	0	110	0	0	0	0	673	111	66	933	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	110	0	0	0	0	673	111	66	933	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	110	0	0	0	0	673	111	66	933	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	110	0	0	0	0	673	111	66	933	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	0	110	0	0	0	0	673	111	66	933	0

Saturation Flow Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.93	0.32	0.95	0.95
Lanes:	0.29	0.00	0.71	0.00	1.00	0.00	1.00	1.72	0.28	1.00	2.00	0.00
Final Sat.:	458	0	1119	0	1900	0	1900	3034	500	604	3610	0

Capacity Analysis Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.22	0.22	0.11	0.26	0.00
Crit Moves:	****									****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.67	0.67	0.67	0.67	0.00
Volume/Cap:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.33	0.33	0.16	0.39	0.00
Delay/Veh:	31.5	0.0	31.5	0.0	0.0	0.0	0.0	7.2	7.2	6.4	7.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	0.0	31.5	0.0	0.0	0.0	0.0	7.2	7.2	6.4	7.6	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	5	5	1	6	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - PM Peak Hour

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

 Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
 Loss Time (sec): 12 Average Delay (sec/veh): 34.7
 Optimal Cycle: 93 Level Of Service: C

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	169	151	56	103	81	71	52	605	35	46	718	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	151	56	103	81	71	52	605	35	46	718	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	151	56	103	81	71	52	605	35	46	718	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	151	56	103	81	71	52	605	35	46	718	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	151	56	103	81	71	52	605	35	46	718	96

Saturation Flow Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	0.69	0.68	0.68	0.68	0.95	1.00	0.85	0.95	0.98	0.98
Lanes:	0.45	0.40	0.15	0.40	0.32	0.28	1.00	1.00	1.00	1.00	0.88	0.12
Final Sat.:	585	523	194	524	412	361	1805	1900	1615	1805	1646	220

Capacity Analysis Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.29	0.29	0.29	0.20	0.20	0.20	0.03	0.32	0.02	0.03	0.44	0.44
Crit Moves:	****			****			****			****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.07	0.46	0.46	0.10	0.49	0.49
Volume/Cap:	0.90	0.90	0.90	0.61	0.61	0.61	0.41	0.70	0.05	0.25	0.90	0.90
Delay/Veh:	53.3	53.3	53.3	31.1	31.1	31.1	46.7	24.1	15.1	42.3	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	53.3	53.3	31.1	31.1	31.1	46.7	24.1	15.1	42.3	34.7	34.7
LOS by Move:	D	D	D	C	C	C	D	C	B	D	C	C
HCM2kAvgQ:	12	12	12	7	7	7	2	15	1	1	24	24

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.981
 Loss Time (sec): 16 Average Delay (sec/veh): 58.5
 Optimal Cycle: 162 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	448	278	424	26	167	53	80	458	249	388	351	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	278	424	26	167	53	80	458	249	388	351	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	278	424	26	167	53	80	458	249	388	351	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	278	424	26	167	53	80	458	249	388	351	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	278	424	26	167	53	80	458	249	388	351	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1805	1900	1615	1805	1390	441	1805	1900	1615	1805	2990	537

Capacity Analysis Module:

Vol/Sat:	0.25	0.15	0.26	0.01	0.12	0.12	0.04	0.24	0.15	0.21	0.12	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.25	0.30	0.30	0.08	0.12	0.12	0.17	0.25	0.25	0.22	0.29	0.29
Volume/Cap:	0.98	0.49	0.89	0.18	0.98	0.98	0.26	0.98	0.63	0.98	0.40	0.40
Delay/Veh:	74.2	29.7	51.3	43.6	98.4	98.4	36.2	74.2	36.8	79.0	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.2	29.7	51.3	43.6	98.4	98.4	36.2	74.2	36.8	79.0	28.7	28.7
LOS by Move:	E	C	D	D	F	F	D	E	D	E	C	C
HCM2kAvgQ:	19	7	16	1	11	11	2	20	8	17	6	6

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

 Intersection #46 8th St./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.093
 Loss Time (sec): 12 Average Delay (sec/veh): 72.5
 Optimal Cycle: 180 Level Of Service: E

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	0	0	1	0

Volume Module:	8th St.			8th St.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	510	812	0	0	330	417	0	0	0	77	0	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	510	812	0	0	330	417	0	0	0	77	0	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	510	812	0	0	330	417	0	0	0	77	0	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	812	0	0	330	417	0	0	0	77	0	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	812	0	0	330	417	0	0	0	77	0	348

Saturation Flow Module:	8th St.			8th St.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.88	1.00	0.88
Lanes:	1.00	1.00	0.00	0.00	0.44	0.56	0.00	0.00	0.00	0.18	0.00	0.82
Final Sat.:	1805	1900	0	0	776	981	0	0	0	303	0	1371

Capacity Analysis Module:	8th St.			8th St.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Vol/Sat:	0.28	0.43	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.25	0.00	0.25
Crit Moves:	****			****								
Green/Cycle:	0.26	0.65	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	1.09	0.66	0.00	0.00	1.09	1.09	0.00	0.00	0.00	1.09	0.00	1.09
Delay/Veh:	106.2	12.2	0.0	0.0	93.0	93.0	0.0	0.0	0.0	111.2	0.0	111.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.2	12.2	0.0	0.0	93.0	93.0	0.0	0.0	0.0	111.2	0.0	111.2
LOS by Move:	F	B	A	A	F	F	A	A	A	F	A	F
HCM2kAvgQ:	20	14	0	0	32	32	0	0	0	22	0	22

Note: Queue reported is the number of cars per lane.

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

 Intersection #47 8th St./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.180
 Loss Time (sec): 8 Average Delay (sec/veh): 103.7
 Optimal Cycle: 180 Level Of Service: F

Street Name:	8th St.				I-10 Eastbound Ramps															
Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	7		7		7	7		7		7	7		7		7	7		7		7
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0

Volume Module:	8th St.				I-10 Eastbound Ramps							
Base Vol:	0	848	91	156	253	0	473	1	493	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	848	91	156	253	0	473	1	493	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	848	91	156	253	0	473	1	493	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	848	91	156	253	0	473	1	493	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	848	91	156	253	0	473	1	493	0	0	0

Saturation Flow Module:	8th St.				I-10 Eastbound Ramps							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.85	0.85	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	0.00	0.90	0.10	0.38	0.62	0.00	0.48	0.01	0.51	0.00	0.00	0.00
Final Sat.:	0	1694	182	612	993	0	808	2	842	0	0	0

Capacity Analysis Module:	8th St.				I-10 Eastbound Ramps							
Vol/Sat:	0.00	0.50	0.50	0.25	0.25	0.00	0.59	0.59	0.59	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	0.42	0.42	0.42	0.42	0.00	0.50	0.50	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	1.18	1.18	0.60	0.60	0.00	1.18	1.18	1.18	0.00	0.00	0.00
Delay/Veh:	0.0	123	122.8	23.7	23.7	0.0	118.9	119	118.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	123	122.8	23.7	23.7	0.0	118.9	119	118.9	0.0	0.0	0.0
LOS by Move:	A	F	F	C	C	A	F	F	F	A	A	A
HCM2kAvgQ:	0	49	49	9	9	0	50	50	50	0	0	0

 Note: Queue reported is the number of cars per lane.

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

 Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
 Loss Time (sec): 8 Average Delay (sec/veh): 10.8
 Optimal Cycle: 40 Level Of Service: B

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	15	112	76	53	33	8	42	680	14	14	811	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	112	76	53	33	8	42	680	14	14	811	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	112	76	53	33	8	42	680	14	14	811	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	112	76	53	33	8	42	680	14	14	811	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	112	76	53	33	8	42	680	14	14	811	83

Saturation Flow Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.62	0.62	0.62	0.92	0.92	0.92	0.98	0.98	0.98
Lanes:	0.12	0.88	1.00	0.56	0.35	0.09	0.06	0.92	0.02	0.02	0.89	0.09
Final Sat.:	216	1612	1615	662	412	100	99	1610	33	29	1657	170

Capacity Analysis Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.07	0.07	0.05	0.08	0.08	0.08	0.42	0.42	0.42	0.49	0.49	0.49
Crit Moves:				****						****		
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.79	0.79	0.79	0.79	0.79	0.79
Volume/Cap:	0.54	0.54	0.36	0.62	0.62	0.62	0.53	0.53	0.53	0.62	0.62	0.62
Delay/Veh:	43.2	43.2	40.9	48.8	48.8	48.8	4.2	4.2	4.2	5.1	5.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	43.2	40.9	48.8	48.8	48.8	4.2	4.2	4.2	5.1	5.1	5.1
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	4	4	2	4	4	4	8	8	8	12	12	12

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements Conditions - PM Peak Hour

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

 Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.909
 Loss Time (sec): 8 Average Delay (sec/veh): 25.6
 Optimal Cycle: 105 Level Of Service: C

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	San Gorgonio			Wilson St.			Wilson St.			Wilson St.		
Base Vol:	60	169	41	10	72	176	250	438	91	39	647	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	169	41	10	72	176	250	438	91	39	647	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	169	41	10	72	176	250	438	91	39	647	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	169	41	10	72	176	250	438	91	39	647	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	169	41	10	72	176	250	438	91	39	647	69

Saturation Flow Module:	San Gorgonio			Wilson St.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.97	0.97	0.89	0.89	0.89	0.60	0.60	0.60	0.93	0.93	0.93
Lanes:	1.00	0.80	0.20	0.04	0.28	0.68	0.32	0.56	0.12	0.05	0.86	0.09
Final Sat.:	1786	1485	360	66	474	1158	365	640	133	91	1509	161

Capacity Analysis Module:	San Gorgonio			Wilson St.			Wilson St.			Wilson St.		
Vol/Sat:	0.03	0.11	0.11	0.15	0.15	0.15	0.68	0.68	0.68	0.43	0.43	0.43
Crit Moves:				****			****					
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.20	0.68	0.68	0.91	0.91	0.91	0.91	0.91	0.91	0.57	0.57	0.57
Delay/Veh:	36.2	45.2	45.2	71.7	71.7	71.7	23.1	23.1	23.1	5.9	5.9	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	45.2	45.2	71.7	71.7	71.7	23.1	23.1	23.1	5.9	5.9	5.9
LOS by Move:	D	D	D	E	E	E	C	C	C	A	A	A
HCM2kAvgQ:	2	7	7	11	11	11	21	21	21	10	10	10

Note: Queue reported is the number of cars per lane.

YEAR 2032 WITH PROJECT WITH IMPROVMENTS FOR LOS D CONDITIONS

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 8 Average Delay (sec/veh): 20.2
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	261	197	13	410	0	0	0	0	332	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	261	197	13	410	0	0	0	0	332	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	261	197	13	410	0	0	0	0	332	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	261	197	13	410	0	0	0	0	332	0	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	261	197	13	410	0	0	0	0	332	0	22

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.98	0.98	1.00	1.00	1.00	1.00	0.72	1.00	0.72
Lanes:	0.00	0.57	0.43	0.03	0.97	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	1020	770	57	1812	0	0	0	0	1285	0	85

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.26	0.23	0.23	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Crit Moves:	****									****		
Green/Cycle:	0.00	0.46	0.46	0.46	0.46	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.56	0.56	0.49	0.49	0.00	0.00	0.00	0.00	0.56	0.00	0.56
Delay/Veh:	0.0	20.6	20.6	19.4	19.4	0.0	0.0	0.0	0.0	20.6	0.0	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.6	20.6	19.4	19.4	0.0	0.0	0.0	0.0	20.6	0.0	20.6
LOS by Move:	A	C	C	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	10	9	9	0	0	0	0	8	0	8

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 12 Average Delay (sec/veh): 31.3
Optimal Cycle: 65 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	286	396	66	26	677	31	19	118	442	111	199	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	396	66	26	677	31	19	118	442	111	199	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	396	66	26	677	31	19	118	442	111	199	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	396	66	26	677	31	19	118	442	111	199	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	396	66	26	677	31	19	118	442	111	199	44

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.98	0.95	0.99	0.99	0.76	1.00	0.85	0.84	0.84	0.84
Lanes:	2.00	0.86	0.14	1.00	0.96	0.04	1.00	1.00	1.00	0.31	0.57	0.12
Final Sat.:	3502	1594	266	1805	1804	83	1438	1900	1615	502	901	199

Capacity Analysis Module:

Vol/Sat:	0.08	0.25	0.25	0.01	0.38	0.38	0.01	0.06	0.27	0.22	0.22	0.22
Crit Moves:	****			****			****					
Green/Cycle:	0.11	0.48	0.48	0.14	0.51	0.51	0.26	0.26	0.37	0.26	0.26	0.26
Volume/Cap:	0.74	0.51	0.51	0.11	0.74	0.74	0.05	0.24	0.74	0.85	0.85	0.85
Delay/Veh:	50.3	18.3	18.3	38.0	22.3	22.3	27.8	29.4	32.0	50.1	50.1	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	18.3	18.3	38.0	22.3	22.3	27.8	29.4	32.0	50.1	50.1	50.1
LOS by Move:	D	B	B	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	5	9	9	1	17	17	0	3	13	13	13	13

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2032 With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.874
 Loss Time (sec): 16 Average Delay (sec/veh): 39.7
 Optimal Cycle: 107 Level Of Service: D

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	147	596	105	39	1010	229	73	66	270	177	111	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	596	105	39	1010	229	73	66	270	177	111	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	596	105	39	1010	229	73	66	270	177	111	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	596	105	39	1010	229	73	66	270	177	111	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	596	105	39	1010	229	73	66	270	177	111	66

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.88	0.88	0.95	0.94	0.94
Lanes:	1.00	1.70	0.30	1.00	1.63	0.37	1.00	0.20	0.80	1.00	0.63	0.37
Final Sat.:	1805	3002	529	1805	2860	649	1805	328	1342	1805	1125	669

Capacity Analysis Module:

Vol/Sat:	0.08	0.20	0.20	0.02	0.35	0.35	0.04	0.20	0.20	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.37	0.37	0.13	0.40	0.40	0.14	0.23	0.23	0.11	0.20	0.20
Volume/Cap:	0.87	0.54	0.54	0.17	0.87	0.87	0.28	0.87	0.87	0.87	0.49	0.49
Delay/Veh:	80.8	25.4	25.4	39.0	33.7	33.7	39.0	56.3	56.3	75.2	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	25.4	25.4	39.0	33.7	33.7	39.0	56.3	56.3	75.2	36.5	36.5
LOS by Move:	F	C	C	D	C	C	D	E	E	E	D	D
HCM2kAvgQ:	4	8	8	1	19	19	2	13	13	8	5	5

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 12 Average Delay (sec/veh): 21.5
Optimal Cycle: 65 Level Of Service: C

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	6	0	0	88	0	155	92	449	1	0	772	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	88	0	155	92	449	1	0	772	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	88	0	155	92	449	1	0	772	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	0	88	0	155	92	449	1	0	772	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	0	0	88	0	155	92	449	1	0	772	53

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	1.00	0.80	1.00	0.80	0.95	1.00	1.00	1.00	0.99	0.99
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	0.99	0.01	1.00	0.94	0.06
Final Sat.:	1577	0	0	552	0	973	1805	1896	4	1900	1760	121

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.05	0.24	0.24	0.00	0.44	0.44
Crit Moves:				****				****				****
Green/Cycle:	0.22	0.00	0.00	0.22	0.00	0.22	0.07	0.66	0.66	0.00	0.59	0.59
Volume/Cap:	0.02	0.00	0.00	0.74	0.00	0.74	0.73	0.36	0.36	0.00	0.74	0.74
Delay/Veh:	30.9	0.0	0.0	45.2	0.0	45.2	64.7	7.5	7.5	0.0	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	0.0	0.0	45.2	0.0	45.2	64.7	7.5	7.5	0.0	17.3	17.3
LOS by Move:	C	A	A	D	A	D	E	A	A	A	B	B
HCM2kAvgQ:	0	0	0	9	0	9	3	6	6	0	17	17

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 12 Average Delay (sec/veh): 25.4
Optimal Cycle: 48 Level Of Service: C

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	118	452	0	0	264	132	221	0	199	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	452	0	0	264	132	221	0	199	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	452	0	0	264	132	221	0	199	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	452	0	0	264	132	221	0	199	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	452	0	0	264	132	221	0	199	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.96	0.96	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.67	0.33	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1210	605	911	0	821	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.24	0.00	0.00	0.22	0.22	0.24	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.11	0.47	0.00	0.00	0.37	0.37	0.41	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.60	0.50	0.00	0.00	0.60	0.60	0.60	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	47.4	18.6	0.0	0.0	27.3	27.3	24.7	0.0	24.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	18.6	0.0	0.0	27.3	27.3	24.7	0.0	24.7	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	C	A	C	A	A	A
HCM2kAvgQ:	3	9	0	0	10	10	11	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 12 Average Delay (sec/veh): 26.6
Optimal Cycle: 51 Level Of Service: C

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	212	96	114	349	0	0	0	0	242	0	357
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	212	96	114	349	0	0	0	0	242	0	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	212	96	114	349	0	0	0	0	242	0	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	212	96	114	349	0	0	0	0	242	0	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	212	96	114	349	0	0	0	0	242	0	357

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	0.92	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	0.69	0.31	2.00	1.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	1253	567	3502	1900	0	0	0	0	692	0	1021

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.17	0.03	0.18	0.00	0.00	0.00	0.00	0.35	0.00	0.35
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.26	0.26	0.07	0.33	0.00	0.00	0.00	0.00	0.55	0.00	0.55
Volume/Cap:	0.00	0.64	0.64	0.47	0.55	0.00	0.00	0.00	0.00	0.64	0.00	0.64
Delay/Veh:	0.0	35.5	35.5	46.1	28.2	0.0	0.0	0.0	0.0	17.4	0.0	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.5	35.5	46.1	28.2	0.0	0.0	0.0	0.0	17.4	0.0	17.4
LOS by Move:	A	D	D	D	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	8	8	2	8	0	0	0	0	13	0	13

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: C[16.1]

Street Name:	Highland Home Rd.				F St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	1	0	0	0	0	0	0	

Volume Module:	Highland Home Rd.				F St.			
Base Vol:	105	301	0	0	608	0	0	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	301	0	0	608	0	0	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	301	0	0	608	0	0	177
Reduct Vol:	0	0	0	0	0	0	0	0
Final Volume:	105	301	0	0	608	0	0	177

Critical Gap Module:	Highland Home Rd.				F St.			
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.3

Capacity Module:	Highland Home Rd.				F St.			
Cnflct Vol:	608	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	608
Potent Cap.:	980	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	499
Move Cap.:	980	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	499
Volume/Cap:	0.11	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.35

Level Of Service Module:	Highland Home Rd.				F St.			
2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.6
Control Del:	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	16.1
LOS by Move:	A	*	*	*	*	*	*	C
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx
Shared Queue:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx
Shrd ConDel:	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx
Shared LOS:	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	16.1	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	C	*	*	*

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	8	Average Delay (sec/veh):	10.4
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Highland Home Rd.						D St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	92	384	0	0	765	13	22	0	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	384	0	0	765	13	22	0	155	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	384	0	0	765	13	22	0	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	384	0	0	765	13	22	0	155	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	384	0	0	765	13	22	0	155	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	1.00	1.00	1.00	1.00	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	0.19	0.81	0.00	0.00	0.98	0.02	0.12	0.00	0.88	0.00	0.00	0.00
Final Sat.:	280	1168	0	0	1865	32	207	0	1459	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.33	0.33	0.00	0.00	0.41	0.41	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.73	0.73	0.00	0.00	0.73	0.73	0.19	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.45	0.45	0.00	0.00	0.56	0.56	0.56	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	5.7	5.7	0.0	0.0	6.7	6.7	39.1	0.0	39.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	5.7	0.0	0.0	6.7	6.7	39.1	0.0	39.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	6	6	0	0	11	11	6	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.201
Loss Time (sec): 8 Average Delay (sec/veh): 7.3
Optimal Cycle: 22 Level Of Service: A

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	33	0	38	0	0	0	1	463	34	105	291	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	0	38	0	0	0	1	463	34	105	291	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	0	38	0	0	0	1	463	34	105	291	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	0	38	0	0	0	1	463	34	105	291	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	0	38	0	0	0	1	463	34	105	291	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.82	1.00	1.00	1.00	0.57	0.94	0.94	0.46	0.95	0.95
Lanes:	0.46	0.00	0.54	0.00	1.00	0.00	1.00	1.86	0.14	1.00	2.00	0.00
Final Sat.:	725	0	835	0	1900	0	1081	3329	244	870	3610	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.14	0.14	0.12	0.08	0.00
Crit Moves:	****							****				
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.69	0.69	0.69	0.69	0.69	0.00
Volume/Cap:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.20	0.20	0.17	0.12	0.00
Delay/Veh:	31.6	0.0	31.6	0.0	0.0	0.0	4.7	5.5	5.5	5.5	5.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	0.0	31.6	0.0	0.0	0.0	4.7	5.5	5.5	5.5	5.1	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	3	3	1	2	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 8 Average Delay (sec/veh): 20.7
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	528	391	26	356	0	0	0	0	290	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	528	391	26	356	0	0	0	0	290	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	528	391	26	356	0	0	0	0	290	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	528	391	26	356	0	0	0	0	290	0	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	528	391	26	356	0	0	0	0	290	0	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.92	0.92	1.00	1.00	1.00	1.00	0.72	1.00	0.72
Lanes:	0.00	0.57	0.43	0.07	0.93	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	1029	762	119	1627	0	0	0	0	1286	0	84

Capacity Analysis Module:

Vol/Sat:	0.00	0.51	0.51	0.22	0.22	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Moves:	****									****		
Green/Cycle:	0.00	0.64	0.64	0.64	0.64	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.80	0.80	0.34	0.34	0.00	0.00	0.00	0.00	0.80	0.00	0.80
Delay/Veh:	0.0	17.6	17.6	8.5	8.5	0.0	0.0	0.0	0.0	44.9	0.0	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	17.6	8.5	8.5	0.0	0.0	0.0	0.0	44.9	0.0	44.9
LOS by Move:	A	B	B	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	20	20	5	5	0	0	0	0	11	0	11

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 12 Average Delay (sec/veh): 34.8
Optimal Cycle: 70 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	592	785	130	52	560	23	94	235	522	97	174	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	592	785	130	52	560	23	94	235	522	97	174	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	592	785	130	52	560	23	94	235	522	97	174	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	785	130	52	560	23	94	235	522	97	174	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	592	785	130	52	560	23	94	235	522	97	174	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.98	0.95	0.99	0.99	0.67	1.00	0.85	0.81	0.81	0.81
Lanes:	2.00	0.86	0.14	1.00	0.96	0.04	1.00	1.00	1.00	0.31	0.56	0.13
Final Sat.:	3502	1596	264	1805	1814	75	1264	1900	1615	484	868	195

Capacity Analysis Module:

Vol/Sat:	0.17	0.49	0.49	0.03	0.31	0.31	0.07	0.12	0.32	0.20	0.20	0.20
Crit Moves:	****			****			****					
Green/Cycle:	0.24	0.62	0.62	0.07	0.44	0.44	0.19	0.19	0.44	0.19	0.19	0.19
Volume/Cap:	0.70	0.80	0.80	0.41	0.70	0.70	0.38	0.64	0.74	1.04	1.04	1.04
Delay/Veh:	37.0	18.5	18.5	46.7	25.0	25.0	36.2	40.9	27.7	102.4	102	102.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	18.5	18.5	46.7	25.0	25.0	36.2	40.9	27.7	102.4	102	102.4
LOS by Move:	D	B	B	D	C	C	D	D	C	F	F	F
HCM2kAvgQ:	8	20	20	2	14	14	3	8	15	16	16	16

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871
 Loss Time (sec): 16 Average Delay (sec/veh): 40.2
 Optimal Cycle: 106 Level Of Service: D

Street Name: Highland Springs Ave.

Starlight Ave.

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	247	1318	209	78	980	196	217	130	166	155	97	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1318	209	78	980	196	217	130	166	155	97	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1318	209	78	980	196	217	130	166	155	97	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1318	209	78	980	196	217	130	166	155	97	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1318	209	78	980	196	217	130	166	155	97	58

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.94	0.94
Lanes:	1.00	1.73	0.27	1.00	1.67	0.33	1.00	0.44	0.56	1.00	0.63	0.37
Final Sat.:	1805	3050	484	1805	2933	587	1805	764	976	1805	1122	671

Capacity Analysis Module:

Vol/Sat:	0.14	0.43	0.43	0.04	0.33	0.33	0.12	0.17	0.17	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.48	0.48	0.07	0.39	0.39	0.17	0.19	0.19	0.10	0.12	0.12
Volume/Cap:	0.85	0.89	0.89	0.62	0.85	0.85	0.72	0.89	0.89	0.89	0.72	0.72
Delay/Veh:	61.4	29.9	29.9	54.1	32.9	32.9	47.8	64.4	64.4	84.3	53.7	53.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	29.9	29.9	54.1	32.9	32.9	47.8	64.4	64.4	84.3	53.7	53.7
LOS by Move:	E	C	C	D	C	C	D	E	E	F	D	D
HCM2kAvgQ:	7	21	21	2	18	18	8	12	12	8	6	6

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 12 Average Delay (sec/veh): 24.1
Optimal Cycle: 85 Level Of Service: C

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	1	0	0	1

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	1	0	0	77	0	135	183	956	4	0	814	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	77	0	135	183	956	4	0	814	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	77	0	135	183	956	4	0	814	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	77	0	135	183	956	4	0	814	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	0	77	0	135	183	956	4	0	814	104

Saturation Flow Module:	C St.			C St.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.80	1.00	0.80	0.95	1.00	1.00	1.00	0.98	0.98
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	0.99	0.01	1.00	0.89	0.11
Final Sat.:	1683	0	0	551	0	967	1805	1890	8	1900	1656	212

Capacity Analysis Module:	C St.			C St.			Wilson St.			Wilson St.		
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.10	0.51	0.51	0.00	0.49	0.49
Crit Moves:				****				****				****
Green/Cycle:	0.17	0.00	0.00	0.17	0.00	0.17	0.12	0.71	0.71	0.00	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.84	0.00	0.84	0.83	0.71	0.71	0.00	0.83	0.83
Delay/Veh:	34.7	0.0	0.0	61.1	0.0	61.1	65.6	10.1	10.1	0.0	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	0.0	0.0	61.1	0.0	61.1	65.6	10.1	10.1	0.0	21.9	21.9
LOS by Move:	C	A	A	E	A	E	E	B	B	A	C	C
HCM2kAvgQ:	0	0	0	9	0	9	5	16	16	0	21	21

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 12 Average Delay (sec/veh): 47.9
Optimal Cycle: 166 Level Of Service: D

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	235	557	0	0	691	261	193	0	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	557	0	0	691	261	193	0	174	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	557	0	0	691	261	193	0	174	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	557	0	0	691	261	193	0	174	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	235	557	0	0	691	261	193	0	174	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.96	0.96	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.73	0.27	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1328	502	911	0	821	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.29	0.00	0.00	0.52	0.52	0.21	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.13	0.66	0.00	0.00	0.53	0.53	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.98	0.44	0.00	0.00	0.98	0.98	0.98	0.00	0.98	0.00	0.00	0.00
Delay/Veh:	95.4	8.2	0.0	0.0	46.9	46.9	80.0	0.0	80.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.4	8.2	0.0	0.0	46.9	46.9	80.0	0.0	80.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D	D	E	A	E	A	A	A
HCM2kAvgQ:	8	8	0	0	36	36	16	0	16	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 12 Average Delay (sec/veh): 42.2
Optimal Cycle: 113 Level Of Service: D

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	0	0	0	1

Volume Module:

Base Vol:	0	525	216	463	402	0	0	0	0	178	0	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	216	463	402	0	0	0	0	178	0	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	525	216	463	402	0	0	0	0	178	0	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	525	216	463	402	0	0	0	0	178	0	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	525	216	463	402	0	0	0	0	178	0	267

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	0.92	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	0.71	0.29	2.00	1.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	1294	532	3502	1900	0	0	0	0	684	0	1027

Capacity Analysis Module:

Vol/Sat:	0.00	0.41	0.41	0.13	0.21	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.45	0.45	0.15	0.59	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.91	0.91	0.91	0.36	0.00	0.00	0.00	0.00	0.91	0.00	0.91
Delay/Veh:	0.0	39.4	39.4	61.9	10.7	0.0	0.0	0.0	0.0	54.8	0.0	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.4	39.4	61.9	10.7	0.0	0.0	0.0	0.0	54.8	0.0	54.8
LOS by Move:	A	D	D	E	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	21	21	7	6	0	0	0	0	17	0	17

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[14.9]

Street Name:	Highland Home Rd.				F St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	209	696	0	0	579	0	0	0	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	696	0	0	579	0	0	0	155	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	696	0	0	579	0	0	0	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	209	696	0	0	579	0	0	0	155	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	579	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	579	xxxxxx	xxxxxx	xxxxxx
Potent Cap.:	1005	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	519	xxxxxx	xxxxxx	xxxxxx
Move Cap.:	1005	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	519	xxxxxx	xxxxxx	xxxxxx
Volume/Cap:	0.21	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.30	xxxxxx	xxxxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.2	xxxxxx	xxxxxx	xxxxxx
Control Del:	9.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	14.9	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared Queue:	0.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	9.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	14.9	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	B	*	*	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	8	Average Delay (sec/veh):	17.5
Optimal Cycle:	107	Level Of Service:	B

Street Name:	Highland Home Rd. D St.														
Approach:	North Bound				South Bound			East Bound			West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted			Split Phase			Split Phase				
Rights:	Include				Include			Include			Include				
Min. Green:	7	7	7		7	7	7	7	7	7	7	7	7		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1	0	0	

Volume Module:												
Base Vol:	183	914	0	0	698	26	19	0	135	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	914	0	0	698	26	19	0	135	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	914	0	0	698	26	19	0	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	914	0	0	698	26	19	0	135	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	914	0	0	698	26	19	0	135	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	1.00	1.00	1.00	1.00	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	0.17	0.83	0.00	0.00	0.96	0.04	0.12	0.00	0.88	0.00	0.00	0.00
Final Sat.:	245	1224	0	0	1823	68	206	0	1460	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.75	0.75	0.00	0.00	0.38	0.38	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****								****			
Green/Cycle:	0.82	0.82	0.00	0.00	0.82	0.82	0.10	0.00	0.10	0.00	0.00	0.00
Volume/Cap:	0.91	0.91	0.00	0.00	0.47	0.47	0.91	0.00	0.91	0.00	0.00	0.00
Delay/Veh:	17.1	17.1	0.0	0.0	2.9	2.9	89.2	0.0	89.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	0.0	0.0	2.9	2.9	89.2	0.0	89.2	0.0	0.0	0.0
LOS by Move:	B	B	A	A	A	A	F	A	F	A	A	A
HCM2kAvgQ:	27	27	0	0	7	7	8	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2032 With Project With Improvements LOS D Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 8 Average Delay (sec/veh): 9.3
Optimal Cycle: 27 Level Of Service: A

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	45	0	110	0	0	0	0	673	111	66	933	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	110	0	0	0	0	673	111	66	933	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	110	0	0	0	0	673	111	66	933	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	110	0	0	0	0	673	111	66	933	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	0	110	0	0	0	0	673	111	66	933	0

Saturation Flow Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.93	0.32	0.95	0.95
Lanes:	0.29	0.00	0.71	0.00	1.00	0.00	1.00	1.72	0.28	1.00	2.00	0.00
Final Sat.:	458	0	1119	0	1900	0	1900	3034	500	604	3610	0

Capacity Analysis Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.22	0.22	0.11	0.26	0.00
Crit Moves:	****									****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.67	0.67	0.67	0.67	0.00
Volume/Cap:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.33	0.33	0.16	0.39	0.00
Delay/Veh:	31.5	0.0	31.5	0.0	0.0	0.0	0.0	7.2	7.2	6.4	7.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	0.0	31.5	0.0	0.0	0.0	0.0	7.2	7.2	6.4	7.6	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	5	5	1	7	0

Note: Queue reported is the number of cars per lane.

YEAR 2042 WITH PROJECT WITH IMPROVMENTS CONDITIONS

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
 Loss Time (sec): 8 Average Delay (sec/veh): 82.4
 Optimal Cycle: 180 Level Of Service: F

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	1	0	0	0	2	1	0	2

Volume Module:

Base Vol:	0	0	19	440	10	565	0	2252	16	31	1964	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	19	440	10	565	0	2252	16	31	1964	391
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	19	440	10	0	0	2252	16	31	1964	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	19	440	10	0	0	2252	16	31	1964	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	19	440	10	0	0	2252	16	31	1964	391

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.74	0.74	1.00	1.00	0.91	0.91	0.95	0.95	0.85
Lanes:	0.00	0.00	1.00	1.96	0.04	1.00	0.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	0	0	1644	2742	62	1900	0	5145	37	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.16	0.16	0.00	0.00	0.44	0.44	0.02	0.54	0.24
Crit Moves:							****			****		
Green/Cycle:	0.00	0.00	0.13	0.13	0.13	0.00	0.00	0.35	0.35	0.44	0.79	0.79
Volume/Cap:	0.00	0.00	0.09	1.23	1.23	0.00	0.00	1.24	1.24	0.04	0.69	0.31
Delay/Veh:	0.0	0.0	38.4	168.6	169	0.0	0.0	147	146.8	16.1	5.6	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	38.4	168.6	169	0.0	0.0	147	146.8	16.1	5.6	3.1
LOS by Move:	A	A	D	F	F	A	A	F	F	B	A	A
HCM2kAvgQ:	0	0	1	15	15	0	0	48	48	0	13	3

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.193
Loss Time (sec): 8 Average Delay (sec/veh): 73.4
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	372	0	303	0	0	0	0	1300	677	0	3218	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	0	303	0	0	0	0	1300	677	0	3218	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	0	0	0	0	0	0	1300	677	0	3218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	0	0	0	0	0	0	1300	677	0	3218	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	372	0	0	0	0	0	0	1300	677	0	3218	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.32	0.68	0.00	2.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	2253	1173	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.58	0.00	0.89	0.00
Crit Moves:	****									****		
Green/Cycle:	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.75	0.00	0.75	0.00
Volume/Cap:	1.19	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.77	0.00	1.19	0.00
Delay/Veh:	155.4	0.0	0.0	0.0	0.0	0.0	0.0	9.1	9.1	0.0	103	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	155.4	0.0	0.0	0.0	0.0	0.0	0.0	9.1	9.1	0.0	103	0.0
LOS by Move:	F	A	A	A	A	A	A	A	A	A	F	A
HCM2kAvgQ:	22	0	0	0	0	0	0	18	18	0	82	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.318
 Loss Time (sec): 12 Average Delay (sec/veh): 128.6
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	247	75	53	38	109	238	131	700	175	90	1147	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	75	53	38	109	238	131	700	175	90	1147	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	75	53	38	109	238	131	700	175	90	1147	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	75	53	38	109	238	131	700	175	90	1147	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	247	75	53	38	109	238	131	700	175	90	1147	38

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.43	0.43	0.86	0.86	0.86	0.95	0.97	0.97	0.95	1.00	1.00
Lanes:	0.66	0.20	0.14	0.10	0.28	0.62	1.00	0.80	0.20	1.00	0.97	0.03
Final Sat.:	537	163	115	162	464	1014	1805	1474	369	1805	1830	61

Capacity Analysis Module:

Vol/Sat:	0.46	0.46	0.46	0.23	0.23	0.23	0.07	0.47	0.47	0.05	0.63	0.63
Crit Moves:	****						****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.47	0.47	0.07	0.47	0.47
Volume/Cap:	1.34	1.34	1.34	0.68	0.68	0.68	1.04	1.02	1.02	0.71	1.34	1.34
Delay/Veh:	209.0	209	209.0	31.7	31.7	31.7	136.7	61.6	61.6	62.8	188	188.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	209.0	209	209.0	31.7	31.7	31.7	136.7	61.6	61.6	62.8	188	188.3
LOS by Move:	F	F	F	C	C	C	F	E	E	E	F	F
HCM2kAvgQ:	25	25	25	11	11	11	5	32	32	3	73	73

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 8 Average Delay (sec/veh): 16.9
Optimal Cycle: 29 Level Of Service: B

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	0	1	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Base Vol:	14	262	22	56	666	31	20	142	15	16	300	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	262	22	56	666	31	20	142	15	16	300	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	262	22	56	666	31	20	142	15	16	300	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	262	22	56	666	31	20	142	15	16	300	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	262	22	56	666	31	20	142	15	16	300	23

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.85	0.85	0.85	0.94	0.94	0.94	0.98	0.98	0.98
Lanes:	0.09	1.76	0.15	0.15	1.77	0.08	0.11	0.81	0.08	0.05	0.88	0.07
Final Sat.:	153	2869	241	240	2853	133	201	1426	151	88	1641	126

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Vol/Sat:	0.09	0.09	0.09	0.23	0.23	0.23	0.10	0.10	0.10	0.18	0.18	0.18
Crit Moves:				****						****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.18	0.18	0.18	0.45	0.45	0.45	0.25	0.25	0.25	0.45	0.45	0.45
Delay/Veh:	12.9	12.9	12.9	15.5	15.5	15.5	19.9	19.9	19.9	22.2	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	12.9	15.5	15.5	15.5	19.9	19.9	19.9	22.2	22.2	22.2
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	2	2	2	7	7	7	4	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 12 Average Delay (sec/veh): 36.4
Optimal Cycle: 101 Level Of Service: D

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	1	0	0	0	0	1

Volume Module:

Base Vol:	600	663	0	0	1056	237	0	0	0	317	0	379
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	663	0	0	1056	237	0	0	0	317	0	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	663	0	0	1056	237	0	0	0	317	0	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	663	0	0	1056	237	0	0	0	317	0	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	600	663	0	0	1056	237	0	0	0	317	0	379

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.92	0.92	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	2.00	2.00	0.00	0.00	1.63	0.37	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3502	3610	0	0	2869	644	0	0	0	1809	0	1615

Capacity Analysis Module:

Vol/Sat:	0.17	0.18	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.18	0.00	0.23
Crit Moves:	****				****							****
Green/Cycle:	0.19	0.44	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.88	0.41	0.00	0.00	0.88	0.88	0.00	0.00	0.00	0.66	0.00	0.88
Delay/Veh:	51.8	19.1	0.0	0.0	33.2	33.2	0.0	0.0	0.0	35.9	0.0	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	19.1	0.0	0.0	33.2	33.2	0.0	0.0	0.0	35.9	0.0	53.5
LOS by Move:	D	B	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	9	7	0	0	21	21	0	0	0	10	0	14

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 12 Average Delay (sec/veh): 29.1
Optimal Cycle: 82 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0

Volume Module:	Beaumont Ave. North Bound			Beaumont Ave. South Bound			I-10 Eastbound Ramps East Bound			I-10 Eastbound Ramps West Bound		
Base Vol:	0	1021	243	319	1051	0	242	0	426	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1021	243	319	1051	0	242	0	426	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1021	243	319	1051	0	242	0	426	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1021	243	319	1051	0	242	0	426	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1021	243	319	1051	0	242	0	426	0	0	0

Saturation Flow Module:	Beaumont Ave. North Bound			Beaumont Ave. South Bound			I-10 Eastbound Ramps East Bound			I-10 Eastbound Ramps West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	3502	0	1615	0	0	0

Capacity Analysis Module:	Beaumont Ave. North Bound			Beaumont Ave. South Bound			I-10 Eastbound Ramps East Bound			I-10 Eastbound Ramps West Bound		
Vol/Sat:	0.00	0.28	0.15	0.18	0.29	0.00	0.07	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.34	0.34	0.22	0.56	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.82	0.44	0.82	0.52	0.00	0.22	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	34.5	25.9	50.6	14.0	0.0	24.9	0.0	41.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.5	25.9	50.6	14.0	0.0	24.9	0.0	41.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	A	D	A	A	A
HCM2kAvgQ:	0	15	5	9	10	0	3	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	12	Average Delay (sec/veh):	26.9
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Beaumont Ave.												1st St.							
Approach:	North Bound						South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected						Protected			Permitted			Permitted							
Rights:	Include						Include			Include			Include							
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7					
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0					
Lanes:	1	0	1	1	0	2	0	1	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:												
Base Vol:	68	1111	291	142	990	133	44	66	10	335	180	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1111	291	142	990	133	44	66	10	335	180	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1111	291	142	990	133	44	66	10	335	180	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1111	291	142	990	133	44	66	10	335	180	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	1111	291	142	990	133	44	66	10	335	180	123

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.92	0.93	0.93	0.39	0.98	0.98	0.71	0.94	0.94
Lanes:	1.00	1.58	0.42	2.00	1.76	0.24	1.00	0.87	0.13	1.00	0.59	0.41
Final Sat.:	1805	2772	726	3502	3125	420	735	1617	245	1343	1060	724

Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.04	0.32	0.32	0.06	0.04	0.04	0.25	0.17	0.17
Crit Moves:	****			****						****		
Green/Cycle:	0.10	0.50	0.50	0.07	0.47	0.47	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.37	0.80	0.80	0.58	0.68	0.68	0.19	0.13	0.13	0.80	0.55	0.55
Delay/Veh:	43.0	23.7	23.7	48.5	22.0	22.0	25.7	24.9	24.9	42.4	29.8	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	23.7	23.7	48.5	22.0	22.0	25.7	24.9	24.9	42.4	29.8	29.8
LOS by Move:	D	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	2	19	19	2	14	14	1	2	2	12	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 12 Average Delay (sec/veh): 32.6
Optimal Cycle: 70 Level Of Service: C

Street Name:	Beaumont Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	1

Volume Module:

Base Vol:	46	800	69	42	920	362	312	32	5	149	58	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	800	69	42	920	362	312	32	5	149	58	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	800	69	42	920	362	312	32	5	149	58	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	800	69	42	920	362	312	32	5	149	58	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	800	69	42	920	362	312	32	5	149	58	227

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.47	0.47	0.47	0.73	0.73	0.73
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.90	0.09	0.01	0.34	0.13	0.53
Final Sat.:	1805	3610	1615	1805	3610	1615	792	81	13	478	186	728

Capacity Analysis Module:

Vol/Sat:	0.03	0.22	0.04	0.02	0.25	0.22	0.39	0.39	0.39	0.31	0.31	0.31
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.29	0.29	0.09	0.32	0.32	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.36	0.75	0.14	0.25	0.80	0.70	0.80	0.80	0.80	0.63	0.63	0.63
Delay/Veh:	46.2	35.0	26.1	42.9	35.3	34.4	31.5	31.5	31.5	20.7	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	35.0	26.1	42.9	35.3	34.4	31.5	31.5	31.5	20.7	20.7	20.7
LOS by Move:	D	C	C	D	D	C	C	C	C	C	C	C
HCM2kAvgQ:	1	12	1	1	14	10	11	11	11	11	11	11

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 12 Average Delay (sec/veh): 34.6
Optimal Cycle: 65 Level Of Service: C

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	366	683	4	51	988	1	1	13	237	18	81	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	366	683	4	51	988	1	1	13	237	18	81	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	366	683	4	51	988	1	1	13	237	18	81	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	683	4	51	988	1	1	13	237	18	81	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	366	683	4	51	988	1	1	13	237	18	81	168

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.99	0.99	0.85	0.90	0.90	0.90
Lanes:	1.00	1.99	0.01	0.09	1.90	0.01	0.07	0.93	1.00	0.07	0.30	0.63
Final Sat.:	1805	3585	21	177	3423	3	134	1740	1615	115	518	1074

Capacity Analysis Module:

Vol/Sat:	0.20	0.19	0.19	0.29	0.29	0.29	0.01	0.01	0.15	0.16	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.28	0.27	0.27	0.40	0.39	0.39	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.74	0.72	0.72	0.72	0.74	0.74	0.04	0.04	0.69	0.74	0.74	0.74
Delay/Veh:	38.6	36.0	36.0	26.9	28.0	28.0	31.3	31.3	42.3	44.4	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	36.0	36.0	26.9	28.0	28.0	31.3	31.3	42.3	44.4	44.4	44.4
LOS by Move:	D	D	D	C	C	C	C	C	D	D	D	D
HCM2kAvgQ:	12	11	11	14	14	14	0	0	8	9	9	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.284
Loss Time (sec): 8 Average Delay (sec/veh): 94.3
Optimal Cycle: 180 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	131	117	76	108	105	98	51	663	146	191	1003	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	117	76	108	105	98	51	663	146	191	1003	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	117	76	108	105	98	51	663	146	191	1003	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	117	76	108	105	98	51	663	146	191	1003	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	117	76	108	105	98	51	663	146	191	1003	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.85	0.28	1.00	0.85	0.57	0.57	0.85	0.64	0.64	0.85
Lanes:	0.53	0.47	1.00	1.00	1.00	1.00	0.07	0.93	1.00	0.16	0.84	1.00
Final Sat.:	726	648	1615	539	1900	1615	78	1013	1615	195	1022	1615

Capacity Analysis Module:

Vol/Sat:	0.18	0.18	0.05	0.20	0.06	0.06	0.65	0.65	0.09	0.98	0.98	0.06
Crit Moves:	****						****					
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	1.16	1.16	0.30	1.28	0.35	0.39	0.86	0.86	0.12	1.28	1.28	0.08
Delay/Veh:	152.5	152	38.0	234.4	38.4	38.9	16.8	16.8	3.1	147.9	148	3.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	152.5	152	38.0	234.4	38.4	38.9	16.8	16.8	3.1	147.9	148	3.0
LOS by Move:	F	F	D	F	D	D	B	B	A	F	F	A
HCM2kAvgQ:	13	13	2	8	3	3	17	17	1	70	70	1

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
 Loss Time (sec): 8 Average Delay (sec/veh): 20.4
 Optimal Cycle: 40 Level Of Service: C

Street Name:	Palm Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	19	149	96	77	358	13	30	176	43	118	352	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	149	96	77	358	13	30	176	43	118	352	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	149	96	77	358	13	30	176	43	118	352	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	149	96	77	358	13	30	176	43	118	352	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	149	96	77	358	13	30	176	43	118	352	32

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.90	0.90	0.90	0.90	0.90	0.90	0.85	0.85	0.85
Lanes:	0.07	0.57	0.36	0.17	0.80	0.03	0.12	0.71	0.17	0.24	0.70	0.06
Final Sat.:	125	977	629	293	1363	49	205	1203	294	381	1137	103

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.15	0.15	0.15	0.26	0.26	0.26	0.15	0.15	0.15	0.31	0.31	0.31
Crit Moves:				****						****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.36	0.36	0.36	0.62	0.62	0.62	0.29	0.29	0.29	0.62	0.62	0.62
Delay/Veh:	20.0	20.0	20.0	24.3	24.3	24.3	15.0	15.0	15.0	19.8	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	20.0	20.0	24.3	24.3	24.3	15.0	15.0	15.0	19.8	19.8	19.8
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	6	6	6	11	11	11	4	4	4	11	11	11

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.970
Loss Time (sec): 0 Average Delay (sec/veh): 39.0
Optimal Cycle: 0 Level Of Service: E

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0
	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0

Volume Module:

Base Vol:	100	0	94	0	0	0	0	736	96	160	1104	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	94	0	0	0	0	736	96	160	1104	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	94	0	0	0	0	736	96	160	1104	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	94	0	0	0	0	736	96	160	1104	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	0	94	0	0	0	0	736	96	160	1104	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	1.77	0.23	1.00	2.00	0.00
Final Sat.:	283	0	266	0	0	0	0	942	125	523	1138	0

Capacity Analysis Module:

Vol/Sat:	0.35	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	0.78	0.77	0.31	0.97	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	13.0	0.0	13.0	0.0	0.0	0.0	0.0	28.9	27.7	12.5	55.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	0.0	13.0	0.0	0.0	0.0	0.0	28.9	27.7	12.5	55.2	0.0
LOS by Move:	B	*	B	*	*	*	*	D	D	B	F	*
ApproachDel:	13.0			xxxxxx				28.7			49.8	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	13.0			xxxxxx				28.7			49.8	
LOS by Appr:	B			*				D			E	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	3.0	2.8	0.4	7.3	0.0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
 Loss Time (sec): 8 Average Delay (sec/veh): 20.1
 Optimal Cycle: 38 Level Of Service: C

Street Name:	Pennsylvania Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	29	171	33	83	351	38	25	297	23	53	357	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	171	33	83	351	38	25	297	23	53	357	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	171	33	83	351	38	25	297	23	53	357	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	171	33	83	351	38	25	297	23	53	357	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	171	33	83	351	38	25	297	23	53	357	53

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.89	0.89	0.89	0.94	0.94	0.94	0.91	0.91	0.91
Lanes:	0.12	0.74	0.14	0.18	0.74	0.08	0.07	0.86	0.07	0.11	0.78	0.11
Final Sat.:	213	1256	242	297	1256	136	130	1545	120	198	1332	198

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.14	0.14	0.28	0.28	0.28	0.19	0.19	0.19	0.27	0.27	0.27
Crit Moves:				****						****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.29	0.29	0.29	0.60	0.60	0.60	0.43	0.43	0.43	0.60	0.60	0.60
Delay/Veh:	16.5	16.5	16.5	20.8	20.8	20.8	19.1	19.1	19.1	21.9	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	16.5	16.5	20.8	20.8	20.8	19.1	19.1	19.1	21.9	21.9	21.9
LOS by Move:	B	B	B	C	C	C	B	B	B	C	C	C
HCM2kAvgQ:	4	4	4	11	11	11	7	7	7	10	10	10

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 12 Average Delay (sec/veh): 29.6
Optimal Cycle: 77 Level Of Service: C

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	0	0	0	0	0	1

Volume Module:	Pennsylvania Ave.						I-10 Westbound Ramp					
Base Vol:	0	535	261	539	802	0	0	0	0	125	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	535	261	539	802	0	0	0	0	125	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	535	261	539	802	0	0	0	0	125	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	535	261	539	802	0	0	0	0	125	0	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	535	261	539	802	0	0	0	0	125	0	174

Saturation Flow Module:	Pennsylvania Ave.						I-10 Westbound Ramp					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	1.34	0.66	1.00	1.00	0.00	0.00	0.00	0.00	0.42	0.00	0.58
Final Sat.:	0	2307	1126	1805	1900	0	0	0	0	717	0	998

Capacity Analysis Module:	Pennsylvania Ave.						I-10 Westbound Ramp					
Vol/Sat:	0.00	0.23	0.23	0.30	0.42	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.29	0.29	0.37	0.66	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.80	0.80	0.80	0.64	0.00	0.00	0.00	0.00	0.80	0.00	0.80
Delay/Veh:	0.0	37.6	37.6	34.9	11.0	0.0	0.0	0.0	0.0	48.8	0.0	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.6	37.6	34.9	11.0	0.0	0.0	0.0	0.0	48.8	0.0	48.8
LOS by Move:	A	D	D	C	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	11	11	15	14	0	0	0	0	11	0	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894
 Loss Time (sec): 12 Average Delay (sec/veh): 38.5
 Optimal Cycle: 107 Level Of Service: D

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Protected						Split Phase					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0					
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0			

Volume Module:

Base Vol:	0	558	116	215	710	0	240	0	285	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	558	116	215	710	0	240	0	285	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	558	116	215	710	0	240	0	285	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	558	116	215	710	0	240	0	285	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	558	116	215	710	0	240	0	285	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.95	1.00	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	0.83	0.17	1.00	1.00	0.00	0.46	0.00	0.54	0.00	0.00	0.00
Final Sat.:	0	1537	319	1805	1900	0	787	0	935	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.36	0.36	0.12	0.37	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.41	0.41	0.13	0.54	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.89	0.89	0.89	0.69	0.00	0.89	0.00	0.89	0.00	0.00	0.00
Delay/Veh:	0.0	40.9	40.9	74.3	19.0	0.0	47.4	0.0	47.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.9	40.9	74.3	19.0	0.0	47.4	0.0	47.4	0.0	0.0	0.0
LOS by Move:	A	D	D	E	B	A	D	A	D	A	A	A
HCM2kAvgQ:	0	23	23	7	16	0	19	0	19	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[17.1]

Street Name: Pennsylvania Ave.						3rd St.					
Approach: North Bound			South Bound			East Bound			West Bound		
Movement: L - T - R			L - T - R			L - T - R			L - T - R		
Control: Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights: Include			Include			Include			Include		
Lanes: 1 0 1 0 0			0 0 1 0 1			0 0 1! 0 0			0 0 0 0 0		
Volume Module:											
Base Vol: 7 674 0			0 994 26			17 0 2			0 0 0		
Growth Adj: 1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
Initial Bse: 7 674 0			0 994 26			17 0 2			0 0 0		
User Adj: 1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
PHF Adj: 1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
PHF Volume: 7 674 0			0 994 26			17 0 2			0 0 0		
Reduct Vol: 0 0 0			0 0 0			0 0 0			0 0 0		
FinalVolume: 7 674 0			0 994 26			17 0 2			0 0 0		

Critical Gap Module:											
Critical Gp: 4.1 xxxx xxxxx			xxxx xxxx xxxxx			6.4 6.5 6.2			xxxxx xxxx xxxxx		
FollowUpTim: 2.2 xxxx xxxxx			xxxxx xxxx xxxxx			3.5 4.0 3.3			xxxxx xxxx xxxxx		

Capacity Module:											
Cnflct Vol: 1020 xxxx xxxxx			xxxx xxxx xxxxx			1682 1682 994			xxxx xxxx xxxxx		
Potent Cap.: 688 xxxx xxxxx			xxxx xxxx xxxxx			105 95 300			xxxx xxxx xxxxx		
Move Cap.: 688 xxxx xxxxx			xxxx xxxx xxxxx			104 94 300			xxxx xxxx xxxxx		
Total Cap: xxxx xxxx xxxxx			xxxx xxxx xxxxx			320 288 xxxxx			255 277 xxxxx		
Volume/Cap: 0.01 xxxx xxxx			xxxx xxxx xxxx			0.05 0.00 0.01			xxxx xxxx xxxx		

Level Of Service Module:											
2Way95thQ: 0.0 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
Control Del: 10.3 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
LOS by Move: B * *			* *			* *			* *		
Movement: LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.: xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx 318 xxxxx			xxxx xxxx xxxxx		
SharedQueue:xxxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 0.2 xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:xxxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 17.1 xxxxx			xxxxx xxxx xxxxx		
Shared LOS: * *			* *			* C			* *		
ApproachDel: xxxxxx			xxxxxx			17.1			xxxxxx		
ApproachLOS: *			*			C			*		

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
 Loss Time (sec): 16 Average Delay (sec/veh): 38.8
 Optimal Cycle: 101 Level Of Service: D

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	0	1	0	1

Volume Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Base Vol:	0	22	1	289	58	417	124	663	0	6	845	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	22	1	289	58	417	124	663	0	6	845	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	22	1	289	58	417	124	663	0	6	845	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	22	1	289	58	417	124	663	0	6	845	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	22	1	289	58	417	124	663	0	6	845	229

Saturation Flow Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	0.87	0.87	0.95	1.00	1.00	0.81	0.81	0.81
Lanes:	0.00	0.96	0.04	1.00	0.12	0.88	1.00	1.00	0.00	0.01	1.57	0.42
Final Sat.:	0	1806	82	1805	201	1448	1805	1900	0	17	2417	655

Capacity Analysis Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Vol/Sat:	0.00	0.01	0.01	0.16	0.29	0.29	0.07	0.35	0.00	0.35	0.35	0.35
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.07	0.07	0.32	0.39	0.39	0.08	0.45	0.00	0.37	0.37	0.37
Volume/Cap:	0.00	0.17	0.17	0.50	0.73	0.73	0.88	0.78	0.00	0.95	0.95	0.95
Delay/Veh:	0.0	44.4	44.4	28.0	30.2	30.2	87.9	28.2	0.0	46.3	46.3	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	44.4	44.4	28.0	30.2	30.2	87.9	28.2	0.0	46.3	46.3	46.3
LOS by Move:	A	D	D	C	C	C	F	C	A	D	D	D
HCM2kAvgQ:	0	1	1	7	14	14	6	19	0	19	19	19

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 16 Average Delay (sec/veh): 26.7
Optimal Cycle: 45 Level Of Service: C

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	160	12	9	115	90	110	37	555	177	15	632	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	12	9	115	90	110	37	555	177	15	632	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	12	9	115	90	110	37	555	177	15	632	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	12	9	115	90	110	37	555	177	15	632	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	12	9	115	90	110	37	555	177	15	632	65

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.87	0.87	0.95	0.92	0.92	0.95	0.94	0.94
Lanes:	1.00	1.14	0.86	1.00	1.00	1.00	1.00	1.52	0.48	1.00	1.81	0.19
Final Sat.:	1805	1931	1448	1805	1657	1657	1805	2639	841	1805	3228	332

Capacity Analysis Module:

Vol/Sat:	0.09	0.01	0.01	0.06	0.05	0.07	0.02	0.21	0.21	0.01	0.20	0.20
Crit Moves:	****					****	****			****		
Green/Cycle:	0.19	0.16	0.16	0.16	0.14	0.14	0.14	0.44	0.44	0.07	0.38	0.38
Volume/Cap:	0.47	0.04	0.04	0.39	0.39	0.47	0.15	0.47	0.47	0.12	0.52	0.52
Delay/Veh:	37.3	35.2	35.2	38.2	39.6	40.5	38.5	19.9	19.9	44.0	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	35.2	35.2	38.2	39.6	40.5	38.5	19.9	19.9	44.0	24.4	24.4
LOS by Move:	D	D	D	D	D	D	D	B	B	D	C	C
HCM2kAvgQ:	5	0	0	3	3	4	1	8	8	0	8	8

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
 Loss Time (sec): 16 Average Delay (sec/veh): 37.0
 Optimal Cycle: 74 Level Of Service: D

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	0	1

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Volume Module:

Base Vol:	206	169	97	224	342	103	42	204	201	256	392	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	169	97	224	342	103	42	204	201	256	392	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	169	97	224	342	103	42	204	201	256	392	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	169	97	224	342	103	42	204	201	256	392	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	169	97	224	342	103	42	204	201	256	392	326

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.93	0.93	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	0.50	0.50	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	2677	806	1805	886	873	1805	1900	1615

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Capacity Analysis Module:

Vol/Sat:	0.11	0.05	0.06	0.12	0.13	0.13	0.02	0.23	0.23	0.14	0.21	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.12	0.12	0.21	0.17	0.17	0.13	0.31	0.31	0.19	0.38	0.38
Volume/Cap:	0.73	0.39	0.50	0.59	0.73	0.73	0.18	0.73	0.73	0.73	0.54	0.53
Delay/Veh:	49.6	41.3	43.4	37.8	43.5	43.5	39.2	35.4	35.4	45.5	25.1	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	41.3	43.4	37.8	43.5	43.5	39.2	35.4	35.4	45.5	25.1	25.0
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	6	2	3	7	8	8	1	12	12	8	9	8

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
 Loss Time (sec): 12 Average Delay (sec/veh): 4.6
 Optimal Cycle: 33 Level Of Service: A

Street Name:	Highland Springs Ave.									16th St.					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0

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Volume Module:

Base Vol:	32	296	0	0	417	44	23	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	296	0	0	417	44	23	0	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	296	0	0	417	44	23	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	296	0	0	417	44	23	0	17	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	296	0	0	417	44	23	0	17	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	1.00	0.99	0.99	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	0.10	0.90	0.00	0.00	0.90	0.10	0.58	0.00	0.42	0.00	0.00	0.00
Final Sat.:	173	1601	0	0	1696	179	1001	0	740	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.18	0.18	0.00	0.00	0.25	0.25	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	*****											
Green/Cycle:	0.80	0.80	0.00	0.00	0.80	0.80	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.23	0.23	0.00	0.00	0.31	0.31	0.31	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	2.4	2.4	0.0	0.0	2.6	2.6	45.1	0.0	45.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	2.4	0.0	0.0	2.6	2.6	45.1	0.0	45.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	2	2	0	0	4	4	1	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 8 Average Delay (sec/veh): 20.9
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	284	237	16	478	0	0	0	0	457	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	284	237	16	478	0	0	0	0	457	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	284	237	16	478	0	0	0	0	457	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	284	237	16	478	0	0	0	0	457	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	284	237	16	478	0	0	0	0	457	0	30

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.98	0.98	1.00	1.00	1.00	1.00	0.95	1.00	0.95
Lanes:	0.00	0.55	0.45	0.03	0.97	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	973	812	60	1802	0	0	0	0	1689	0	111

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.29	0.27	0.27	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Crit Moves:	****			****								
Green/Cycle:	0.00	0.48	0.48	0.48	0.48	0.00	0.00	0.00	0.00	0.44	0.00	0.44
Volume/Cap:	0.00	0.61	0.61	0.56	0.56	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Delay/Veh:	0.0	20.6	20.6	19.4	19.4	0.0	0.0	0.0	0.0	22.7	0.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.6	20.6	19.4	19.4	0.0	0.0	0.0	0.0	22.7	0.0	22.7
LOS by Move:	A	C	C	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	12	12	11	11	0	0	0	0	12	0	12

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
 Loss Time (sec): 12 Average Delay (sec/veh): 30.0
 Optimal Cycle: 55 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	354	438	79	32	851	39	22	142	541	152	274	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	438	79	32	851	39	22	142	541	152	274	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	438	79	32	851	39	22	142	541	152	274	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	438	79	32	851	39	22	142	541	152	274	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	354	438	79	32	851	39	22	142	541	152	274	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.94	0.94	0.72	1.00	0.85	0.83	0.83	0.83
Lanes:	2.00	1.69	0.31	1.00	1.91	0.09	1.00	1.00	1.00	0.31	0.56	0.13
Final Sat.:	3502	2988	539	1805	3428	157	1368	1900	1615	494	890	198

Capacity Analysis Module:

Vol/Sat:	0.10	0.15	0.15	0.02	0.25	0.25	0.02	0.07	0.33	0.31	0.31	0.31
Crit Moves:	****			****			****					
Green/Cycle:	0.15	0.36	0.36	0.17	0.37	0.37	0.35	0.35	0.51	0.35	0.35	0.35
Volume/Cap:	0.66	0.41	0.41	0.10	0.66	0.66	0.05	0.21	0.66	0.87	0.87	0.87
Delay/Veh:	43.1	24.5	24.5	35.2	27.3	27.3	21.3	22.8	20.4	44.3	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	24.5	24.5	35.2	27.3	27.3	21.3	22.8	20.4	44.3	44.3	44.3
LOS by Move:	D	C	C	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	5	6	6	1	12	12	0	3	12	17	17	17

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
 Loss Time (sec): 12 Average Delay (sec/veh): 34.6
 Optimal Cycle: 82 Level Of Service: C

Street Name:	Highland Springs Ave.						Starlight Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	0	1

Volume Module:												
Base Vol:	202	680	127	47	1207	318	85	79	316	244	152	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	680	127	47	1207	318	85	79	316	244	152	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	680	127	47	1207	318	85	79	316	244	152	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	680	127	47	1207	318	85	79	316	244	152	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	202	680	127	47	1207	318	85	79	316	244	152	91

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85	0.95	0.94	0.94
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	3502	3610	1615	1805	3610	1615	3502	1900	1615	1805	1122	672

Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.08	0.03	0.33	0.20	0.02	0.04	0.20	0.14	0.14	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.35	0.35	0.13	0.41	0.41	0.14	0.24	0.24	0.16	0.27	0.27
Volume/Cap:	0.82	0.54	0.23	0.20	0.82	0.48	0.18	0.17	0.82	0.82	0.51	0.51
Delay/Veh:	65.3	26.7	23.3	39.3	30.3	22.5	38.3	30.5	49.3	56.9	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	26.7	23.3	39.3	30.3	22.5	38.3	30.5	49.3	56.9	32.1	32.1
LOS by Move:	E	C	C	D	C	C	D	C	D	E	C	C
HCM2kAvgQ:	4	9	3	1	18	7	1	2	12	10	7	7

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
 Loss Time (sec): 16 Average Delay (sec/veh): 30.7
 Optimal Cycle: 76 Level Of Service: C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	57	674	263	202	1194	154	64	160	101	698	280	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	674	263	202	1194	154	64	160	101	698	280	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	674	263	202	1194	154	64	160	101	698	280	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	674	263	202	1194	154	64	160	101	698	280	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	674	263	202	1194	154	64	160	101	698	280	138

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.19	0.16	0.06	0.33	0.10	0.02	0.04	0.06	0.20	0.08	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.36	0.62	0.14	0.43	0.43	0.16	0.08	0.08	0.26	0.18	0.32
Volume/Cap:	0.45	0.51	0.26	0.42	0.77	0.22	0.11	0.55	0.77	0.77	0.43	0.27
Delay/Veh:	47.2	25.3	8.7	40.2	26.7	18.1	35.9	46.3	68.8	38.4	37.0	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	25.3	8.7	40.2	26.7	18.1	35.9	46.3	68.8	38.4	37.0	25.9
LOS by Move:	D	C	A	D	C	B	D	D	E	D	D	C
HCM2kAvgQ:	2	8	4	3	16	3	1	3	3	10	4	3

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2042 With Project
With Improvements AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	213	294	402	140	100	254	1102	435	200	1770	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4643		1770	3318		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4643		1770	3318		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	90	213	294	402	140	100	254	1102	435	200	1770	78
RTOR Reduction (vph)	0	165	0	0	83	0	0	0	168	0	0	19
Lane Group Flow (vph)	90	342	0	402	158	0	254	1102	267	200	1770	59
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	10.6	14.1		17.5	21.0		11.5	56.9	56.9	14.5	59.9	59.9
Effective Green, g (s)	10.6	14.1		17.5	21.0		11.5	56.9	56.9	14.5	59.9	59.9
Actuated g/C Ratio	0.09	0.12		0.15	0.18		0.10	0.47	0.47	0.12	0.50	0.50
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	156	546		258	581		170	1678	751	214	1767	790
v/s Ratio Prot	0.05	c0.07		c0.23	0.05		c0.14	0.31		c0.11	c0.50	
v/s Ratio Perm									0.17			0.04
v/c Ratio	0.58	0.63		1.56	0.27		1.49	0.66	0.36	0.93	1.00	0.08
Uniform Delay, d1	52.5	50.4		51.2	42.9		54.2	24.1	19.9	52.3	30.1	15.6
Progression Factor	1.00	1.00		1.00	1.00		1.10	0.51	0.69	1.00	1.00	1.00
Incremental Delay, d2	5.1	2.2		269.3	0.3		246.7	1.7	1.1	43.2	21.8	0.2
Delay (s)	57.6	52.7		320.6	43.1		306.3	14.1	14.8	95.5	51.9	15.8
Level of Service	E	D		F	D		F	B	B	F	D	B
Approach Delay (s)		53.4			216.9			55.7			54.8	
Approach LOS		D			F			E			D	
Intersection Summary												
HCM Average Control Delay			75.4			HCM Level of Service			E			
HCM Volume to Capacity ratio			1.14									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			20.5			
Intersection Capacity Utilization			111.0%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2042 With Project
With Improvements AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	369	0	438	545	1357	0	0	1354	1110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	369	0	438	545	1357	0	0	1354	1110
RTOR Reduction (vph)	0	0	0	0	0	81	0	0	0	0	0	266
Lane Group Flow (vph)	0	0	0	0	369	357	545	1357	0	0	1354	844
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					22.0	22.0	31.0	90.0			55.0	55.0
Effective Green, g (s)					22.0	22.0	31.0	90.0			55.0	55.0
Actuated g/C Ratio					0.18	0.18	0.26	0.75			0.46	0.46
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					325	290	457	2654			1622	726
v/s Ratio Prot					0.21		c0.31	0.38			0.38	
v/s Ratio Perm						c0.23						c0.53
v/c Ratio					1.14	1.23	1.19	0.51			0.83	1.16
Uniform Delay, d1					49.0	49.0	44.5	6.1			28.5	32.5
Progression Factor					1.00	1.00	0.88	1.44			0.54	0.58
Incremental Delay, d2					91.8	130.5	94.7	0.3			4.6	86.2
Delay (s)					140.8	179.5	134.0	9.0			19.8	104.9
Level of Service					F	F	F	A			B	F
Approach Delay (s)		0.0			161.8			44.8			58.2	
Approach LOS		A			F			D			E	
Intersection Summary												
HCM Average Control Delay			69.4				HCM Level of Service			E		
HCM Volume to Capacity ratio			1.19									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			154.8%				ICU Level of Service		H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2042 With Project
With Improvements AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	746	0	415	0	0	0	0	1155	457	544	1175	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0		
Lane Util. Factor	0.97		1.00					0.95	1.00	1.00	0.95		
Frt	1.00		0.85					1.00	0.85	1.00	1.00		
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00		
Satd. Flow (prot)	3433		1583					3539	1583	1770	3539		
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00		
Satd. Flow (perm)	3433		1583					3539	1583	1770	3539		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj. Flow (vph)	746	0	415	0	0	0	0	1155	457	544	1175	0	
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	248	0	0	0	
Lane Group Flow (vph)	746	0	320	0	0	0	0	1155	209	544	1175	0	
Turn Type	Prot	custom						Perm		Prot			
Protected Phases	4							2	1		6		
Permitted Phases	4									2			
Actuated Green, G (s)	27.0	27.0						43.2	43.2	37.8	85.0		
Effective Green, g (s)	27.0	27.0						43.2	43.2	37.8	85.0		
Actuated g/C Ratio	0.22	0.22						0.36	0.36	0.31	0.71		
Clearance Time (s)	4.0	4.0						4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	772	356						1274	570	558	2507		
v/s Ratio Prot	c0.22							c0.33	c0.31		0.33		
v/s Ratio Perm			0.20					0.13					
v/c Ratio	0.97	0.90						0.91	0.37	0.97	0.47		
Uniform Delay, d1	46.0	45.2						36.5	28.3	40.6	7.6		
Progression Factor	1.00	1.00						1.00	1.00	0.70	0.33		
Incremental Delay, d2	24.1	24.7						10.9	1.8	18.7	0.3		
Delay (s)	70.2	69.9						47.4	30.1	46.9	2.8		
Level of Service	E	E						D	C	D	A		
Approach Delay (s)	70.1		0.0			42.5			16.7				
Approach LOS	E		A			D			B				
Intersection Summary													
HCM Average Control Delay			39.8	HCM Level of Service				D					
HCM Volume to Capacity ratio			0.95										
Actuated Cycle Length (s)			120.0	Sum of lost time (s)				12.0					
Intersection Capacity Utilization			154.8%	ICU Level of Service				H					
Analysis Period (min)			15										
c Critical Lane Group													

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
 Loss Time (sec): 16 Average Delay (sec/veh): 29.0
 Optimal Cycle: 59 Level Of Service: C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Ignore			Include			Ignore					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	141	962	65	211	608	37	75	96	45	70	257	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	962	65	211	608	37	75	96	45	70	257	312
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	141	962	65	211	608	0	75	96	45	70	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	962	65	211	608	0	75	96	45	70	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	141	962	65	211	608	0	75	96	45	70	257	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90	0.94	0.94	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.36	0.64	0.43	1.57	1.00
Final Sat.:	1805	3610	1615	1805	3610	1900	1805	2340	1097	764	2806	1900

Capacity Analysis Module:

Vol/Sat:	0.08	0.27	0.04	0.12	0.17	0.00	0.04	0.04	0.04	0.09	0.09	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.43	0.43	0.19	0.42	0.00	0.07	0.07	0.07	0.15	0.15	0.00
Volume/Cap:	0.40	0.62	0.09	0.62	0.40	0.00	0.59	0.59	0.59	0.62	0.62	0.00
Delay/Veh:	35.7	22.7	16.9	40.6	20.1	0.0	52.5	48.8	48.8	42.1	42.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	22.7	16.9	40.6	20.1	0.0	52.5	48.8	48.8	42.1	42.1	0.0
LOS by Move:	D	C	B	D	C	A	D	D	D	D	D	A
HCM2kAvgQ:	4	12	1	6	6	0	3	3	3	6	6	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Mellon Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
 Loss Time (sec): 12 Average Delay (sec/veh): 21.5
 Optimal Cycle: 40 Level Of Service: C

Street Name:	Highland Springs Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	2	1	0	0	0	0	0

Volume Module:

Base Vol:	87	774	0	0	548	116	300	0	74	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	774	0	0	548	116	300	0	74	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	774	0	0	548	116	300	0	74	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	774	0	0	548	116	300	0	74	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	87	774	0	0	548	116	300	0	74	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3610	1615	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.21	0.00	0.00	0.15	0.07	0.17	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.12	0.48	0.00	0.00	0.36	0.36	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.42	0.45	0.00	0.00	0.42	0.20	0.42	0.00	0.11	0.00	0.00	0.00
Delay/Veh:	42.4	17.4	0.0	0.0	24.0	21.9	22.0	0.0	19.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	17.4	0.0	0.0	24.0	21.9	22.0	0.0	19.0	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	C	A	B	A	A	A
HCM2kAvgQ:	3	8	0	0	6	2	7	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 12 Average Delay (sec/veh): 25.9
Optimal Cycle: 53 Level Of Service: C

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	6	0	0	122	0	213	111	504	1	0	971	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	122	0	213	111	504	1	0	971	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	122	0	213	111	504	1	0	971	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	0	122	0	213	111	504	1	0	971	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	0	122	0	213	111	504	1	0	971	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	1.00	1.00	0.80	1.00	0.80	0.95	0.95	0.95	1.00	0.94	0.94
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	1.99	0.01	1.00	1.88	0.12
Final Sat.:	1594	0	0	555	0	969	1805	3603	7	1900	3360	218

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.22	0.06	0.14	0.14	0.00	0.29	0.29
Crit Moves:				***				***				***
Green/Cycle:	0.34	0.00	0.00	0.34	0.00	0.34	0.09	0.36	0.36	0.00	0.45	0.45
Volume/Cap:	0.01	0.00	0.00	0.65	0.00	0.65	0.65	0.39	0.39	0.00	0.65	0.65
Delay/Veh:	21.9	0.0	0.0	30.9	0.0	30.9	52.0	24.0	24.0	0.0	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	0.0	0.0	30.9	0.0	30.9	52.0	24.0	24.0	0.0	22.5	22.5
LOS by Move:	C	A	A	C	A	C	D	C	C	A	C	C
HCM2kAvgQ:	0	0	0	10	0	10	3	6	6	0	12	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
 Loss Time (sec): 12 Average Delay (sec/veh): 27.6
 Optimal Cycle: 48 Level Of Service: C

Street Name:	Highland Home Rd.						Northern Loop											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Permitted						Split Phase					
Rights:	Include						Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	0	0	0	0	1	1	0	0	0	1	0	0		

Volume Module:

Base Vol:	142	648	0	0	370	158	304	0	274	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	648	0	0	370	158	304	0	274	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	648	0	0	370	158	304	0	274	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	648	0	0	370	158	304	0	274	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	648	0	0	370	158	304	0	274	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.40	0.60	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	3502	3610	0	0	2416	1032	911	0	821	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.18	0.00	0.00	0.15	0.15	0.33	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.32	0.00	0.00	0.25	0.25	0.56	0.00	0.56	0.00	0.00	0.00
Volume/Cap:	0.58	0.55	0.00	0.00	0.60	0.60	0.60	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	48.5	28.4	0.0	0.0	34.0	34.0	15.9	0.0	15.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	28.4	0.0	0.0	34.0	34.0	15.9	0.0	15.9	0.0	0.0	0.0
LOS by Move:	D	C	A	A	C	C	B	A	B	A	A	A
HCM2kAvgQ:	2	8	0	0	7	7	12	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
 Loss Time (sec): 12 Average Delay (sec/veh): 30.0
 Optimal Cycle: 74 Level Of Service: C

Street Name:	Beaumont Rd.-G St						Highland Home Rd.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Protected						Split Phase					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0		4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0				
Lanes:	0	0	1	1	0	2	0	1	0	0	0	0	0	0	0			
	0	0	1	1	0	2	0	1	0	0	0	0	0	0	0			

Volume Module:

Base Vol:	0	277	132	158	485	0	0	0	0	346	0	514
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	277	132	158	485	0	0	0	0	346	0	514
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	277	132	158	485	0	0	0	0	346	0	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	277	132	158	485	0	0	0	0	346	0	514
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	277	132	158	485	0	0	0	0	346	0	514

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.92	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.35	0.65	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2328	1109	3502	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.12	0.05	0.26	0.00	0.00	0.00	0.00	0.19	0.00	0.32
Crit Moves:	*****											
Green/Cycle:	0.00	0.15	0.15	0.32	0.48	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.00	0.79	0.79	0.14	0.54	0.00	0.00	0.00	0.00	0.47	0.00	0.79
Delay/Veh:	0.0	48.7	48.7	24.0	19.1	0.0	0.0	0.0	0.0	22.4	0.0	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	48.7	48.7	24.0	19.1	0.0	0.0	0.0	0.0	22.4	0.0	32.3
LOS by Move:	A	D	D	C	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	7	7	2	10	0	0	0	0	8	0	16

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
 Loss Time (sec): 8 Average Delay (sec/veh): 20.8
 Optimal Cycle: 52 Level Of Service: C

Street Name:	Highland Home Rd.						F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	127	396	0	0	855	0	0	0	244	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	396	0	0	855	0	0	0	244	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	396	0	0	855	0	0	0	244	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	396	0	0	855	0	0	0	244	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	396	0	0	855	0	0	0	244	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	0	0	0	1644	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.21	0.00	0.00	0.45	0.00	0.00	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.10	0.72	0.00	0.00	0.62	0.00	0.00	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.73	0.29	0.00	0.00	0.73	0.00	0.00	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	58.1	5.2	0.0	0.0	15.5	0.0	0.0	0.0	45.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	5.2	0.0	0.0	15.5	0.0	0.0	0.0	45.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	A	A	A	D	A	A	A
HCM2kAvgQ:	4	4	0	0	18	0	0	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	8	Average Delay (sec/veh):	14.3
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Highland Home Rd.			D St.																
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Split Phase			Split Phase										
Rights:	Include			Include			Include			Include										
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	111	493	0	0	1074	16	30	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	493	0	0	1074	16	30	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	493	0	0	1074	16	30	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	493	0	0	1074	16	30	0	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	493	0	0	1074	16	30	0	213	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.99	0.01	0.12	0.00	0.88	0.00	0.00	0.00
Final Sat.:	756	1900	0	0	1868	28	206	0	1460	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.15	0.26	0.00	0.00	0.57	0.57	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:				****						****		
Green/Cycle:	0.73	0.73	0.00	0.00	0.73	0.73	0.19	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.20	0.35	0.00	0.00	0.78	0.78	0.78	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	4.3	4.9	0.0	0.0	11.3	11.3	51.0	0.0	51.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.3	4.9	0.0	0.0	11.3	11.3	51.0	0.0	51.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	1	5	0	0	21	21	9	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 16 Average Delay (sec/veh): 63.2
Optimal Cycle: 150 Level Of Service: E

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	77	218	30	594	546	146	150	287	177	111	841	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	218	30	594	546	146	150	287	177	111	841	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	218	30	594	546	146	150	287	177	111	841	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	218	30	594	546	146	150	287	177	111	841	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	218	30	594	546	146	150	287	177	111	841	235

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.97	0.97	0.95	0.90	0.90	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	1.24	0.76	1.00	1.56	0.44
Final Sat.:	1805	1900	1615	1805	1451	388	1805	2106	1299	1805	2728	762

Capacity Analysis Module:

Vol/Sat:	0.04	0.11	0.02	0.33	0.38	0.38	0.08	0.14	0.14	0.06	0.31	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.12	0.12	0.33	0.38	0.38	0.08	0.26	0.26	0.13	0.31	0.31
Volume/Cap:	0.61	0.99	0.16	0.99	1.00	1.00	1.00	0.53	0.53	0.46	1.00	1.00
Delay/Veh:	53.6	102	40.2	67.9	64.4	64.4	118.2	32.3	32.3	41.4	61.1	61.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	102	40.2	67.9	64.4	64.4	118.2	32.3	32.3	41.4	61.1	61.1
LOS by Move:	D	F	D	E	E	E	F	C	C	D	E	E
HCM2kAvgQ:	2	9	1	21	24	24	6	6	6	3	20	20

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 12 Average Delay (sec/veh): 24.4
Optimal Cycle: 53 Level Of Service: C

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	1	0	1	1	0	2

Volume Module:

Base Vol:	0	0	0	675	2	187	22	589	0	0	378	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	675	2	187	22	589	0	0	378	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	675	2	187	22	589	0	0	378	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	675	2	187	22	589	0	0	378	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	675	2	187	22	589	0	0	378	298

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	0.85	0.95	0.95	0.95	1.00	0.95	0.85
Lanes:	0.00	1.00	0.00	0.99	0.01	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	1673	5	1615	1805	3610	0	1900	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.40	0.40	0.12	0.01	0.16	0.00	0.00	0.10	0.18
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.58	0.58	0.58	0.12	0.23	0.00	0.00	0.18	0.76
Volume/Cap:	0.00	0.00	0.00	0.70	0.70	0.20	0.10	0.70	0.00	0.00	0.58	0.24
Delay/Veh:	0.0	0.0	0.0	17.3	17.3	10.2	39.3	37.8	0.0	0.0	38.7	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.3	17.3	10.2	39.3	37.8	0.0	0.0	38.7	3.7
LOS by Move:	A	A	A	B	B	B	D	D	A	A	D	A
HCM2kAvgQ:	0	0	0	14	14	3	1	10	0	0	6	3

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Year 2042 With Project With Improvements Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.267
Loss Time (sec): 16 Average Delay (sec/veh): 150.9
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	0	1	0	0

Volume Module:	Sunset Ave.			Wilson St.		
Base Vol:	123	245	42	128	744	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	245	42	128	744	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	245	42	128	744	159
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	123	245	42	128	744	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	245	42	128	744	159

Saturation Flow Module:	Sunset Ave.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.97	0.97
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18
Final Sat.:	1805	1900	1615	1805	1525	326

Capacity Analysis Module:	Sunset Ave.			Wilson St.		
Vol/Sat:	0.07	0.13	0.03	0.07	0.49	0.49
Crit Moves:	****			****		
Green/Cycle:	0.07	0.27	0.27	0.15	0.35	0.35
Volume/Cap:	0.97	0.47	0.10	0.47	1.39	1.39
Delay/Veh:	118.0	31.1	27.3	40.3	217	217.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.0	31.1	27.3	40.3	217	217.1
LOS by Move:	F	C	C	D	F	F
HCM2kAvgQ:	5	6	1	4	60	60

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.076
 Loss Time (sec): 16 Average Delay (sec/veh): 77.3
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	415	440	144	136	1150	101	47	410	453	92	206	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	415	440	144	136	1150	101	47	410	453	92	206	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	440	144	136	1150	101	47	410	453	92	206	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	440	144	136	1150	101	47	410	453	92	206	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	415	440	144	136	1150	101	47	410	453	92	206	44

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.94	0.94	0.95	0.87	0.87	0.95	0.93	0.93
Lanes:	1.00	1.51	0.49	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	1805	2619	857	1805	3279	288	1805	1662	1662	1805	2897	619

Capacity Analysis Module:

Vol/Sat:	0.23	0.17	0.17	0.08	0.35	0.35	0.03	0.25	0.27	0.05	0.07	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.36	0.36	0.16	0.32	0.32	0.16	0.25	0.25	0.07	0.16	0.16
Volume/Cap:	1.11	0.46	0.46	0.46	1.11	1.11	0.17	1.00	1.11	0.73	0.45	0.45
Delay/Veh:	118.6	24.7	24.7	39.1	95.7	95.7	36.8	69.1	103.7	64.7	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.6	24.7	24.7	39.1	95.7	95.7	36.8	69.1	103.7	64.7	38.6	38.6
LOS by Move:	F	C	C	D	F	F	D	E	F	E	D	D
HCM2kAvgQ:	19	7	7	3	27	27	1	16	21	4	4	4

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.187
Loss Time (sec): 12 Average Delay (sec/veh): 103.8
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	0	0	0	0	1

Volume Module:

Base Vol:	521	692	0	0	904	794	0	0	0	100	7	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	521	692	0	0	904	794	0	0	0	100	7	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	521	692	0	0	904	794	0	0	0	100	7	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	692	0	0	904	794	0	0	0	100	7	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	521	692	0	0	904	794	0	0	0	100	7	307

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.88	0.88	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	1.00	2.00	0.00	0.00	1.06	0.94	0.00	0.00	0.00	0.24	0.02	0.74
Final Sat.:	1805	3610	0	0	1787	1570	0	0	0	399	28	1226

Capacity Analysis Module:

Vol/Sat:	0.29	0.19	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.25	0.25	0.25
Crit Moves:	****			****						****		
Green/Cycle:	0.24	0.67	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	1.19	0.29	0.00	0.00	1.19	1.19	0.00	0.00	0.00	1.19	1.19	1.19
Delay/Veh:	143.0	6.8	0.0	0.0	120	120.3	0.0	0.0	0.0	148.9	149	148.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.0	6.8	0.0	0.0	120	120.3	0.0	0.0	0.0	148.9	149	148.9
LOS by Move:	F	A	A	A	F	F	A	A	A	F	F	F
HCM2kAvgQ:	26	4	0	0	43	43	0	0	0	24	24	24

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.872
 Loss Time (sec): 12 Average Delay (sec/veh): 37.4
 Optimal Cycle: 98 Level Of Service: D

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	860	210	441	562	0	352	2	312	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	860	210	441	562	0	352	2	312	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	860	210	441	562	0	352	2	312	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	860	210	441	562	0	352	2	312	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	860	210	441	562	0	352	2	312	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Lanes:	0.00	1.61	0.39	1.00	1.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	2817	688	1805	1900	0	1615	10	1607	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.31	0.24	0.30	0.00	0.22	0.19	0.19	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.35	0.35	0.28	0.63	0.00	0.25	0.24	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.87	0.87	0.87	0.47	0.00	0.87	0.83	0.83	0.00	0.00	0.00
Delay/Veh:	0.0	37.5	37.5	49.6	10.0	0.0	54.3	50.1	50.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.5	37.5	49.6	10.0	0.0	54.3	50.1	50.1	0.0	0.0	0.0
LOS by Move:	A	D	D	D	B	A	D	D	D	A	A	A
HCM2kAvgQ:	0	19	19	12	8	0	14	12	12	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Sunrise Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
 Loss Time (sec): 12 Average Delay (sec/veh): 13.2
 Optimal Cycle: 52 Level Of Service: B

Street Name:	Sunrise Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	56	20	32	19	102	28	23	666	169	31	363	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	20	32	19	102	28	23	666	169	31	363	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	20	32	19	102	28	23	666	169	31	363	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	20	32	19	102	28	23	666	169	31	363	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	20	32	19	102	28	23	666	169	31	363	7

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.62	0.62	0.93	0.93	0.93	0.96	0.96	0.96	0.59	1.00	0.85
Lanes:	0.52	0.18	0.30	0.13	0.68	0.19	0.03	0.77	0.20	1.00	1.00	1.00
Final Sat.:	615	220	351	224	1205	331	49	1412	358	1127	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.09	0.08	0.08	0.08	0.47	0.47	0.47	0.03	0.19	0.00
Crit Moves:	****						****					
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.64	0.64	0.64	0.59	0.59	0.59	0.64	0.64	0.64	0.04	0.26	0.01
Delay/Veh:	48.4	48.4	48.4	44.0	44.0	44.0	7.6	7.6	7.6	3.6	4.4	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	48.4	48.4	44.0	44.0	44.0	7.6	7.6	7.6	3.6	4.4	3.5
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	5	5	5	12	12	12	0	4	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.272
Loss Time (sec): 8 Average Delay (sec/veh): 6.9
Optimal Cycle: 23 Level Of Service: A

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	41	0	44	0	0	0	1	583	44	146	324	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	0	44	0	0	0	1	583	44	146	324	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	0	44	0	0	0	1	583	44	146	324	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	0	44	0	0	0	1	583	44	146	324	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	0	44	0	0	0	1	583	44	146	324	0

Saturation Flow Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	1.00	0.81	1.00	1.00	1.00	0.55	0.94	0.94	0.40	0.95	0.95
Lanes:	0.48	0.00	0.52	0.00	1.00	0.00	1.00	1.86	0.14	1.00	2.00	0.00
Final Sat.:	742	0	796	0	1900	0	1049	3323	251	751	3610	0

Capacity Analysis Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.18	0.18	0.19	0.09	0.00
Crit Moves:	****									****		
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.72	0.72	0.72	0.72	0.72	0.00
Volume/Cap:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.24	0.24	0.27	0.13	0.00
Delay/Veh:	34.0	0.0	34.0	0.0	0.0	0.0	4.0	4.9	4.9	5.3	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	0.0	34.0	0.0	0.0	0.0	4.0	4.9	4.9	5.3	4.4	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	3	3	2	2	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
 Loss Time (sec): 8 Average Delay (sec/veh): 19.6
 Optimal Cycle: 40 Level Of Service: B

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	118	48	19	157	190	47	21	576	68	41	319	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	48	19	157	190	47	21	576	68	41	319	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	48	19	157	190	47	21	576	68	41	319	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	48	19	157	190	47	21	576	68	41	319	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	48	19	157	190	47	21	576	68	41	319	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	0.60	0.60	0.79	0.79	0.79	0.45	1.00	0.85	0.26	0.98	0.98
Lanes:	0.64	0.26	0.10	0.40	0.48	0.12	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	727	296	117	596	721	178	849	1900	1615	502	1655	213

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.16	0.26	0.26	0.26	0.02	0.30	0.04	0.08	0.19	0.19
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.38	0.38	0.38	0.62	0.62	0.62	0.05	0.62	0.09	0.17	0.39	0.39
Delay/Veh:	20.0	20.0	20.0	24.0	24.0	24.0	13.3	19.7	13.5	14.4	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	20.0	20.0	24.0	24.0	24.0	13.3	19.7	13.5	14.4	16.2	16.2
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	10	10	10	0	13	1	1	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 16 Average Delay (sec/veh): 62.6
Optimal Cycle: 146 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	131	197	512	43	350	31	17	202	112	646	99	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	197	512	43	350	31	17	202	112	646	99	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	197	512	43	350	31	17	202	112	646	99	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	197	512	43	350	31	17	202	112	646	99	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	197	512	43	350	31	17	202	112	646	99	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.92	0.08	1.00	1.00	1.00	1.00	1.58	0.42
Final Sat.:	1805	1900	1615	1805	1724	153	1805	1900	1615	1805	2770	728

Capacity Analysis Module:

Vol/Sat:	0.07	0.10	0.32	0.02	0.20	0.20	0.01	0.11	0.07	0.36	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.31	0.31	0.07	0.28	0.28	0.23	0.10	0.10	0.35	0.23	0.23
Volume/Cap:	0.72	0.33	1.01	0.34	0.72	0.72	0.04	1.01	0.66	1.01	0.16	0.16
Delay/Veh:	56.7	26.7	78.1	45.9	37.2	37.2	30.1	112	52.4	71.7	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	26.7	78.1	45.9	37.2	37.2	30.1	112	52.4	71.7	30.9	30.9
LOS by Move:	E	C	E	D	D	D	C	F	D	E	C	C
HCM2kAvgQ:	5	5	23	2	12	12	0	11	5	28	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.065
Loss Time (sec): 12 Average Delay (sec/veh): 60.4
Optimal Cycle: 180 Level Of Service: E

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	651	630	0	0	365	746	0	0	0	56	2	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	651	630	0	0	365	746	0	0	0	56	2	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	651	630	0	0	365	746	0	0	0	56	2	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	651	630	0	0	365	746	0	0	0	56	2	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	651	630	0	0	365	746	0	0	0	56	2	131

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.30	0.01	0.69
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	490	17	1145

Capacity Analysis Module:

Vol/Sat:	0.36	0.33	0.00	0.00	0.19	0.46	0.00	0.00	0.00	0.11	0.11	0.11
Crit Moves:	****					****				****		
Green/Cycle:	0.34	0.64	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.11	0.11	0.11
Volume/Cap:	1.06	0.52	0.00	0.00	0.44	1.06	0.00	0.00	0.00	1.06	1.06	1.06
Delay/Veh:	87.9	10.2	0.0	0.0	20.2	80.9	0.0	0.0	0.0	130.4	130	130.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.9	10.2	0.0	0.0	20.2	80.9	0.0	0.0	0.0	130.4	130	130.4
LOS by Move:	F	B	A	A	C	F	A	A	A	F	F	F
HCM2kAvgQ:	25	10	0	0	7	31	0	0	0	11	11	11

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 12 Average Delay (sec/veh): 35.9
Optimal Cycle: 111 Level Of Service: D

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	1	0	1	0	0	0

Volume Module:

Base Vol:	0	720	108	271	165	0	561	0	567	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	720	108	271	165	0	561	0	567	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	720	108	271	165	0	561	0	567	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	720	108	271	165	0	561	0	567	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	720	108	271	165	0	561	0	567	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.66	0.66	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	0.87	0.13	0.62	0.38	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1622	243	782	476	0	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.44	0.44	0.35	0.35	0.00	0.31	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.49	0.49	0.49	0.49	0.00	0.37	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.90	0.90	0.71	0.71	0.00	0.83	0.00	0.90	0.00	0.00	0.00
Delay/Veh:	0.0	35.4	35.4	23.5	23.5	0.0	36.9	0.0	45.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.4	35.4	23.5	23.5	0.0	36.9	0.0	45.2	0.0	0.0	0.0
LOS by Move:	A	D	D	C	C	A	D	A	D	A	A	A
HCM2kAvgQ:	0	27	27	11	11	0	18	0	20	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 8 Average Delay (sec/veh): 17.4
Optimal Cycle: 43 Level Of Service: B

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	16	28	18	99	184	45	11	710	29	60	320	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	28	18	99	184	45	11	710	29	60	320	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	28	18	99	184	45	11	710	29	60	320	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	28	18	99	184	45	11	710	29	60	320	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	28	18	99	184	45	11	710	29	60	320	28

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.85	0.87	0.87	0.87	0.99	0.99	0.99	0.82	0.82	0.82
Lanes:	0.36	0.64	1.00	0.30	0.56	0.14	0.01	0.95	0.04	0.15	0.78	0.07
Final Sat.:	599	1048	1615	498	926	227	28	1777	73	230	1227	107

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.01	0.20	0.20	0.20	0.40	0.40	0.40	0.26	0.26	0.26
Crit Moves:				****			****					
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.09	0.09	0.04	0.65	0.65	0.65	0.65	0.65	0.65	0.42	0.42	0.42
Delay/Veh:	24.9	24.9	24.4	33.1	33.1	33.1	13.7	13.7	13.7	10.4	10.4	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	24.9	24.4	33.1	33.1	33.1	13.7	13.7	13.7	10.4	10.4	10.4
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	1	1	0	10	10	10	14	14	14	6	6	6

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
 Loss Time (sec): 8 Average Delay (sec/veh): 22.5
 Optimal Cycle: 59 Level Of Service: C

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:	San Gorgonio			Wilson St.		
Base Vol:	41	42	33	15	217	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	42	33	15	217	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	42	33	15	217	185
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	41	42	33	15	217	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	42	33	15	217	185

Saturation Flow Module:	San Gorgonio			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.93	0.93	0.93	0.93	0.93
Lanes:	1.00	0.56	0.44	0.04	0.52	0.44
Final Sat.:	1514	994	781	64	920	784

Capacity Analysis Module:	San Gorgonio			Wilson St.		
Vol/Sat:	0.03	0.04	0.04	0.24	0.24	0.24
Crit Moves:				****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.09	0.14	0.14	0.77	0.77	0.77
Delay/Veh:	24.9	25.3	25.3	38.4	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	25.3	25.3	38.4	38.4	38.4
LOS by Move:	C	C	C	D	D	D
HCM2kAvgQ:	1	2	2	13	13	13

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 8 Average Delay (sec/veh): 82.1
Optimal Cycle: 180 Level Of Service: F

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	1	0	0	0	2	1	0	2

Volume Module:	I-10 Eastbound Ramp			San Timeteo Canyon Dr.		
Base Vol:	0	0	59	1308	7	630
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	59	1308	7	630
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	59	1308	7	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	59	1308	7	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	59	1308	7	0

Saturation Flow Module:	I-10 Eastbound Ramp			San Timeteo Canyon Dr.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.72	0.72	1.00
Lanes:	0.00	0.00	1.00	1.99	0.01	1.00
Final Sat.:	0	0	1644	2721	15	1900

Capacity Analysis Module:	I-10 Eastbound Ramp			San Timeteo Canyon Dr.		
Vol/Sat:	0.00	0.00	0.04	0.48	0.48	0.00
Crit Moves:	****			****		
Green/Cycle:	0.00	0.00	0.43	0.43	0.43	0.00
Volume/Cap:	0.00	0.00	0.08	1.12	1.12	0.00
Delay/Veh:	0.0	0.0	16.9	93.1	93.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	16.9	93.1	93.1	0.0
LOS by Move:	A	A	B	F	F	A
HCM2kAvgQ:	0	0	1	33	33	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.258
Loss Time (sec): 8 Average Delay (sec/veh): 92.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Split Phase						Split Phase						Permitted					
Rights:	Ignore						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0					
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0			
	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0			

Volume Module:

Base Vol:	484	0	954	0	0	0	0	2845	317	0	2411	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	0	954	0	0	0	0	2845	317	0	2411	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	484	0	0	0	0	0	0	2845	317	0	2411	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	0	0	0	0	0	0	2845	317	0	2411	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	484	0	0	0	0	0	0	2845	317	0	2411	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	1.00	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.80	0.20	0.00	2.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	3199	356	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.89	0.00	0.67	0.00
Crit Moves:	****						****					
Green/Cycle:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.71	0.00
Volume/Cap:	1.26	0.00	0.00	0.00	0.00	0.00	0.00	1.26	1.26	0.00	0.94	0.00
Delay/Veh:	175.0	0.0	0.0	0.0	0.0	0.0	0.0	134	134.2	0.0	21.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.0	0.0	0.0	0.0	0.0	0.0	0.0	134	134.2	0.0	21.2	0.0
LOS by Move:	F	A	A	A	A	A	A	F	F	A	C	A
HCM2kAvgQ:	30	0	0	0	0	0	0	89	89	0	32	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.810
Loss Time (sec): 12 Average Delay (sec/veh): 317.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	245	241	45	46	184	200	254	1467	302	36	1036	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	241	45	46	184	200	254	1467	302	36	1036	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	241	45	46	184	200	254	1467	302	36	1036	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	241	45	46	184	200	254	1467	302	36	1036	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	245	241	45	46	184	200	254	1467	302	36	1036	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.45	0.45	0.85	0.85	0.85	0.95	0.97	0.97	0.95	0.99	0.99
Lanes:	0.47	0.45	0.08	0.11	0.43	0.46	1.00	0.83	0.17	1.00	0.94	0.06
Final Sat.:	397	391	73	174	695	755	1805	1535	316	1805	1780	105

Capacity Analysis Module:

Vol/Sat:	0.62	0.62	0.62	0.26	0.26	0.26	0.14	0.96	0.96	0.02	0.58	0.58
Crit Moves:	****						****			****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.11	0.49	0.49	0.07	0.45	0.45
Volume/Cap:	1.94	1.94	1.94	0.83	0.83	0.83	1.29	1.94	1.94	0.28	1.29	1.29
Delay/Veh:	471.1	471	471.1	42.8	42.8	42.8	205.7	453	453.3	45.4	165	164.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	471.1	471	471.1	42.8	42.8	42.8	205.7	453	453.3	45.4	165	164.7
LOS by Move:	F	F	F	D	D	D	F	F	F	D	F	F
HCM2kAvgQ:	49	49	49	15	15	15	14	157	157	1	63	63

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 8 Average Delay (sec/veh): 33.3
Optimal Cycle: 108 Level Of Service: C

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	0	1	0	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Base Vol:	223	841	38	45	484	36	51	417	153	20	611	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	841	38	45	484	36	51	417	153	20	611	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	841	38	45	484	36	51	417	153	20	611	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	841	38	45	484	36	51	417	153	20	611	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	223	841	38	45	484	36	51	417	153	20	611	47

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.71	0.71	0.71	0.84	0.84	0.84	0.97	0.97	0.97
Lanes:	0.40	1.53	0.07	0.16	1.71	0.13	0.08	0.67	0.25	0.03	0.90	0.07
Final Sat.:	492	1856	84	216	2321	173	131	1075	394	54	1658	128

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			8th St. EB			8th St. WB		
Vol/Sat:	0.45	0.45	0.45	0.21	0.21	0.21	0.39	0.39	0.39	0.37	0.37	0.37
Crit Moves:	****						****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.91	0.91	0.91	0.42	0.42	0.42	0.91	0.91	0.91	0.87	0.87	0.87
Delay/Veh:	34.0	34.0	34.0	16.3	16.3	16.3	44.0	44.0	44.0	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.0	34.0	16.3	16.3	16.3	44.0	44.0	44.0	36.5	36.5	36.5
LOS by Move:	C	C	C	B	B	B	D	D	D	D	D	D
HCM2kAvgQ:	16	16	16	6	6	6	22	22	22	18	18	18

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 12 Average Delay (sec/veh): 33.3
Optimal Cycle: 99 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	1	0	0	0	0	1

Volume Module:

Base Vol:	381	2074	0	0	1226	218	0	0	0	320	1	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	381	2074	0	0	1226	218	0	0	0	320	1	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	381	2074	0	0	1226	218	0	0	0	320	1	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	2074	0	0	1226	218	0	0	0	320	1	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	381	2074	0	0	1226	218	0	0	0	320	1	317

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.93	0.93	0.85
Lanes:	2.00	2.00	0.00	0.00	1.70	0.30	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	3502	3610	0	0	2995	532	0	0	0	1752	5	1615

Capacity Analysis Module:

Vol/Sat:	0.11	0.57	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.18	0.18	0.20
Crit Moves:	****			****						****		
Green/Cycle:	0.14	0.60	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.77	0.95	0.00	0.00	0.77	0.77	0.00	0.00	0.00	0.89	0.89	0.95
Delay/Veh:	48.6	28.7	0.0	0.0	20.5	20.5	0.0	0.0	0.0	60.5	60.5	75.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	28.7	0.0	0.0	20.5	20.5	0.0	0.0	0.0	60.5	60.5	75.8
LOS by Move:	D	C	A	A	C	C	A	A	A	E	E	E
HCM2kAvgQ:	5	30	0	0	19	19	0	0	0	13	13	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 12 Average Delay (sec/veh): 40.9
Optimal Cycle: 180 Level Of Service: D

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	1	0	2	0	0	0	1

Volume Module:

Base Vol:	0	1587	405	274	1267	0	853	0	456	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1587	405	274	1267	0	853	0	456	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1587	405	274	1267	0	853	0	456	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1587	405	274	1267	0	853	0	456	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1587	405	274	1267	0	853	0	456	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	3502	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.44	0.25	0.15	0.35	0.00	0.24	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.44	0.44	0.15	0.60	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.99	0.57	0.99	0.59	0.00	0.86	0.00	0.99	0.00	0.00	0.00
Delay/Veh:	0.0	48.5	21.8	94.4	13.0	0.0	41.3	0.0	75.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	48.5	21.8	94.4	13.0	0.0	41.3	0.0	75.7	0.0	0.0	0.0
LOS by Move:	A	D	C	F	B	A	D	A	E	A	A	A
HCM2kAvgQ:	0	25	8	10	12	0	16	0	20	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.464
Loss Time (sec):	12	Average Delay (sec/veh):	164.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Beaumont Ave.			1st St.																
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted										
Rights:	Include			Include			Include			Include										
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	1	0	1	1	0	2	0	1	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:												
Base Vol:	40	1291	203	322	1205	139	281	471	36	336	478	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1291	203	322	1205	139	281	471	36	336	478	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1291	203	322	1205	139	281	471	36	336	478	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1291	203	322	1205	139	281	471	36	336	478	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1291	203	322	1205	139	281	471	36	336	478	229

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.94	0.94	0.19	0.99	0.99	0.34	0.95	0.95
Lanes:	1.00	1.73	0.27	2.00	1.79	0.21	1.00	0.93	0.07	1.00	0.68	0.32
Final Sat.:	1805	3057	481	3502	3188	368	363	1746	133	648	1222	585

Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.42	0.09	0.38	0.38	0.77	0.27	0.27	0.52	0.39	0.39
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.29	0.29	0.07	0.29	0.29	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.32	1.48	1.48	1.31	1.32	1.32	1.48	0.51	0.51	0.99	0.75	0.75
Delay/Veh:	45.7	256	255.9	213.6	188	187.6	264.7	16.0	16.0	69.4	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	256	255.9	213.6	188	187.6	264.7	16.0	16.0	69.4	21.9	21.9
LOS by Move:	D	F	F	F	F	F	F	B	B	E	C	C
HCM2kAvgQ:	1	54	54	10	43	43	22	10	10	15	18	18

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Mellon Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 1.200
 Loss Time (sec): 12 Average Delay (sec/veh): 137.2
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Beaumont Ave.						Mellon Lane								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	0	0	1	0	0

Volume Module:

Base Vol:	26	898	429	89	929	429	384	411	14	331	202	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	898	429	89	929	429	384	411	14	331	202	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	898	429	89	929	429	384	411	14	331	202	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	898	429	89	929	429	384	411	14	331	202	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	898	429	89	929	429	384	411	14	331	202	147

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.57	0.57	0.57	0.52	0.52	0.52
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.47	0.51	0.02	0.49	0.30	0.21
Final Sat.:	1805	3610	1615	1805	3610	1615	518	555	19	480	293	213

Capacity Analysis Module:

Vol/Sat:	0.01	0.25	0.27	0.05	0.26	0.27	0.74	0.74	0.74	0.69	0.69	0.69
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.21	0.21	0.07	0.21	0.21	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.21	1.16	1.24	0.70	1.20	1.24	1.24	1.24	1.24	1.16	1.16	1.16
Delay/Veh:	44.7	127	170.6	62.0	143	170.6	142.0	142	142.0	108.3	108	108.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	127	170.6	62.0	143	170.6	142.0	142	142.0	108.3	108	108.3
LOS by Move:	D	F	F	E	F	F	F	F	F	F	F	F
HCM2kAvgQ:	1	22	23	2	24	23	46	46	46	35	35	35

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.040
 Loss Time (sec): 12 Average Delay (sec/veh): 54.5
 Optimal Cycle: 180 Level Of Service: D

Street Name:	Lamb Canyon Rd.						California Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	297	1203	18	171	1069	1	1	113	371	7	55	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	1203	18	171	1069	1	1	113	371	7	55	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	1203	18	171	1069	1	1	113	371	7	55	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	1203	18	171	1069	1	1	113	371	7	55	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	297	1203	18	171	1069	1	1	113	371	7	55	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.94	0.94	0.94	1.00	1.00	0.85	0.91	0.91	0.91
Lanes:	1.00	1.97	0.03	0.27	1.72	0.01	0.01	0.99	1.00	0.05	0.36	0.59
Final Sat.:	1805	3550	53	494	3088	3	17	1880	1615	79	621	1027

Capacity Analysis Module:

Vol/Sat:	0.16	0.34	0.34	0.35	0.35	0.35	0.06	0.06	0.23	0.09	0.09	0.09
Crit Moves:	****			****			****					
Green/Cycle:	0.21	0.33	0.33	0.33	0.45	0.45	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.77	1.04	1.04	1.04	0.77	0.77	0.27	0.27	1.04	0.40	0.40	0.40
Delay/Veh:	46.7	70.8	70.8	70.3	25.9	25.9	32.6	32.6	97.2	34.0	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	70.8	70.8	70.3	25.9	25.9	32.6	32.6	97.2	34.0	34.0	34.0
LOS by Move:	D	E	E	E	C	C	C	C	F	C	C	C
HCM2kAvgQ:	11	28	28	22	16	16	3	3	18	4	4	4

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 2.433
Loss Time (sec): 8 Average Delay (sec/veh): 370.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	102	249	187	44	224	58	104	1317	210	46	978	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	249	187	44	224	58	104	1317	210	46	978	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	249	187	44	224	58	104	1317	210	46	978	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	249	187	44	224	58	104	1317	210	46	978	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	249	187	44	224	58	104	1317	210	46	978	213

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.44	0.44	0.85	0.24	1.00	0.85	0.61	0.61	0.85	0.30	0.30	0.85
Lanes:	0.29	0.71	1.00	1.00	1.00	1.00	0.07	0.93	1.00	0.04	0.96	1.00
Final Sat.:	244	596	1615	450	1900	1615	85	1079	1615	25	537	1615

Capacity Analysis Module:

Vol/Sat:	0.42	0.42	0.12	0.10	0.12	0.04	1.22	1.22	0.13	1.82	1.82	0.13
Crit Moves:	****									****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	2.43	2.43	0.67	0.57	0.69	0.21	1.63	1.63	0.17	2.43	2.43	0.18
Delay/Veh:	707.0	707	45.2	47.7	44.9	36.0	301.6	302	3.7	664.8	665	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	707.0	707	45.2	47.7	44.9	36.0	301.6	302	3.7	664.8	665	3.7
LOS by Move:	F	F	D	D	D	D	F	F	A	F	F	A
HCM2kAvgQ:	36	36	5	2	8	2	109	109	2	106	106	2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.022
Loss Time (sec): 8 Average Delay (sec/veh): 55.4
Optimal Cycle: 180 Level Of Service: E

Street Name:	Palm Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!

Volume Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Base Vol:	18	441	116	39	342	96	47	440	62	163	551	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	441	116	39	342	96	47	440	62	163	551	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	441	116	39	342	96	47	440	62	163	551	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	441	116	39	342	96	47	440	62	163	551	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	441	116	39	342	96	47	440	62	163	551	197

Saturation Flow Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.80	0.80	0.80	0.86	0.86	0.86	0.77	0.77	0.77
Lanes:	0.03	0.77	0.20	0.08	0.72	0.20	0.09	0.80	0.11	0.18	0.60	0.22
Final Sat.:	57	1385	364	124	1088	305	141	1317	186	262	886	317

Capacity Analysis Module:	Palm Ave.			Palm Ave.			8th St.			8th St.		
Vol/Sat:	0.32	0.32	0.32	0.31	0.31	0.31	0.33	0.33	0.33	0.62	0.62	0.62
Crit Moves:	****									****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	1.02	1.02	1.02	1.01	1.01	1.01	0.55	0.55	0.55	1.02	1.02	1.02
Delay/Veh:	78.1	78.1	78.1	78.1	78.1	78.1	12.2	12.2	12.2	55.4	55.4	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.1	78.1	78.1	78.1	78.1	78.1	12.2	12.2	12.2	55.4	55.4	55.4
LOS by Move:	E	E	E	E	E	E	B	B	B	E	E	E
HCM2kAvgQ:	25	25	25	18	18	18	9	9	9	29	29	29

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.558

Loss Time (sec): 0 Average Delay (sec/veh): 169.1

Optimal Cycle: 0 Level Of Service: F

Street Name: Pennsylvania Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound South Bound East Bound West Bound

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

-----|-----|-----|-----|

Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Lanes: 0 0 1! 0 0 0 0 0 0 0 1 1 0 1 0 2 0 0

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Volume Module:

Base Vol: 129 0 253 0 0 0 0 1436 69 174 1088 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 129 0 253 0 0 0 0 1436 69 174 1088 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 129 0 253 0 0 0 0 1436 69 174 1088 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 129 0 253 0 0 0 0 1436 69 174 1088 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 129 0 253 0 0 0 0 1436 69 174 1088 0

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.34 0.00 0.66 0.00 0.00 0.00 0.00 1.91 0.09 1.00 2.00 0.00

Final Sat.: 189 0 371 0 0 0 0 922 44 468 1002 0

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Capacity Analysis Module:

Vol/Sat: 0.68 xxxx 0.68 xxxx xxxx xxxx 1.56 1.55 0.37 1.09 xxxx

Crit Moves: ****

Delay/Veh: 22.1 0.0 22.1 0.0 0.0 0.0 0.0 280 277.3 14.9 91.5 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 22.1 0.0 22.1 0.0 0.0 0.0 0.0 280 277.3 14.9 91.5 0.0

LOS by Move: C * C * * * * F F B F *

ApproachDel: 22.1 xxxxxx 280.3 80.9

Delay Adj: 1.00 xxxxxx 1.00 1.00

ApprAdjDel: 22.1 xxxxxx 280.3 80.9

LOS by Appr: C * F F

AllWayAvgQ: 2.0 2.0 2.0 0.0 0.0 0.0 0.0 36.5 36.0 0.6 11.4 0.0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.489
Loss Time (sec): 8 Average Delay (sec/veh): 179.8
Optimal Cycle: 180 Level Of Service: F

Street Name:	Pennsylvania Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	116	312	537	106	174	32	21	707	20	123	812	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	312	537	106	174	32	21	707	20	123	812	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	312	537	106	174	32	21	707	20	123	812	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	312	537	106	174	32	21	707	20	123	812	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	312	537	106	174	32	21	707	20	123	812	149

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.43	0.43	0.43	0.96	0.96	0.96	0.75	0.75	0.75
Lanes:	0.12	0.32	0.56	0.34	0.56	0.10	0.03	0.94	0.03	0.11	0.75	0.14
Final Sat.:	190	511	879	281	461	85	51	1721	49	162	1069	196

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.61	0.61	0.61	0.38	0.38	0.38	0.41	0.41	0.41	0.76	0.76	0.76
Crit Moves:	****									****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	1.49	1.49	1.49	0.92	0.92	0.92	0.81	0.81	0.81	1.49	1.49	1.49
Delay/Veh:	257.9	258	257.9	57.5	57.5	57.5	25.6	25.6	25.6	252.0	252	252.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	257.9	258	257.9	57.5	57.5	57.5	25.6	25.6	25.6	252.0	252	252.0
LOS by Move:	F	F	F	E	E	E	C	C	C	F	F	F
HCM2kAvgQ:	67	67	67	13	13	13	19	19	19	76	76	76

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 12 Average Delay (sec/veh): 61.4
Optimal Cycle: 180 Level Of Service: E

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	1178	377	350	877	0	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1178	377	350	877	0	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1178	377	350	877	0	0	0	0	225	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1178	377	350	877	0	0	0	0	225	0	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1178	377	350	877	0	0	0	0	225	0	265

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91
Lanes:	0.00	1.52	0.48	1.00	1.00	0.00	0.00	0.00	0.00	0.46	0.00	0.54
Final Sat.:	0	2636	844	1805	1900	0	0	0	0	791	0	932

Capacity Analysis Module:

Vol/Sat:	0.00	0.45	0.45	0.19	0.46	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.43	0.43	0.18	0.61	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.00	1.05	1.05	1.05	0.76	0.00	0.00	0.00	0.00	1.05	0.00	1.05
Delay/Veh:	0.0	66.9	66.9	104.3	17.1	0.0	0.0	0.0	0.0	92.3	0.0	92.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	66.9	66.9	104.3	17.1	0.0	0.0	0.0	0.0	92.3	0.0	92.3
LOS by Move:	A	E	E	F	B	A	A	A	A	F	A	F
HCM2kAvgQ:	0	29	29	13	18	0	0	0	0	23	0	23

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.387
 Loss Time (sec): 12 Average Delay (sec/veh): 162.0
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Protected						Split Phase					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0					
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0			

Volume Module:

Base Vol:	0	1214	89	173	833	0	341	0	405	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1214	89	173	833	0	341	0	405	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1214	89	173	833	0	341	0	405	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1214	89	173	833	0	341	0	405	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1214	89	173	833	0	341	0	405	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	1.00	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	0.93	0.07	1.00	1.00	0.00	0.46	0.00	0.54	0.00	0.00	0.00
Final Sat.:	0	1754	129	1805	1900	0	787	0	935	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.69	0.69	0.10	0.44	0.00	0.43	0.00	0.43	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.50	0.50	0.07	0.57	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	1.39	1.39	1.37	0.77	0.00	1.39	0.00	1.39	0.00	0.00	0.00
Delay/Veh:	0.0	207	206.8	254.8	20.1	0.0	220.7	0.0	220.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	207	206.8	254.8	20.1	0.0	220.7	0.0	220.7	0.0	0.0	0.0
LOS by Move:	A	F	F	F	C	A	F	A	F	A	A	A
HCM2kAvgQ:	0	85	85	11	19	0	50	0	50	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[27.4]

Street Name:		Pennsylvania Ave.				3rd St.				
Approach:	North Bound	South Bound			East Bound			West Bound		
Movement:	L - T - R	L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled	Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include	Include			Include			Include		
Lanes:	1 0 1 0 0	0 0 1 0 1			0 0 1! 0 0			0 0 0 0 0		

Volume Module:

Base Vol:	51 1269	0	0 1229	39	21	0	2	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	51 1269	0	0 1229	39	21	0	2	0	0	0
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	51 1269	0	0 1229	39	21	0	2	0	0	0
Reduct Vol:	0 0	0	0 0	0	0	0	0	0	0	0
FinalVolume:	51 1269	0	0 1229	39	21	0	2	0	0	0

Critical Gap Module:

Critical Gp:	4.1 xxxx xxxxx	xxxx xxxx xxxxx	6.4 6.5 6.2	xxxxx xxxx xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxxx xxxx xxxxx	3.5 4.0 3.3	xxxxx xxxx xxxxx

Capacity Module:

Cnflct Vol:	1268 xxxx xxxxx	xxxx xxxx xxxxx	2600 2600 1229	xxxx xxxx xxxxx
Potent Cap.:	555 xxxx xxxxx	xxxx xxxx xxxxx	28 25 219	xxxx xxxx xxxxx
Move Cap.:	555 xxxx xxxxx	xxxx xxxx xxxxx	26 23 219	xxxx xxxx xxxxx
Total Cap:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	180 163 xxxxx	122 145 xxxxx
Volume/Cap:	0.09 xxxx xxxx	xxxx xxxx xxxx	0.12 0.00 0.01	xxxx xxxx xxxx

Level Of Service Module:

2Way95thQ:	0.3 xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Control Del:	12.1 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
LOS by Move:	B * *	* *	* *	* *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 183 xxxxx	xxxx xxxx xxxxx
SharedQueue:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 0.4 xxxxx	xxxxx xxxx xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx 27.4 xxxxx	xxxxx xxxx xxxxx
Shared LOS:	* *	* *	* *	* *
ApproachDel:	xxxxxx	xxxxxx	27.4	xxxxxx
ApproachLOS:	*	*	D	*

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.037
 Loss Time (sec): 16 Average Delay (sec/veh): 69.3
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Protected			Protected			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	62	5	269	35	164	386	1305	0	3	1098	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	62	5	269	35	164	386	1305	0	3	1098	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	62	5	269	35	164	386	1305	0	3	1098	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	62	5	269	35	164	386	1305	0	3	1098	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	62	5	269	35	164	386	1305	0	3	1098	131

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	0.88	0.88	0.95	1.00	1.00	0.79	0.79	0.79
Lanes:	0.00	0.93	0.07	1.00	0.18	0.82	1.00	1.00	0.00	0.01	1.78	0.21
Final Sat.:	0	1741	140	1805	293	1372	1805	1900	0	7	2666	318

Capacity Analysis Module:

Vol/Sat:	0.00	0.04	0.04	0.15	0.12	0.12	0.21	0.69	0.00	0.41	0.41	0.41
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.07	0.07	0.12	0.19	0.19	0.17	0.65	0.00	0.47	0.47	0.47
Volume/Cap:	0.00	0.51	0.51	1.22	0.62	0.62	1.22	1.06	0.00	0.87	0.87	0.87
Delay/Veh:	0.0	48.1	48.1	178.5	40.9	40.9	167.4	60.6	0.0	29.6	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	48.1	48.1	178.5	40.9	40.9	167.4	60.6	0.0	29.6	29.6	29.6
LOS by Move:	A	D	D	F	D	D	F	E	A	C	C	C
HCM2kAvgQ:	0	3	3	17	2	6	23	54	0	19	19	19

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667

Loss Time (sec): 16 Average Delay (sec/veh): 26.7

Optimal Cycle: 65 Level Of Service: C

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	261	114	15	118	45	68	111	1047	256	4	875	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	114	15	118	45	68	111	1047	256	4	875	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	114	15	118	45	68	111	1047	256	4	875	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	114	15	118	45	68	111	1047	256	4	875	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	114	15	118	45	68	111	1047	256	4	875	152

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.86	0.86	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.61	0.39	1.00	1.70	0.30
Final Sat.:	1805	3136	413	1805	1643	1643	1805	2817	689	1805	3008	523

Capacity Analysis Module:

Vol/Sat:	0.14	0.04	0.04	0.07	0.03	0.04	0.06	0.37	0.37	0.00	0.29	0.29
Crit Moves:	****					****	****			****		
Green/Cycle:	0.20	0.13	0.13	0.13	0.07	0.07	0.11	0.50	0.50	0.07	0.46	0.46
Volume/Cap:	0.74	0.27	0.27	0.49	0.39	0.59	0.55	0.74	0.74	0.03	0.63	0.63
Delay/Veh:	45.7	39.3	39.3	41.8	45.3	50.0	45.4	21.3	21.3	43.4	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	39.3	39.3	41.8	45.3	50.0	45.4	21.3	21.3	43.4	21.2	21.2
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	9	2	2	4	2	3	3	15	15	0	12	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.228
 Loss Time (sec): 16 Average Delay (sec/veh): 96.3
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	0	1

Volume Module:

Base Vol:	176	684	484	458	377	93	206	428	148	293	395	362
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	684	484	458	377	93	206	428	148	293	395	362
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	684	484	458	377	93	206	428	148	293	395	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	684	484	458	377	93	206	428	148	293	395	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	684	484	458	377	93	206	428	148	293	395	362

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.96	0.96	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	0.74	0.26	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	2809	693	1805	1357	469	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.19	0.30	0.25	0.13	0.13	0.11	0.32	0.32	0.16	0.21	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.24	0.24	0.21	0.26	0.26	0.13	0.26	0.26	0.13	0.26	0.26
Volume/Cap:	0.51	0.78	1.23	1.23	0.51	0.51	0.87	1.23	1.23	1.23	0.81	0.87
Delay/Veh:	37.7	39.6	160.7	163.6	32.0	32.0	69.9	157	157.2	177.0	44.3	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	39.6	160.7	163.6	32.0	32.0	69.9	157	157.2	177.0	44.3	53.0
LOS by Move:	D	D	F	F	C	C	E	F	F	F	D	D
HCM2kAvgQ:	5	11	26	27	7	7	9	33	33	16	12	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 12 Average Delay (sec/veh): 13.7
Optimal Cycle: 42 Level Of Service: B

Street Name:	Highland Springs Ave.						16th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	26	578	0	0	392	101	185	0	36	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	578	0	0	392	101	185	0	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	578	0	0	392	101	185	0	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	578	0	0	392	101	185	0	36	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	578	0	0	392	101	185	0	36	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	1.00	1.00	0.97	0.97	0.94	1.00	0.94	1.00	1.00	1.00
Lanes:	0.04	0.96	0.00	0.00	0.80	0.20	0.84	0.00	0.16	0.00	0.00	0.00
Final Sat.:	79	1762	0	0	1468	378	1493	0	291	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.33	0.33	0.00	0.00	0.27	0.27	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.64	0.64	0.00	0.00	0.64	0.64	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.51	0.51	0.00	0.00	0.42	0.42	0.51	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	10.1	10.1	0.0	0.0	9.1	9.1	33.9	0.0	33.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	0.0	0.0	9.1	9.1	33.9	0.0	33.9	0.0	0.0	0.0
LOS by Move:	B	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	9	9	0	0	7	7	6	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 8 Average Delay (sec/veh): 33.0
Optimal Cycle: 144 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	649	529	35	433	0	0	0	0	371	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	649	529	35	433	0	0	0	0	371	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	649	529	35	433	0	0	0	0	371	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	649	529	35	433	0	0	0	0	371	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	649	529	35	433	0	0	0	0	371	0	25

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.87	0.87	1.00	1.00	1.00	1.00	0.95	1.00	0.95
Lanes:	0.00	0.55	0.45	0.07	0.93	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	983	801	124	1533	0	0	0	0	1685	0	114

Capacity Analysis Module:

Vol/Sat:	0.00	0.66	0.66	0.28	0.28	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Moves:	****			****								
Green/Cycle:	0.00	0.69	0.69	0.69	0.69	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.96	0.96	0.41	0.41	0.00	0.00	0.00	0.00	0.96	0.00	0.96
Delay/Veh:	0.0	30.6	30.6	6.9	6.9	0.0	0.0	0.0	0.0	71.2	0.0	71.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.6	30.6	6.9	6.9	0.0	0.0	0.0	0.0	71.2	0.0	71.2
LOS by Move:	A	C	C	A	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	36	36	6	6	0	0	0	0	17	0	17

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
 Loss Time (sec): 12 Average Delay (sec/veh): 29.9
 Optimal Cycle: 62 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	795	992	176	71	689	30	133	317	697	124	222	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	795	992	176	71	689	30	133	317	697	124	222	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	795	992	176	71	689	30	133	317	697	124	222	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	795	992	176	71	689	30	133	317	697	124	222	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	795	992	176	71	689	30	133	317	697	124	222	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.94	0.94	0.59	1.00	0.85	0.78	0.78	0.78
Lanes:	2.00	1.70	0.30	1.00	1.92	0.08	1.00	1.00	1.00	0.31	0.57	0.12
Final Sat.:	3502	2996	531	1805	3439	150	1117	1900	1615	466	835	184

Capacity Analysis Module:

Vol/Sat:	0.23	0.33	0.33	0.04	0.20	0.20	0.12	0.17	0.43	0.27	0.27	0.27
Crit Moves:	****			****			****					
Green/Cycle:	0.32	0.49	0.49	0.10	0.28	0.28	0.28	0.28	0.60	0.28	0.28	0.28
Volume/Cap:	0.72	0.67	0.67	0.38	0.72	0.72	0.42	0.59	0.72	0.93	0.93	0.93
Delay/Veh:	32.6	20.4	20.4	43.1	35.0	35.0	29.9	32.4	16.6	62.7	62.7	62.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	20.4	20.4	43.1	35.0	35.0	29.9	32.4	16.6	62.7	62.7	62.7
LOS by Move:	C	C	C	D	D	D	C	C	B	E	E	E
HCM2kAvgQ:	11	14	14	2	11	11	3	8	15	16	16	16

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.860
 Loss Time (sec): 12 Average Delay (sec/veh): 32.0
 Optimal Cycle: 94 Level Of Service: C

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	1	0	1	0

Volume Module:

Base Vol:	302	1661	282	106	1213	270	304	176	207	198	124	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	1661	282	106	1213	270	304	176	207	198	124	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	1661	282	106	1213	270	304	176	207	198	124	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1661	282	106	1213	270	304	176	207	198	124	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	302	1661	282	106	1213	270	304	176	207	198	124	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85	0.95	0.94	0.94
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	3502	3610	1615	1805	3610	1615	3502	1900	1615	1805	1123	670

Capacity Analysis Module:

Vol/Sat:	0.09	0.46	0.17	0.06	0.34	0.17	0.09	0.09	0.13	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.53	0.53	0.07	0.48	0.48	0.12	0.15	0.15	0.13	0.15	0.15
Volume/Cap:	0.70	0.86	0.33	0.84	0.70	0.35	0.71	0.62	0.86	0.86	0.71	0.71
Delay/Veh:	47.1	24.4	13.4	82.5	21.6	16.5	47.9	44.2	67.3	69.4	48.7	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	24.4	13.4	82.5	21.6	16.5	47.9	44.2	67.3	69.4	48.7	48.7
LOS by Move:	D	C	B	F	C	B	D	D	E	E	D	D
HCM2kAvgQ:	4	22	5	3	15	5	6	6	9	9	7	7

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
 Loss Time (sec): 16 Average Delay (sec/veh): 39.7
 Optimal Cycle: 129 Level Of Service: D

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	26	1459	426	340	947	151	160	663	49	331	480	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1459	426	340	947	151	160	663	49	331	480	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1459	426	340	947	151	160	663	49	331	480	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1459	426	340	947	151	160	663	49	331	480	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1459	426	340	947	151	160	663	49	331	480	340

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.40	0.26	0.10	0.26	0.09	0.05	0.18	0.03	0.09	0.13	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.44	0.54	0.10	0.43	0.43	0.10	0.20	0.20	0.10	0.20	0.30
Volume/Cap:	0.13	0.93	0.49	0.93	0.62	0.22	0.44	0.93	0.15	0.93	0.68	0.70
Delay/Veh:	40.1	36.7	15.0	73.8	23.1	18.3	43.0	57.7	33.4	74.4	39.9	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	36.7	15.0	73.8	23.1	18.3	43.0	57.7	33.4	74.4	39.9	35.4
LOS by Move:	D	D	B	E	C	B	D	E	C	E	D	D
HCM2kAvgQ:	1	23	8	6	11	3	2	11	1	6	7	9

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

Year 2042 With Project
With Improvements PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	175	573	336	546	574	268	474	1655	556	293	1201	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Flt	1.00	0.94		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4803		1770	3370		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4803		1770	3370		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	175	573	336	546	574	268	474	1655	556	293	1201	127
RTOR Reduction (vph)	0	118	0	0	61	0	0	0	230	0	0	72
Lane Group Flow (vph)	175	791	0	546	781	0	474	1655	326	293	1201	55
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	10.0	16.0		17.0	23.0		14.0	31.0	31.0	10.0	27.0	27.0
Effective Green, g (s)	10.0	16.0		17.0	23.0		14.0	31.0	31.0	10.0	27.0	27.0
Actuated g/C Ratio	0.11	0.18		0.19	0.26		0.16	0.34	0.34	0.11	0.30	0.30
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	197	854		334	861		275	1219	545	197	1062	475
v/s Ratio Prot	0.10	c0.16		c0.31	0.23		c0.27	c0.47		c0.17	0.34	
v/s Ratio Perm									0.21			0.03
v/c Ratio	0.89	0.93		1.63	0.91		1.72	1.36	0.60	1.49	1.13	0.12
Uniform Delay, d1	39.4	36.4		36.5	32.5		38.0	29.5	24.4	40.0	31.5	22.8
Progression Factor	1.00	1.00		1.00	1.00		0.90	0.87	0.86	1.00	1.00	1.00
Incremental Delay, d2	34.7	15.7		298.9	13.1		332.2	163.3	2.1	244.3	71.0	0.5
Delay (s)	74.2	52.2		335.4	45.5		366.3	188.9	23.0	284.3	102.5	23.3
Level of Service	E	D		F	D		F	F	C	F	F	C
Approach Delay (s)		55.7			159.5			185.9			129.2	
Approach LOS		E			F			F			F	
Intersection Summary												
HCM Average Control Delay		146.1					HCM Level of Service		F			
HCM Volume to Capacity ratio		1.45										
Actuated Cycle Length (s)		90.0					Sum of lost time (s)		20.0			
Intersection Capacity Utilization		124.2%					ICU Level of Service		H			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

Year 2042 With Project
With Improvements PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	346	0	721	317	1979	0	0	1409	679
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	346	0	721	317	1979	0	0	1409	679
RTOR Reduction (vph)	0	0	0	0	0	5	0	0	0	0	0	403
Lane Group Flow (vph)	0	0	0	0	346	716	317	1979	0	0	1409	276
Turn Type				Split		Perm	Prot					Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)					32.0	32.0	13.0	50.0			33.0	33.0
Effective Green, g (s)					32.0	32.0	13.0	50.0			33.0	33.0
Actuated g/C Ratio					0.36	0.36	0.14	0.56			0.37	0.37
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					629	563	256	1966			1298	580
v/s Ratio Prot					0.20		c0.18	0.56			c0.40	
v/s Ratio Perm						c0.45						0.17
v/c Ratio					0.55	1.27	1.24	1.01			1.09	0.48
Uniform Delay, d1					23.2	29.0	38.5	20.0			28.5	21.9
Progression Factor					1.00	1.00	1.12	0.28			0.39	1.40
Incremental Delay, d2					1.0	135.7	110.4	7.8			50.5	2.5
Delay (s)					24.3	164.7	153.4	13.4			61.5	33.0
Level of Service					C	F	F	B			E	C
Approach Delay (s)		0.0			119.1			32.8			52.3	
Approach LOS		A			F			C			D	
Intersection Summary												
HCM Average Control Delay			57.1				HCM Level of Service			E		
HCM Volume to Capacity ratio			1.19									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			157.0%				ICU Level of Service		H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

Year 2042 With Project
With Improvements PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	816	0	453	0	0	0	0	1481	401	439	1316	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00					0.95	1.00	1.00	0.95	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433		1583					3539	1583	1770	3539	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433		1583					3539	1583	1770	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	816	0	453	0	0	0	0	1481	401	439	1316	0
RTOR Reduction (vph)	0	0	67	0	0	0	0	0	227	0	0	0
Lane Group Flow (vph)	816	0	386	0	0	0	0	1481	174	439	1316	0
Turn Type	Prot	custom						Perm		Prot		
Protected Phases	4							2	1		6	
Permitted Phases	4									2		
Actuated Green, G (s)	20.0	20.0						37.0	37.0	21.0	62.0	
Effective Green, g (s)	20.0	20.0						37.0	37.0	21.0	62.0	
Actuated g/C Ratio	0.22	0.22						0.41	0.41	0.23	0.69	
Clearance Time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	763	352						1455	651	413	2438	
v/s Ratio Prot	0.24							c0.42	c0.25		0.37	
v/s Ratio Perm	c0.24									0.11		
v/c Ratio	1.07	1.10						1.02	0.27	1.06	0.54	
Uniform Delay, d1	35.0	35.0						26.5	17.5	34.5	6.9	
Progression Factor	1.00	1.00						1.00	1.00	0.62	0.30	
Incremental Delay, d2	52.8	76.6						28.2	1.0	41.6	0.2	
Delay (s)	87.8	111.6						54.7	18.5	63.0	2.3	
Level of Service	F	F						D	B	E	A	
Approach Delay (s)	96.3		0.0			47.0			17.5			
Approach LOS	F		A			D			B			
Intersection Summary												
HCM Average Control Delay	49.2			HCM Level of Service					D			
HCM Volume to Capacity ratio	1.05											
Actuated Cycle Length (s)	90.0			Sum of lost time (s)					12.0			
Intersection Capacity Utilization	157.0%			ICU Level of Service					H			
Analysis Period (min)	15											
c Critical Lane Group												

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.247
 Loss Time (sec): 16 Average Delay (sec/veh): 134.7
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	1

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Base Vol:	174	750	250	393	837	43	78	850	246	316	780	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	750	250	393	837	43	78	850	246	316	780	354
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	174	750	250	393	837	0	78	850	246	316	780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	750	250	393	837	0	78	850	246	316	780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	174	750	250	393	837	0	78	850	246	316	780	0

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.92	0.92	0.94	0.94	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45	0.58	1.42	1.00
Final Sat.:	1805	3610	1615	1805	3610	1900	1805	2705	783	1026	2533	1900

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			1st St.-Sun Lakes Blvd.			1st St.-Sun Lakes Blvd.		
Vol/Sat:	0.10	0.21	0.15	0.22	0.23	0.00	0.04	0.31	0.31	0.31	0.31	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.17	0.17	0.17	0.24	0.00	0.25	0.25	0.25	0.25	0.25	0.00
Volume/Cap:	0.96	1.25	0.93	1.25	0.96	0.00	0.17	1.25	1.25	1.25	1.25	0.00
Delay/Veh:	100.5	166	77.5	176.3	59.2	0.0	29.4	158	158.2	158.4	158	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.5	166	77.5	176.3	59.2	0.0	29.4	158	158.2	158.4	158	0.0
LOS by Move:	F	F	E	F	E	A	C	F	F	F	F	A
HCM2kAvgQ:	7	22	9	22	15	0	2	34	34	34	34	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Mellon Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
 Loss Time (sec): 12 Average Delay (sec/veh): 18.3
 Optimal Cycle: 42 Level Of Service: B

Street Name:	Highland Springs Ave.						Mellon Lane						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	0	1	1	0	0	0	1	0	0

Volume Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Mellon Lane EB			Mellon Lane WB		
Base Vol:	118	793	0	0	918	350	246	0	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	793	0	0	918	350	246	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	793	0	0	918	350	246	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	793	0	0	918	350	246	0	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	793	0	0	918	350	246	0	142	0	0	0

Saturation Flow Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Mellon Lane EB			Mellon Lane WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3610	1615	1805	0	1615	0	0	0

Capacity Analysis Module:	Highland Springs Ave. NB			Highland Springs Ave. SB			Mellon Lane EB			Mellon Lane WB		
Vol/Sat:	0.07	0.22	0.00	0.00	0.25	0.22	0.14	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.62	0.00	0.00	0.49	0.49	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.52	0.36	0.00	0.00	0.52	0.44	0.52	0.00	0.33	0.00	0.00	0.00
Delay/Veh:	42.9	9.5	0.0	0.0	17.7	16.9	32.5	0.0	30.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	9.5	0.0	0.0	17.7	16.9	32.5	0.0	30.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	4	6	0	0	9	6	7	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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 Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 12 Average Delay (sec/veh): 25.1
 Optimal Cycle: 65 Level Of Service: C

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	1	0	1	0

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	1	0	0	99	0	173	247	1215	4	0	1040	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	99	0	173	247	1215	4	0	1040	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	99	0	173	247	1215	4	0	1040	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	99	0	173	247	1215	4	0	1040	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	0	99	0	173	247	1215	4	0	1040	141

Saturation Flow Module:	C St.			C St.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	1.00	0.80	1.00	0.80	0.95	0.95	0.95	1.00	0.93	0.93
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	1.99	0.01	1.00	1.76	0.24
Final Sat.:	1702	0	0	554	0	969	1805	3598	12	1900	3122	423

Capacity Analysis Module:	C St.			C St.			Wilson St.			Wilson St.		
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.14	0.34	0.34	0.00	0.33	0.33
Crit Moves:				****				****				****
Green/Cycle:	0.24	0.00	0.00	0.24	0.00	0.24	0.19	0.53	0.53	0.00	0.45	0.45
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.74	0.74	0.64	0.64	0.00	0.74	0.74
Delay/Veh:	28.7	0.0	0.0	42.5	0.0	42.5	46.7	17.5	17.5	0.0	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	0.0	0.0	42.5	0.0	42.5	46.7	17.5	17.5	0.0	24.4	24.4
LOS by Move:	C	A	A	D	A	D	D	B	B	A	C	C
HCM2kAvgQ:	0	0	0	9	0	9	7	13	13	0	14	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
 Loss Time (sec): 12 Average Delay (sec/veh): 30.3
 Optimal Cycle: 91 Level Of Service: C

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	1	0	0	0	1	0

Volume Module:	Highland Home Rd.			Northern Loop		
Base Vol:	317	794	0	0	996	353
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	794	0	0	996	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	794	0	0	996	353
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	317	794	0	0	996	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	794	0	0	996	353

Saturation Flow Module:	Highland Home Rd.			Northern Loop		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	2.00	2.00	0.00	0.00	1.48	0.52
Final Sat.:	3502	3610	0	0	2561	908

Capacity Analysis Module:	Highland Home Rd.			Northern Loop		
Vol/Sat:	0.09	0.22	0.00	0.00	0.39	0.39
Crit Moves:	0.09	0.22	0.00	0.00	0.39	0.39
Green/Cycle:	0.11	0.56	0.00	0.00	0.46	0.46
Volume/Cap:	0.85	0.39	0.00	0.00	0.85	0.85
Delay/Veh:	60.9	12.4	0.0	0.0	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	12.4	0.0	0.0	28.9	28.9
LOS by Move:	E	B	A	A	C	C
HCM2kAvgQ:	5	7	0	0	20	20

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
 Loss Time (sec): 12 Average Delay (sec/veh): 32.9
 Optimal Cycle: 83 Level Of Service: C

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	2	0	1	0	0	1

Volume Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Base Vol:	0	733	306	667	554	0	0	0	0	248	0	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	733	306	667	554	0	0	0	0	248	0	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	733	306	667	554	0	0	0	0	248	0	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	733	306	667	554	0	0	0	0	248	0	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	733	306	667	554	0	0	0	0	248	0	378

Saturation Flow Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.92	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.41	0.59	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2435	1016	3502	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Vol/Sat:	0.00	0.30	0.30	0.19	0.29	0.00	0.00	0.00	0.00	0.14	0.00	0.23
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.37	0.37	0.23	0.60	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.82	0.82	0.82	0.49	0.00	0.00	0.00	0.00	0.48	0.00	0.82
Delay/Veh:	0.0	33.4	33.4	43.4	11.8	0.0	0.0	0.0	0.0	30.4	0.0	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.4	33.4	43.4	11.8	0.0	0.0	0.0	0.0	30.4	0.0	45.0
LOS by Move:	A	C	C	D	B	A	A	A	A	C	A	D
HCM2kAvgQ:	0	15	15	10	9	0	0	0	0	7	0	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759
 Loss Time (sec): 8 Average Delay (sec/veh): 20.7
 Optimal Cycle: 57 Level Of Service: C

Street Name: Highland Home Rd. F St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Permitted Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
 Base Vol: 282 975 0 0 801 0 0 0 198 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 282 975 0 0 801 0 0 0 198 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 282 975 0 0 801 0 0 0 198 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 282 975 0 0 801 0 0 0 198 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 282 975 0 0 801 0 0 0 198 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.87 1.00 1.00 1.00
 Lanes: 1.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 1.00 0.00 0.00 0.00
 Final Sat.: 1805 1900 0 0 1900 0 0 0 1644 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.16 0.51 0.00 0.00 0.42 0.00 0.00 0.00 0.12 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.21 0.76 0.00 0.00 0.56 0.00 0.00 0.00 0.16 0.00 0.00 0.00
 Volume/Cap: 0.76 0.67 0.00 0.00 0.76 0.00 0.00 0.00 0.76 0.00 0.00 0.00
 Delay/Veh: 46.2 7.1 0.0 0.0 20.3 0.0 0.0 0.0 52.4 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 46.2 7.1 0.0 0.0 20.3 0.0 0.0 0.0 52.4 0.0 0.0 0.0
 LOS by Move: D A A A C A A A D A A A
 HCM2kAvgQ: 8 14 0 0 19 0 0 0 8 0 0 0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #35 Highland Home Rd./D St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
 Loss Time (sec): 8 Average Delay (sec/veh): 13.5
 Optimal Cycle: 81 Level Of Service: B

Street Name: Highland Home Rd. D St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Permitted Permitted Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 247 1273 0 0 950 35 25 0 173 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 247 1273 0 0 950 35 25 0 173 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 247 1273 0 0 950 35 25 0 173 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 247 1273 0 0 950 35 25 0 173 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 247 1273 0 0 950 35 25 0 173 0 0 0
 -----|-----|-----|-----|

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.38 1.00 1.00 1.00 1.00 1.00 0.88 1.00 0.88 1.00 1.00 1.00
 Lanes: 1.00 1.00 0.00 0.00 0.96 0.04 0.13 0.00 0.87 0.00 0.00 0.00
 Final Sat.: 722 1900 0 0 1823 67 210 0 1455 0 0 0
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.34 0.67 0.00 0.00 0.52 0.52 0.12 0.00 0.12 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.78 0.78 0.00 0.00 0.78 0.78 0.14 0.00 0.14 0.00 0.00 0.00
 Volume/Cap: 0.44 0.86 0.00 0.00 0.67 0.67 0.86 0.00 0.86 0.00 0.00 0.00
 Delay/Veh: 4.2 12.4 0.0 0.0 6.2 6.2 67.9 0.0 67.9 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 4.2 12.4 0.0 0.0 6.2 6.2 67.9 0.0 67.9 0.0 0.0 0.0
 LOS by Move: A B A A A A E A E A A A
 HCM2kAvgQ: 2 24 0 0 14 14 9 0 9 0 0 0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

 Intersection #36 Highland Home Rd./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.382
 Loss Time (sec): 16 Average Delay (sec/veh): 159.4
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Highland Home Rd.						Wilson St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Base Vol:	222	642	184	518	494	110	118	943	233	42	816	761
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	642	184	518	494	110	118	943	233	42	816	761
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	642	184	518	494	110	118	943	233	42	816	761
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	642	184	518	494	110	118	943	233	42	816	761
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	642	184	518	494	110	118	943	233	42	816	761

Saturation Flow Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.97	0.97	0.95	0.92	0.92	0.95	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	1.60	0.40	1.00	1.03	0.97
Final Sat.:	1805	1900	1615	1805	1512	337	1805	2808	694	1805	1733	1617

Capacity Analysis Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Vol/Sat:	0.12	0.34	0.11	0.29	0.33	0.33	0.07	0.34	0.34	0.02	0.47	0.47
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.24	0.24	0.20	0.32	0.32	0.07	0.33	0.33	0.07	0.33	0.33
Volume/Cap:	1.02	1.42	0.48	1.42	1.02	1.02	0.93	1.02	1.02	0.33	1.42	1.42
Delay/Veh:	111.5	241	33.8	245.6	77.3	77.3	106.1	63.7	63.7	45.8	229	229.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.5	241	33.8	245.6	77.3	77.3	106.1	63.7	63.7	45.8	229	229.1
LOS by Move:	F	F	C	F	E	E	F	E	E	D	F	F
HCM2kAvgQ:	9	43	5	35	23	23	4	23	23	1	54	54

 Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.914
 Loss Time (sec): 12 Average Delay (sec/veh): 34.5
 Optimal Cycle: 116 Level Of Service: C

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	1	0	1	1	0
	1	0	2	0	1							

Volume Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Base Vol:	0	0	0	626	0	94	309	966	1	9	1036	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	626	0	94	309	966	1	9	1036	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	626	0	94	309	966	1	9	1036	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	626	0	94	309	966	1	9	1036	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	626	0	94	309	966	1	9	1036	800

Saturation Flow Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.85
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	0	1900	0	1809	0	1615	1805	3606	4	1805	3610	1615

Capacity Analysis Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.06	0.17	0.27	0.27	0.00	0.29	0.50
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.19	0.40	0.40	0.10	0.31	0.69
Volume/Cap:	0.00	0.00	0.00	0.91	0.00	0.15	0.91	0.67	0.67	0.05	0.91	0.72
Delay/Veh:	0.0	0.0	0.0	46.3	0.0	20.6	68.0	26.1	26.1	40.5	44.3	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.3	0.0	20.6	68.0	26.1	26.1	40.5	44.3	11.6
LOS by Move:	A	A	A	D	A	C	E	C	C	D	D	B
HCM2kAvgQ:	0	0	0	17	0	2	13	14	14	0	17	15

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.680
 Loss Time (sec): 16 Average Delay (sec/veh): 282.3
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	0	1	0	1

Volume Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Base Vol:	315	739	54	129	408	260	307	861	178	180	1130	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	739	54	129	408	260	307	861	178	180	1130	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	739	54	129	408	260	307	861	178	180	1130	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	739	54	129	408	260	307	861	178	180	1130	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	739	54	129	408	260	307	861	178	180	1130	163

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.97	0.97	0.95	0.98	0.98
Lanes:	1.00	1.00	1.00	1.00	0.61	0.39	1.00	0.83	0.17	1.00	0.87	0.13
Final Sat.:	1805	1900	1615	1805	1093	697	1805	1534	317	1805	1629	235

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Wilson St.			Wilson St.		
Vol/Sat:	0.17	0.39	0.03	0.07	0.37	0.37	0.17	0.56	0.56	0.10	0.69	0.69
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.28	0.28	0.05	0.22	0.22	0.10	0.44	0.44	0.08	0.41	0.41
Volume/Cap:	1.68	1.41	0.12	1.41	1.68	1.68	1.68	1.29	1.29	1.29	1.68	1.68
Delay/Veh:	373.1	233	27.3	285.7	356	355.9	373.8	166	166.3	218.2	341	341.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	373.1	233	27.3	285.7	356	355.9	373.8	166	166.3	218.2	341	341.2
LOS by Move:	F	F	C	F	F	F	F	F	F	F	F	F
HCM2kAvgQ:	25	48	1	11	55	55	24	58	58	10	102	102

Note: Queue reported is the number of cars per lane.

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

 Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.442
 Loss Time (sec): 16 Average Delay (sec/veh): 181.5
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	467	1211	184	147	883	222	180	856	382	501	750	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	1211	184	147	883	222	180	856	382	501	750	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	467	1211	184	147	883	222	180	856	382	501	750	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	1211	184	147	883	222	180	856	382	501	750	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	467	1211	184	147	883	222	180	856	382	501	750	101

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.74	0.26	1.00	1.60	0.40	1.00	1.38	0.62	1.00	1.76	0.24
Final Sat.:	1805	3071	467	1805	2798	704	1805	2381	1063	1805	3124	421

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.26	0.39	0.39	0.08	0.32	0.32	0.10	0.36	0.36	0.28	0.24	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.33	0.33	0.07	0.22	0.22	0.13	0.25	0.25	0.19	0.31	0.31
Volume/Cap:	1.44	1.19	1.19	1.19	1.44	1.44	0.77	1.44	1.44	1.44	0.77	0.77
Delay/Veh:	256.7	130	129.7	189.3	245	245.4	56.4	243	243.1	255.0	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	256.7	130	129.7	189.3	245	245.4	56.4	243	243.1	255.0	34.5	34.5
LOS by Move:	F	F	F	F	F	F	E	F	F	F	C	C
HCM2kAvgQ:	32	37	37	7	39	39	5	44	44	36	14	14

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.142
 Loss Time (sec): 12 Average Delay (sec/veh): 55.9
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	0	0	0	0	1	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	370	1699	0	0	797	970	0	0	0	93	15	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1699	0	0	797	970	0	0	0	93	15	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1699	0	0	797	970	0	0	0	93	15	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1699	0	0	797	970	0	0	0	93	15	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	1699	0	0	797	970	0	0	0	93	15	248

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.26	0.04	0.70
Final Sat.:	1805	3610	0	0	1657	1657	0	0	0	434	70	1157

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Vol/Sat:	0.20	0.47	0.00	0.00	0.48	0.59	0.00	0.00	0.00	0.21	0.21	0.21
Crit Moves:	****					****						
Green/Cycle:	0.18	0.69	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.19	0.19	0.19
Volume/Cap:	1.14	0.68	0.00	0.00	0.94	1.14	0.00	0.00	0.00	1.14	1.14	1.14
Delay/Veh:	135.2	9.7	0.0	0.0	32.6	96.5	0.0	0.0	0.0	135.6	136	135.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.2	9.7	0.0	0.0	32.6	96.5	0.0	0.0	0.0	135.6	136	135.6
LOS by Move:	F	A	A	A	C	F	A	A	A	F	F	F
HCM2kAvgQ:	16	15	0	0	23	45	0	0	0	20	20	20

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.159
 Loss Time (sec): 12 Average Delay (sec/veh): 95.1
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	0	0	1	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	1132	70	187	753	0	937	4	585	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1132	70	187	753	0	937	4	585	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1132	70	187	753	0	937	4	585	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1132	70	187	753	0	937	4	585	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1132	70	187	753	0	937	4	585	0	0	0

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Lanes:	0.00	1.88	0.12	1.00	1.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3369	208	1805	1900	0	1615	11	1606	0	0	0

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Vol/Sat:	0.00	0.34	0.34	0.10	0.40	0.00	0.58	0.36	0.36	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.29	0.29	0.09	0.38	0.00	0.50	0.48	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	1.16	1.16	1.16	1.04	0.00	1.16	0.76	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	118	118.0	165.5	76.9	0.0	110.0	25.8	25.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	118	118.0	165.5	76.9	0.0	110.0	25.8	25.8	0.0	0.0	0.0
LOS by Move:	A	F	F	F	E	A	F	C	C	A	A	A
HCM2kAvgQ:	0	33	33	9	27	0	48	16	16	0	0	0

Note: Queue reported is the number of cars per lane.

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 Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #42 Sunrise Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.394
 Loss Time (sec): 12 Average Delay (sec/veh): 118.8
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sunrise Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1!	0	0	0	0	1	0

Volume Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Base Vol:	155	80	133	29	32	45	54	948	62	102	1303	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	80	133	29	32	45	54	948	62	102	1303	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	80	133	29	32	45	54	948	62	102	1303	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	80	133	29	32	45	54	948	62	102	1303	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	80	133	29	32	45	54	948	62	102	1303	46

Saturation Flow Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.74	0.74	0.71	0.71	0.71	0.58	0.58	0.58	0.34	1.00	0.85
Lanes:	0.42	0.22	0.36	0.27	0.30	0.43	0.05	0.89	0.06	1.00	1.00	1.00
Final Sat.:	595	307	511	372	410	577	56	981	64	654	1900	1615

Capacity Analysis Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Vol/Sat:	0.26	0.26	0.26	0.08	0.08	0.08	0.97	0.97	0.97	0.16	0.69	0.03
Crit Moves:	****						****					
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	1.39	1.39	1.39	0.42	0.42	0.42	1.39	1.39	1.39	0.23	0.99	0.04
Delay/Veh:	239.7	240	239.7	37.0	37.0	37.0	200.8	201	200.8	5.8	37.1	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	239.7	240	239.7	37.0	37.0	37.0	200.8	201	200.8	5.8	37.1	4.9
LOS by Move:	F	F	F	D	D	D	F	F	F	A	D	A
HCM2kAvgQ:	26	26	26	3	3	3	67	67	67	1	45	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
 Loss Time (sec): 8 Average Delay (sec/veh): 10.4
 Optimal Cycle: 33 Level Of Service: B

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	57	0	151	0	0	0	0	876	153	89	1263	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	0	151	0	0	0	0	876	153	89	1263	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	151	0	0	0	0	876	153	89	1263	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	151	0	0	0	0	876	153	89	1263	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	0	151	0	0	0	0	876	153	89	1263	0

Saturation Flow Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.93	0.24	0.95	0.95
Lanes:	0.27	0.00	0.73	0.00	1.00	0.00	1.00	1.70	0.30	1.00	2.00	0.00
Final Sat.:	431	0	1141	0	1900	0	1900	3006	525	447	3610	0

Capacity Analysis Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.29	0.29	0.20	0.35	0.00
Crit Moves:	****											
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.67	0.67	0.67	0.67	0.00
Volume/Cap:	0.52	0.00	0.52	0.00	0.00	0.00	0.00	0.44	0.44	0.30	0.52	0.00
Delay/Veh:	33.5	0.0	33.5	0.0	0.0	0.0	0.0	7.9	7.9	7.5	8.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	0.0	33.5	0.0	0.0	0.0	0.0	7.9	7.9	7.5	8.7	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	6	0	6	0	0	0	0	7	7	1	10	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.059
 Loss Time (sec): 8 Average Delay (sec/veh): 51.5
 Optimal Cycle: 180 Level Of Service: D

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	240	160	56	148	81	86	59	820	38	46	989	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	160	56	148	81	86	59	820	38	46	989	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	160	56	148	81	86	59	820	38	46	989	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	160	56	148	81	86	59	820	38	46	989	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	160	56	148	81	86	59	820	38	46	989	137

Saturation Flow Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.65	0.65	0.65	0.07	1.00	0.85	0.15	0.98	0.98
Lanes:	0.53	0.35	0.12	0.47	0.26	0.27	1.00	1.00	1.00	1.00	0.88	0.12
Final Sat.:	648	432	151	579	317	336	133	1900	1615	293	1639	227

Capacity Analysis Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.37	0.37	0.37	0.26	0.26	0.26	0.44	0.43	0.02	0.16	0.60	0.60
Crit Moves:	****									****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	1.06	1.06	1.06	0.73	0.73	0.73	0.78	0.76	0.04	0.28	1.06	1.06
Delay/Veh:	92.2	92.2	92.2	34.7	34.7	34.7	55.5	19.4	9.5	11.9	66.0	66.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.2	92.2	92.2	34.7	34.7	34.7	55.5	19.4	9.5	11.9	66.0	66.0
LOS by Move:	F	F	F	C	C	C	E	B	A	B	E	E
HCM2kAvgQ:	16	16	16	10	10	10	2	19	0	1	43	43

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.210
 Loss Time (sec): 16 Average Delay (sec/veh): 108.6
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	600	309	557	26	167	53	80	571	295	476	414	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	309	557	26	167	53	80	571	295	476	414	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	309	557	26	167	53	80	571	295	476	414	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	309	557	26	167	53	80	571	295	476	414	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	600	309	557	26	167	53	80	571	295	476	414	77

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	1805	1900	1615	1805	1390	441	1805	1900	1615	1805	2971	553

Capacity Analysis Module:

Vol/Sat:	0.33	0.16	0.34	0.01	0.12	0.12	0.04	0.30	0.18	0.26	0.14	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.27	0.30	0.30	0.07	0.10	0.10	0.16	0.25	0.25	0.22	0.31	0.31
Volume/Cap:	1.21	0.54	1.14	0.21	1.21	1.21	0.28	1.21	0.74	1.21	0.45	0.45
Delay/Veh:	148.6	29.9	118.1	44.7	180	179.8	37.8	151	41.5	155.3	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	148.6	29.9	118.1	44.7	180	179.8	37.8	151	41.5	155.3	27.9	27.9
LOS by Move:	F	C	F	D	F	F	D	F	D	F	C	C
HCM2kAvgQ:	34	8	29	1	14	14	2	33	10	28	7	7

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - PM Peak Hour

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

 Intersection #46 8th St./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.118
 Loss Time (sec): 12 Average Delay (sec/veh): 86.9
 Optimal Cycle: 180 Level Of Service: F

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	0	0	1	0

Volume Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Base Vol:	659	1017	0	0	405	469	0	0	0	98	0	451
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	659	1017	0	0	405	469	0	0	0	98	0	451
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	659	1017	0	0	405	469	0	0	0	98	0	451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	659	1017	0	0	405	469	0	0	0	98	0	451
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	659	1017	0	0	405	469	0	0	0	98	0	451

Saturation Flow Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.88	1.00	0.88
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.18	0.00	0.82
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	299	0	1375

Capacity Analysis Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Vol/Sat:	0.37	0.54	0.00	0.00	0.21	0.29	0.00	0.00	0.00	0.33	0.00	0.33
Crit Moves:	****					****				****		
Green/Cycle:	0.33	0.52	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	1.12	1.04	0.00	0.00	0.82	1.12	0.00	0.00	0.00	1.12	0.00	1.12
Delay/Veh:	107.4	62.7	0.0	0.0	45.3	116.9	0.0	0.0	0.0	112.2	0.0	112.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.4	62.7	0.0	0.0	45.3	116.9	0.0	0.0	0.0	112.2	0.0	112.2
LOS by Move:	F	E	A	A	D	F	A	A	A	F	A	F
HCM2kAvgQ:	27	34	0	0	12	21	0	0	0	28	0	28

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.194
 Loss Time (sec): 12 Average Delay (sec/veh): 101.5
 Optimal Cycle: 180 Level Of Service: F

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	1	0	0	1	0

Volume Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	1106	126	192	311	0	571	1	634	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1106	126	192	311	0	571	1	634	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1106	126	192	311	0	571	1	634	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1106	126	192	311	0	571	1	634	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1106	126	192	311	0	571	1	634	0	0	0

Saturation Flow Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.68	0.68	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Lanes:	0.00	0.90	0.10	0.38	0.62	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	1682	192	496	804	0	1615	3	1612	0	0	0

Capacity Analysis Module:	8th St.			8th St.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Vol/Sat:	0.00	0.66	0.66	0.39	0.39	0.00	0.35	0.39	0.39	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.55	0.55	0.55	0.55	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	1.19	1.19	0.70	0.70	0.00	1.07	1.19	1.19	0.00	0.00	0.00
Delay/Veh:	0.0	119	119.5	19.6	19.6	0.0	93.8	138	138.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	119	119.5	19.6	19.6	0.0	93.8	138	138.3	0.0	0.0	0.0
LOS by Move:	A	F	F	B	B	A	F	F	F	A	A	A
HCM2kAvgQ:	0	64	64	11	11	0	27	35	35	0	0	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
 Loss Time (sec): 8 Average Delay (sec/veh): 18.9
 Optimal Cycle: 89 Level Of Service: B

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	15	156	104	74	39	8	57	911	14	15	1114	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	156	104	74	39	8	57	911	14	15	1114	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	156	104	74	39	8	57	911	14	15	1114	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	156	104	74	39	8	57	911	14	15	1114	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	156	104	74	39	8	57	911	14	15	1114	118

Saturation Flow Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.85	0.48	0.48	0.48	0.87	0.87	0.87	0.97	0.97	0.97
Lanes:	0.09	0.91	1.00	0.61	0.32	0.07	0.06	0.93	0.01	0.01	0.90	0.09
Final Sat.:	162	1683	1615	556	293	60	96	1530	24	22	1652	175

Capacity Analysis Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.09	0.09	0.06	0.13	0.13	0.13	0.60	0.60	0.60	0.67	0.67	0.67
Crit Moves:				****						****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.61	0.61	0.42	0.88	0.88	0.88	0.77	0.77	0.77	0.88	0.88	0.88
Delay/Veh:	43.6	43.6	39.7	84.0	84.0	84.0	9.7	9.7	9.7	14.8	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	43.6	39.7	84.0	84.0	84.0	9.7	9.7	9.7	14.8	14.8	14.8
LOS by Move:	D	D	D	F	F	F	A	A	A	B	B	B
HCM2kAvgQ:	6	6	3	6	6	6	17	17	17	27	27	27

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project With Improvements Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.570
 Loss Time (sec): 8 Average Delay (sec/veh): 156.1
 Optimal Cycle: 180 Level Of Service: F

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:	San Gorgonio			Wilson St.		
Base Vol:	76	220	41	11	87	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	220	41	11	87	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	220	41	11	87	242
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	76	220	41	11	87	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	220	41	11	87	242

Saturation Flow Module:	San Gorgonio			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.52	0.52	0.52
Lanes:	1.00	0.84	0.16	0.03	0.26	0.71
Final Sat.:	1900	1563	291	32	254	705

Capacity Analysis Module:	San Gorgonio			Wilson St.		
Vol/Sat:	0.04	0.14	0.14	0.34	0.34	0.34
Crit Moves:				****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.18	0.64	0.64	1.57	1.57	1.57
Delay/Veh:	32.0	39.1	39.1	316.7	317	316.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	39.1	39.1	316.7	317	316.7
LOS by Move:	C	D	D	F	F	F
HCM2kAvgQ:	2	8	8	27	27	27

Note: Queue reported is the number of cars per lane.

YEAR 2042 WITH PROJECT WITH IMPROVMENTS FOR LOS D CONDITIONS

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 12 Average Delay (sec/veh): 4.6
Optimal Cycle: 33 Level Of Service: A

Street Name: Highland Springs Ave. 16th St.

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Permitted Permitted Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0

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Volume Module:

Base Vol: 32 296 0 0 417 44 23 0 17 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 32 296 0 0 417 44 23 0 17 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 32 296 0 0 417 44 23 0 17 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 32 296 0 0 417 44 23 0 17 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 32 296 0 0 417 44 23 0 17 0 0 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.93 0.93 1.00 1.00 0.99 0.99 0.92 1.00 0.92 1.00 1.00 1.00

Lanes: 0.10 0.90 0.00 0.00 0.90 0.10 0.58 0.00 0.42 0.00 0.00 0.00

Final Sat.: 173 1601 0 0 1696 179 1001 0 740 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.18 0.18 0.00 0.00 0.25 0.25 0.02 0.00 0.02 0.00 0.00 0.00

Crit Moves: ****

Green/Cycle: 0.80 0.80 0.00 0.00 0.80 0.80 0.08 0.00 0.08 0.00 0.00 0.00

Volume/Cap: 0.23 0.23 0.00 0.00 0.31 0.31 0.31 0.00 0.31 0.00 0.00 0.00

Delay/Veh: 2.4 2.4 0.0 0.0 2.6 2.6 45.1 0.0 45.1 0.0 0.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 2.4 2.4 0.0 0.0 2.6 2.6 45.1 0.0 45.1 0.0 0.0 0.0

LOS by Move: A A A A A A D A D A A A

HCM2kAvgQ: 2 2 0 0 4 4 1 0 1 0 0 0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 8 Average Delay (sec/veh): 20.9
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	284	237	16	478	0	0	0	0	457	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	284	237	16	478	0	0	0	0	457	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	284	237	16	478	0	0	0	0	457	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	284	237	16	478	0	0	0	0	457	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	284	237	16	478	0	0	0	0	457	0	30

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.98	0.98	1.00	1.00	1.00	1.00	0.95	1.00	0.95
Lanes:	0.00	0.55	0.45	0.03	0.97	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	973	812	60	1802	0	0	0	0	1689	0	111

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.29	0.27	0.27	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Crit Moves:	****			****								
Green/Cycle:	0.00	0.48	0.48	0.48	0.48	0.00	0.00	0.00	0.00	0.44	0.00	0.44
Volume/Cap:	0.00	0.61	0.61	0.56	0.56	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Delay/Veh:	0.0	20.6	20.6	19.4	19.4	0.0	0.0	0.0	0.0	22.7	0.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.6	20.6	19.4	19.4	0.0	0.0	0.0	0.0	22.7	0.0	22.7
LOS by Move:	A	C	C	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	12	12	11	11	0	0	0	0	12	0	12

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 12 Average Delay (sec/veh): 29.9
Optimal Cycle: 55 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	1	1	0	1	0	0	1

Volume Module:

Base Vol:	354	438	79	32	851	39	22	142	541	152	274	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	438	79	32	851	39	22	142	541	152	274	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	438	79	32	851	39	22	142	541	152	274	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	438	79	32	851	39	22	142	541	152	274	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	354	438	79	32	851	39	22	142	541	152	274	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	0.94	0.94	0.72	1.00	0.85	0.83	0.83	0.83
Lanes:	2.00	1.00	1.00	1.00	1.91	0.09	1.00	1.00	1.00	0.31	0.56	0.13
Final Sat.:	3502	1900	1615	1805	3428	157	1368	1900	1615	494	890	198

Capacity Analysis Module:

Vol/Sat:	0.10	0.23	0.05	0.02	0.25	0.25	0.02	0.07	0.33	0.31	0.31	0.31
Crit Moves:	****			****			****					
Green/Cycle:	0.15	0.40	0.40	0.12	0.37	0.37	0.35	0.35	0.51	0.35	0.35	0.35
Volume/Cap:	0.66	0.57	0.12	0.14	0.66	0.66	0.05	0.21	0.66	0.87	0.87	0.87
Delay/Veh:	43.1	24.1	18.7	39.5	27.3	27.3	21.3	22.8	20.4	44.3	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	24.1	18.7	39.5	27.3	27.3	21.3	22.8	20.4	44.3	44.3	44.3
LOS by Move:	D	C	B	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	5	10	1	1	12	12	0	3	13	17	17	17

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	16	Average Delay (sec/veh):	43.5
Optimal Cycle:	127	Level Of Service:	D

Street Name:	Highland Springs Ave.						Starlight Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1

Volume Module:

Base Vol:	202	680	127	47	1207	318	85	79	316	244	152	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	680	127	47	1207	318	85	79	316	244	152	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	680	127	47	1207	318	85	79	316	244	152	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	680	127	47	1207	318	85	79	316	244	152	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	202	680	127	47	1207	318	85	79	316	244	152	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1122	672

Capacity Analysis Module:

Vol/Sat:	0.11	0.19	0.08	0.03	0.33	0.20	0.05	0.04	0.20	0.14	0.14	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.35	0.35	0.13	0.36	0.36	0.12	0.21	0.21	0.15	0.24	0.24
Volume/Cap:	0.93	0.54	0.22	0.20	0.93	0.54	0.39	0.20	0.93	0.93	0.57	0.57
Delay/Veh:	84.1	26.3	23.0	39.2	41.9	26.5	41.6	32.7	68.9	78.1	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	26.3	23.0	39.2	41.9	26.5	41.6	32.7	68.9	78.1	35.7	35.7
LOS by Move:	F	C	C	D	D	C	D	C	E	E	D	D
HCM2kAvgQ:	7	8	3	1	20	7	3	2	13	11	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 12 Average Delay (sec/veh): 25.9
Optimal Cycle: 53 Level Of Service: C

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	6	0	0	122	0	213	111	504	1	0	971	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	122	0	213	111	504	1	0	971	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	122	0	213	111	504	1	0	971	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	0	122	0	213	111	504	1	0	971	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	0	122	0	213	111	504	1	0	971	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	1.00	1.00	0.80	1.00	0.80	0.95	0.95	0.95	1.00	0.94	0.94
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	1.99	0.01	1.00	1.88	0.12
Final Sat.:	1594	0	0	555	0	969	1805	3603	7	1900	3360	218

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.22	0.06	0.14	0.14	0.00	0.29	0.29
Crit Moves:				****				****				****
Green/Cycle:	0.34	0.00	0.00	0.34	0.00	0.34	0.09	0.36	0.36	0.00	0.45	0.45
Volume/Cap:	0.01	0.00	0.00	0.65	0.00	0.65	0.65	0.39	0.39	0.00	0.65	0.65
Delay/Veh:	21.9	0.0	0.0	30.9	0.0	30.9	52.0	24.0	24.0	0.0	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	0.0	0.0	30.9	0.0	30.9	52.0	24.0	24.0	0.0	22.5	22.5
LOS by Move:	C	A	A	C	A	C	D	C	C	A	C	C
HCM2kAvgQ:	0	0	0	10	0	10	3	6	6	0	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
 Loss Time (sec): 12 Average Delay (sec/veh): 42.7
 Optimal Cycle: 132 Level Of Service: D

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	142	648	0	0	370	158	304	0	274	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	648	0	0	370	158	304	0	274	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	648	0	0	370	158	304	0	274	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	648	0	0	370	158	304	0	274	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	648	0	0	370	158	304	0	274	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.40	0.60	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	2416	1032	911	0	821	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.34	0.00	0.00	0.15	0.15	0.33	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.36	0.53	0.00	0.00	0.16	0.16	0.35	0.00	0.35	0.00	0.00	0.00
Volume/Cap:	0.22	0.65	0.00	0.00	0.94	0.94	0.94	0.00	0.94	0.00	0.00	0.00
Delay/Veh:	22.2	18.6	0.0	0.0	65.6	65.6	54.0	0.0	54.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	18.6	0.0	0.0	65.6	65.6	54.0	0.0	54.0	0.0	0.0	0.0
LOS by Move:	C	B	A	A	E	E	D	A	D	A	A	A
HCM2kAvgQ:	3	13	0	0	13	13	22	0	22	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 12 Average Delay (sec/veh): 52.9
Optimal Cycle: 180 Level Of Service: D

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	277	132	158	485	0	0	0	0	346	0	514
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	277	132	158	485	0	0	0	0	346	0	514
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	277	132	158	485	0	0	0	0	346	0	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	277	132	158	485	0	0	0	0	346	0	514
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	277	132	158	485	0	0	0	0	346	0	514

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.92	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	1.35	0.65	2.00	1.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	2328	1109	3502	1900	0	0	0	0	688	0	1023

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.12	0.05	0.26	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Crit Moves:	****						****					
Green/Cycle:	0.00	0.12	0.12	0.26	0.38	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Volume/Cap:	0.00	1.00	1.00	0.18	0.68	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	87.5	87.5	29.1	28.8	0.0	0.0	0.0	0.0	54.4	0.0	54.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	87.5	87.5	29.1	28.8	0.0	0.0	0.0	0.0	54.4	0.0	54.4
LOS by Move:	A	F	F	C	C	A	A	A	A	D	A	D
HCM2kAvgQ:	0	9	9	2	12	0	0	0	0	34	0	34

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: D[33.4]

Street Name:	Highland Home Rd.				F St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	127	396	0	0	855	0	0	0	244	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	396	0	0	855	0	0	0	244	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	396	0	0	855	0	0	0	244	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	127	396	0	0	855	0	0	0	244	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	855	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	855	xxxxxx	xxxxxx	xxxxxx
Potent Cap.:	793	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	361	xxxxxx	xxxxxx	xxxxxx
Move Cap.:	793	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	361	xxxxxx	xxxxxx	xxxxxx
Volume/Cap:	0.16	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.68	xxxxxx	xxxxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.6	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	4.7	xxxxxx	xxxxxx	xxxxxx				
Control Del:	10.4	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	33.4	xxxxxx	xxxxxx	xxxxxx				
LOS by Move:	B	*	*	*	*	*	*	D	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
SharedQueue:	0.6	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
Shrd ConDel:	10.4	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx				xxxxxx			33.4			xxxxxx				
ApproachLOS:	*				*			D			*				

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements LOS D Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	8	Average Delay (sec/veh):	14.3
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Highland Home Rd.			D St.																
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Split Phase			Split Phase										
Rights:	Include			Include			Include			Include										
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	111	493	0	0	1074	16	30	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	493	0	0	1074	16	30	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	493	0	0	1074	16	30	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	493	0	0	1074	16	30	0	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	493	0	0	1074	16	30	0	213	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.99	0.01	0.12	0.00	0.88	0.00	0.00	0.00
Final Sat.:	756	1900	0	0	1868	28	206	0	1460	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.15	0.26	0.00	0.00	0.57	0.57	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:				****						****		
Green/Cycle:	0.73	0.73	0.00	0.00	0.73	0.73	0.19	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.20	0.35	0.00	0.00	0.78	0.78	0.78	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	4.3	4.9	0.0	0.0	11.3	11.3	51.0	0.0	51.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.3	4.9	0.0	0.0	11.3	11.3	51.0	0.0	51.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	1	5	0	0	21	21	9	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.272
Loss Time (sec): 8 Average Delay (sec/veh): 6.9
Optimal Cycle: 23 Level Of Service: A

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	41	0	44	0	0	0	1	583	44	146	324	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	0	44	0	0	0	1	583	44	146	324	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	0	44	0	0	0	1	583	44	146	324	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	0	44	0	0	0	1	583	44	146	324	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	0	44	0	0	0	1	583	44	146	324	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	1.00	0.81	1.00	1.00	1.00	0.55	0.94	0.94	0.40	0.95	0.95
Lanes:	0.48	0.00	0.52	0.00	1.00	0.00	1.00	1.86	0.14	1.00	2.00	0.00
Final Sat.:	742	0	796	0	1900	0	1049	3323	251	751	3610	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.18	0.18	0.19	0.09	0.00
Crit Moves:	****									****		
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.72	0.72	0.72	0.72	0.72	0.00
Volume/Cap:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.24	0.24	0.27	0.13	0.00
Delay/Veh:	34.0	0.0	34.0	0.0	0.0	0.0	4.0	4.9	4.9	5.3	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	0.0	34.0	0.0	0.0	0.0	4.0	4.9	4.9	5.3	4.4	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	3	3	2	2	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 12 Average Delay (sec/veh): 13.7
Optimal Cycle: 42 Level Of Service: B

Street Name: Highland Springs Ave. 16th St.

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	26	578	0	0	392	101	185	0	36	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	578	0	0	392	101	185	0	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	578	0	0	392	101	185	0	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	578	0	0	392	101	185	0	36	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	578	0	0	392	101	185	0	36	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	1.00	1.00	0.97	0.97	0.94	1.00	0.94	1.00	1.00	1.00
Lanes:	0.04	0.96	0.00	0.00	0.80	0.20	0.84	0.00	0.16	0.00	0.00	0.00
Final Sat.:	79	1762	0	0	1468	378	1493	0	291	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.33	0.33	0.00	0.00	0.27	0.27	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.64	0.64	0.00	0.00	0.64	0.64	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.51	0.51	0.00	0.00	0.42	0.42	0.51	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	10.1	10.1	0.0	0.0	9.1	9.1	33.9	0.0	33.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	0.0	0.0	9.1	9.1	33.9	0.0	33.9	0.0	0.0	0.0
LOS by Move:	B	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	9	9	0	0	7	7	6	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 8 Average Delay (sec/veh): 33.0
Optimal Cycle: 144 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	649	529	35	433	0	0	0	0	371	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	649	529	35	433	0	0	0	0	371	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	649	529	35	433	0	0	0	0	371	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	649	529	35	433	0	0	0	0	371	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	649	529	35	433	0	0	0	0	371	0	25

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.87	0.87	1.00	1.00	1.00	1.00	0.95	1.00	0.95
Lanes:	0.00	0.55	0.45	0.07	0.93	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	983	801	124	1533	0	0	0	0	1685	0	114

Capacity Analysis Module:

Vol/Sat:	0.00	0.66	0.66	0.28	0.28	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Moves:	****									****		
Green/Cycle:	0.00	0.69	0.69	0.69	0.69	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.96	0.96	0.41	0.41	0.00	0.00	0.00	0.00	0.96	0.00	0.96
Delay/Veh:	0.0	30.6	30.6	6.9	6.9	0.0	0.0	0.0	0.0	71.2	0.0	71.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.6	30.6	6.9	6.9	0.0	0.0	0.0	0.0	71.2	0.0	71.2
LOS by Move:	A	C	C	A	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	34	34	6	6	0	0	0	0	17	0	17

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 12 Average Delay (sec/veh): 38.9
Optimal Cycle: 97 Level Of Service: D

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	1	1	0	1	0	0	1

Volume Module:

Base Vol:	795	992	176	71	689	30	133	317	697	124	222	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	795	992	176	71	689	30	133	317	697	124	222	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	795	992	176	71	689	30	133	317	697	124	222	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	795	992	176	71	689	30	133	317	697	124	222	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	795	992	176	71	689	30	133	317	697	124	222	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	0.94	0.94	0.60	1.00	0.85	0.78	0.78	0.78
Lanes:	2.00	1.00	1.00	1.00	1.92	0.08	1.00	1.00	1.00	0.31	0.57	0.12
Final Sat.:	3502	1900	1615	1805	3439	150	1134	1900	1615	464	830	183

Capacity Analysis Module:

Vol/Sat:	0.23	0.52	0.11	0.04	0.20	0.20	0.12	0.17	0.43	0.27	0.27	0.27
Crit Moves:	****			****			****					
Green/Cycle:	0.35	0.58	0.58	0.07	0.31	0.31	0.23	0.23	0.57	0.23	0.23	0.23
Volume/Cap:	0.66	0.90	0.19	0.56	0.66	0.66	0.51	0.73	0.75	1.17	1.17	1.17
Delay/Veh:	29.0	28.1	9.9	50.7	31.6	31.6	35.5	42.1	19.4	143.2	143	143.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	28.1	9.9	50.7	31.6	31.6	35.5	42.1	19.4	143.2	143	143.2
LOS by Move:	C	C	A	D	C	C	D	D	B	F	F	F
HCM2kAvgQ:	10	25	2	2	10	10	4	11	17	23	23	23

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 16 Average Delay (sec/veh): 46.6
Optimal Cycle: 140 Level Of Service: D

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	302	1661	282	106	1213	270	304	176	207	198	124	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	1661	282	106	1213	270	304	176	207	198	124	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	1661	282	106	1213	270	304	176	207	198	124	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1661	282	106	1213	270	304	176	207	198	124	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	302	1661	282	106	1213	270	304	176	207	198	124	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1123	670

Capacity Analysis Module:

Vol/Sat:	0.17	0.46	0.17	0.06	0.34	0.17	0.17	0.09	0.13	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.48	0.48	0.07	0.37	0.37	0.18	0.16	0.16	0.13	0.12	0.12
Volume/Cap:	0.92	0.96	0.36	0.84	0.92	0.46	0.96	0.59	0.82	0.82	0.96	0.96
Delay/Veh:	69.2	38.4	16.7	82.5	40.3	24.6	80.6	42.4	59.4	61.4	95.0	95.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	38.4	16.7	82.5	40.3	24.6	80.6	42.4	59.4	61.4	95.0	95.0
LOS by Move:	E	D	B	F	D	C	F	D	E	E	F	F
HCM2kAvgQ:	9	26	5	4	20	6	14	6	9	8	10	10

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: 65 Level Of Service: C

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	1	0	0	99	0	173	247	1215	4	0	1040	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	99	0	173	247	1215	4	0	1040	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	99	0	173	247	1215	4	0	1040	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	99	0	173	247	1215	4	0	1040	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	0	99	0	173	247	1215	4	0	1040	141

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	1.00	0.80	1.00	0.80	0.95	0.95	0.95	1.00	0.93	0.93
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	1.99	0.01	1.00	1.76	0.24
Final Sat.:	1702	0	0	554	0	969	1805	3598	12	1900	3122	423

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.14	0.34	0.34	0.00	0.33	0.33
Crit Moves:				****				****				****
Green/Cycle:	0.24	0.00	0.00	0.24	0.00	0.24	0.19	0.53	0.53	0.00	0.45	0.45
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.74	0.74	0.64	0.64	0.00	0.74	0.74
Delay/Veh:	28.7	0.0	0.0	42.5	0.0	42.5	46.7	17.5	17.5	0.0	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	0.0	0.0	42.5	0.0	42.5	46.7	17.5	17.5	0.0	24.4	24.4
LOS by Move:	C	A	A	D	A	D	D	B	B	A	C	C
HCM2kAvgQ:	0	0	0	9	0	9	7	13	13	0	15	15

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project With Improvements LOS D Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 12 Average Delay (sec/veh): 42.1
Optimal Cycle: 138 Level Of Service: D

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	317	794	0	0	996	353	247	0	222	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	794	0	0	996	353	247	0	222	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	794	0	0	996	353	247	0	222	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	794	0	0	996	353	247	0	222	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	317	794	0	0	996	353	247	0	222	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.48	0.52	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	2561	908	912	0	820	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.18	0.42	0.00	0.00	0.39	0.39	0.27	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.19	0.59	0.00	0.00	0.41	0.41	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.95	0.70	0.00	0.00	0.95	0.95	0.95	0.00	0.95	0.00	0.00	0.00
Delay/Veh:	76.3	16.1	0.0	0.0	42.1	42.1	63.1	0.0	63.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	16.1	0.0	0.0	42.1	42.1	63.1	0.0	63.1	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	D	E	A	E	A	A	A
HCM2kAvgQ:	9	16	0	0	26	26	19	0	19	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 12 Average Delay (sec/veh): 52.2
Optimal Cycle: 160 Level Of Service: D

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	733	306	667	554	0	0	0	0	248	0	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	733	306	667	554	0	0	0	0	248	0	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	733	306	667	554	0	0	0	0	248	0	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	733	306	667	554	0	0	0	0	248	0	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	733	306	667	554	0	0	0	0	248	0	378

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.92	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	1.41	0.59	2.00	1.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	2435	1016	3502	1900	0	0	0	0	678	0	1033

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.30	0.19	0.29	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.31	0.31	0.20	0.50	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Volume/Cap:	0.00	0.97	0.97	0.97	0.58	0.00	0.00	0.00	0.00	0.97	0.00	0.97
Delay/Veh:	0.0	55.6	55.6	67.9	18.2	0.0	0.0	0.0	0.0	59.8	0.0	59.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	55.6	55.6	67.9	18.2	0.0	0.0	0.0	0.0	59.8	0.0	59.8
LOS by Move:	A	E	E	E	B	A	A	A	A	E	A	E
HCM2kAvgQ:	0	18	18	11	11	0	0	0	0	25	0	25

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[23.6]

Street Name:	Highland Home Rd.				F St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	1	0	0	0	0	0	0	

Volume Module:	Highland Home Rd.				F St.			
Base Vol:	282	975	0	0	801	0	0	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	975	0	0	801	0	0	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	975	0	0	801	0	0	198
Reduct Vol:	0	0	0	0	0	0	0	0
Final Volume:	282	975	0	0	801	0	0	198

Critical Gap Module:	Highland Home Rd.				F St.			
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.3

Capacity Module:	Highland Home Rd.				F St.			
Cnflct Vol:	801	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	801	xxxxxx
Potent Cap.:	831	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	388	xxxxxx
Move Cap.:	831	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	388	xxxxxx
Volume/Cap:	0.34	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.51	xxxxxx

Level Of Service Module:	Highland Home Rd.				F St.			
2Way95thQ:	1.5	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	2.8	xxxxxx
Control Del:	11.5	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	23.6	xxxxxx
LOS by Move:	B	*	*	*	*	*	C	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared Queue:	1.5	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	11.5	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	B	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			23.6	xxxxxx
ApproachLOS:	*			*			C	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 8 Average Delay (sec/veh): 13.5
Optimal Cycle: 81 Level Of Service: B

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	247	1273	0	0	950	35	25	0	173	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1273	0	0	950	35	25	0	173	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1273	0	0	950	35	25	0	173	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1273	0	0	950	35	25	0	173	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	247	1273	0	0	950	35	25	0	173	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.96	0.04	0.13	0.00	0.87	0.00	0.00	0.00
Final Sat.:	722	1900	0	0	1823	67	210	0	1455	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.34	0.67	0.00	0.00	0.52	0.52	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.78	0.78	0.00	0.00	0.78	0.78	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.44	0.86	0.00	0.00	0.67	0.67	0.86	0.00	0.86	0.00	0.00	0.00
Delay/Veh:	4.2	12.4	0.0	0.0	6.2	6.2	67.9	0.0	67.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.2	12.4	0.0	0.0	6.2	6.2	67.9	0.0	67.9	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	2	24	0	0	14	14	9	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 8 Average Delay (sec/veh): 10.4
Optimal Cycle: 33 Level Of Service: B

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	57	0	151	0	0	0	0	876	153	89	1263	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	0	151	0	0	0	0	876	153	89	1263	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	151	0	0	0	0	876	153	89	1263	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	151	0	0	0	0	876	153	89	1263	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	0	151	0	0	0	0	876	153	89	1263	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.93	0.24	0.95	0.95
Lanes:	0.27	0.00	0.73	0.00	1.00	0.00	1.00	1.70	0.30	1.00	2.00	0.00
Final Sat.:	431	0	1141	0	1900	0	1900	3006	525	447	3610	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.29	0.29	0.20	0.35	0.00
Crit Moves:	****										****	
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.67	0.67	0.67	0.67	0.00
Volume/Cap:	0.52	0.00	0.52	0.00	0.00	0.00	0.00	0.44	0.44	0.30	0.52	0.00
Delay/Veh:	33.5	0.0	33.5	0.0	0.0	0.0	0.0	7.9	7.9	7.5	8.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	0.0	33.5	0.0	0.0	0.0	0.0	7.9	7.9	7.5	8.7	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	6	0	6	0	0	0	0	7	7	1	10	0

Note: Queue reported is the number of cars per lane.

GENERAL PLAN BUILDOUT WITH IMPROVEMENTS CONDITIONS

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project With Improvements Conditions - AM Peak

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 12 Average Delay (sec/veh): 14.4
Optimal Cycle: 42 Level Of Service: B

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	2	1	0	0	3	1	0	3

Volume Module:

Base Vol:	0	0	19	465	11	615	0	2429	16	31	2118	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	19	465	11	615	0	2429	16	31	2118	399
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	19	465	11	0	0	2429	16	31	2118	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	19	465	11	0	0	2429	16	31	2118	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	19	465	11	0	0	2429	16	31	2118	399

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.92	0.95	1.00	1.00	0.91	0.91	0.95	0.91	0.85
Lanes:	0.00	0.00	1.00	2.93	0.07	1.00	0.00	3.97	0.03	1.00	3.00	1.00
Final Sat.:	0	0	1644	5151	122	1900	0	6864	45	1805	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.09	0.09	0.00	0.00	0.35	0.35	0.02	0.41	0.25
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.07	0.15	0.15	0.00	0.00	0.59	0.59	0.07	0.66	0.66
Volume/Cap:	0.00	0.00	0.17	0.60	0.60	0.00	0.00	0.60	0.60	0.25	0.62	0.37
Delay/Veh:	0.0	0.0	44.4	41.0	41.0	0.0	0.0	13.3	13.3	45.0	10.1	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	44.4	41.0	41.0	0.0	0.0	13.3	13.3	45.0	10.1	7.9
LOS by Move:	A	A	D	D	D	A	A	B	B	D	B	A
HCM2kAvgQ:	0	0	1	6	6	0	0	13	13	1	13	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
 Loss Time (sec): 8 Average Delay (sec/veh): 20.0
 Optimal Cycle: 143 Level Of Service: C

Street Name: I-10 Westbound Ramps Oak Valley Pkwy.

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Split Phase Split Phase Permitted Permitted

Rights: Ignore Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 0

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Volume Module:

Base Vol: 399 0 320 0 0 0 0 1388 735 0 3417 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 399 0 320 0 0 0 0 1388 735 0 3417 0

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 399 0 0 0 0 0 0 1388 735 0 3417 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 399 0 0 0 0 0 0 1388 735 0 3417 0

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 399 0 0 0 0 0 0 1388 735 0 3417 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 1.00 1.00 1.00 1.00 1.00 1.00 0.91 0.85 1.00 0.91 1.00

Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 0.00

Final Sat.: 1805 0 1900 0 0 0 0 5187 1615 0 5187 0

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Capacity Analysis Module:

Vol/Sat: 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.46 0.00 0.66 0.00

Crit Moves: **** *

Green/Cycle: 0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.69 0.69 0.00 0.69 0.00

Volume/Cap: 0.96 0.00 0.00 0.00 0.00 0.00 0.00 0.39 0.66 0.00 0.96 0.00

Delay/Veh: 70.8 0.0 0.0 0.0 0.0 0.0 0.0 6.7 10.4 0.0 21.6 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 70.8 0.0 0.0 0.0 0.0 0.0 0.0 6.7 10.4 0.0 21.6 0.0

LOS by Move: E A A A A A A A B A C A

HCM2kAvgQ: 17 0 0 0 0 0 0 6 13 0 36 0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.866

Loss Time (sec): 16 Average Delay (sec/veh): 34.9

Optimal Cycle: 104 Level Of Service: C

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	264	82	53	41	119	260	143	728	188	90	1185	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	82	53	41	119	260	143	728	188	90	1185	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	82	53	41	119	260	143	728	188	90	1185	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	82	53	41	119	260	143	728	188	90	1185	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	264	82	53	41	119	260	143	728	188	90	1185	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.85	1.00	0.85	0.95	0.95	0.85	0.28	0.95	0.95
Lanes:	1.00	0.61	0.39	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1805	1086	702	1615	1900	1615	1805	3610	1615	524	3472	120

Capacity Analysis Module:

Vol/Sat:	0.15	0.08	0.08	0.03	0.06	0.16	0.08	0.20	0.12	0.17	0.34	0.34
Crit Moves:	****					****	****			****		
Green/Cycle:	0.17	0.35	0.35	0.19	0.19	0.19	0.09	0.49	0.49	0.39	0.39	0.39
Volume/Cap:	0.87	0.21	0.21	0.14	0.34	0.87	0.87	0.42	0.24	0.44	0.87	0.87
Delay/Veh:	62.5	22.7	22.7	34.2	35.9	61.8	80.0	16.7	15.1	23.6	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	22.7	22.7	34.2	35.9	61.8	80.0	16.7	15.1	23.6	33.8	33.8
LOS by Move:	E	C	C	C	D	E	F	B	B	C	C	C
HCM2kAvgQ:	11	2	1	1	3	11	5	7	3	2	19	19

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
 Loss Time (sec): 12 Average Delay (sec/veh): 20.6
 Optimal Cycle: 41 Level Of Service: C

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	14	267	22	57	695	31	20	144	16	16	312	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	267	22	57	695	31	20	144	16	16	312	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	267	22	57	695	31	20	144	16	16	312	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	267	22	57	695	31	20	144	16	16	312	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	267	22	57	695	31	20	144	16	16	312	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.85	0.85	0.85	0.93	0.93	0.93	0.98	0.98	0.98
Lanes:	1.00	1.85	0.15	0.15	1.77	0.08	0.11	0.80	0.09	0.05	0.89	0.06
Final Sat.:	1805	3299	272	235	2863	128	197	1418	158	85	1649	122

Capacity Analysis Module:

Vol/Sat:	0.01	0.08	0.08	0.24	0.24	0.24	0.10	0.10	0.10	0.19	0.19	0.19
Crit Moves:	****			****						****		
Green/Cycle:	0.07	0.52	0.52	0.45	0.45	0.45	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.11	0.15	0.15	0.53	0.53	0.53	0.29	0.29	0.29	0.53	0.53	0.53
Delay/Veh:	44.0	12.3	12.3	20.0	20.0	20.0	23.4	23.4	23.4	26.5	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	12.3	12.3	20.0	20.0	20.0	23.4	23.4	23.4	26.5	26.5	26.5
LOS by Move:	D	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	2	2	8	8	8	4	4	4	8	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 Average Delay (sec/veh): 42.5
Optimal Cycle: 134 Level Of Service: D

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	1	0	0	0	0	1

Volume Module:

Base Vol:	642	703	0	0	1130	250	0	0	0	338	0	409
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	642	703	0	0	1130	250	0	0	0	338	0	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	642	703	0	0	1130	250	0	0	0	338	0	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	642	703	0	0	1130	250	0	0	0	338	0	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	642	703	0	0	1130	250	0	0	0	338	0	409

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.92	0.92	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	2.00	2.00	0.00	0.00	1.64	0.36	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3502	3610	0	0	2876	636	0	0	0	1809	0	1615

Capacity Analysis Module:

Vol/Sat:	0.18	0.19	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.19	0.00	0.25
Crit Moves:	****				****							****
Green/Cycle:	0.19	0.45	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.94	0.43	0.00	0.00	0.94	0.94	0.00	0.00	0.00	0.70	0.00	0.94
Delay/Veh:	61.2	19.0	0.0	0.0	40.4	40.4	0.0	0.0	0.0	37.3	0.0	64.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	19.0	0.0	0.0	40.4	40.4	0.0	0.0	0.0	37.3	0.0	64.9
LOS by Move:	E	B	A	A	D	D	A	A	A	D	A	E
HCM2kAvgQ:	11	7	0	0	24	24	0	0	0	10	0	17

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
 Loss Time (sec): 12 Average Delay (sec/veh): 27.2
 Optimal Cycle: 71 Level Of Service: C

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	2	0	2	0	0	1	0	0

Volume Module:

Base Vol:	0	1089	255	342	1126	0	256	0	453	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1089	255	342	1126	0	256	0	453	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1089	255	342	1126	0	256	0	453	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1089	255	342	1126	0	256	0	453	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1089	255	342	1126	0	256	0	453	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	0.95	1.00	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	3502	3610	0	3502	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.16	0.10	0.31	0.00	0.07	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.39	0.39	0.13	0.52	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.77	0.40	0.77	0.60	0.00	0.20	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	29.3	22.5	50.5	17.5	0.0	22.0	0.0	34.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.3	22.5	50.5	17.5	0.0	22.0	0.0	34.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	15	5	5	12	0	3	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 16 Average Delay (sec/veh): 29.9
Optimal Cycle: 69 Level Of Service: C

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	2

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Base Vol:	72	1192	291	144	1061	143	45	69	11	347	189	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1192	291	144	1061	143	45	69	11	347	189	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1192	291	144	1061	143	45	69	11	347	189	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1192	291	144	1061	143	45	69	11	347	189	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	72	1192	291	144	1061	143	45	69	11	347	189	123

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.89	0.89	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	2.41	0.59	1.00	2.64	0.36	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	1805	4048	988	1805	4489	605	1805	3048	486	1805	3610	1615

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			1st St. EB			1st St. WB		
Vol/Sat:	0.04	0.29	0.29	0.08	0.24	0.24	0.02	0.02	0.02	0.19	0.05	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.40	0.40	0.11	0.39	0.39	0.17	0.07	0.07	0.26	0.17	0.27
Volume/Cap:	0.34	0.74	0.74	0.74	0.60	0.60	0.15	0.32	0.32	0.74	0.32	0.28
Delay/Veh:	41.7	26.9	26.9	56.7	24.7	24.7	35.9	45.0	45.0	39.7	37.0	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	26.9	26.9	56.7	24.7	24.7	35.9	45.0	45.0	39.7	37.0	28.9
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	C
HCM2kAvgQ:	2	14	14	4	10	10	1	2	2	11	3	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Westward Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 16 Average Delay (sec/veh): 32.5
Optimal Cycle: 68 Level Of Service: C

Street Name:	Beaumont Ave.						Westward Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	0

Volume Module:

Base Vol:	51	851	76	46	979	396	341	35	6	163	63	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	851	76	46	979	396	341	35	6	163	63	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	851	76	46	979	396	341	35	6	163	63	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	851	76	46	979	396	341	35	6	163	63	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	851	76	46	979	396	341	35	6	163	63	248

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.98	0.98	0.95	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.85	0.15	1.00	0.20	0.80
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	1586	272	1805	339	1333

Capacity Analysis Module:

Vol/Sat:	0.03	0.24	0.05	0.03	0.27	0.25	0.10	0.02	0.02	0.09	0.19	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.34	0.34	0.10	0.38	0.38	0.14	0.17	0.17	0.22	0.26	0.26
Volume/Cap:	0.40	0.68	0.14	0.25	0.72	0.65	0.72	0.13	0.13	0.41	0.72	0.72
Delay/Veh:	46.6	29.7	22.7	42.1	28.6	28.3	46.8	35.3	35.3	34.0	39.6	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	29.7	22.7	42.1	28.6	28.3	46.8	35.3	35.3	34.0	39.6	39.6
LOS by Move:	D	C	C	D	C	C	D	D	D	C	D	D
HCM2kAvgQ:	1	12	2	1	13	10	7	1	1	5	10	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
 Loss Time (sec): 12 Average Delay (sec/veh): 30.5
 Optimal Cycle: 70 Level Of Service: C

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	378	727	4	56	1056	1	1	14	253	20	89	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	378	727	4	56	1056	1	1	14	253	20	89	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	378	727	4	56	1056	1	1	14	253	20	89	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	727	4	56	1056	1	1	14	253	20	89	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	378	727	4	56	1056	1	1	14	253	20	89	184

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.99	0.99	0.85	0.90	0.90	0.90
Lanes:	1.00	1.99	0.01	1.00	1.99	0.01	0.07	0.93	1.00	0.07	0.30	0.63
Final Sat.:	1805	3587	20	1805	3607	3	125	1749	1615	117	519	1072

Capacity Analysis Module:

Vol/Sat:	0.21	0.20	0.20	0.03	0.29	0.29	0.01	0.01	0.16	0.17	0.17	0.17
Crit Moves:	****			****						****		
Green/Cycle:	0.27	0.49	0.49	0.17	0.38	0.38	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.77	0.42	0.42	0.18	0.77	0.77	0.04	0.04	0.70	0.77	0.77	0.77
Delay/Veh:	40.4	16.6	16.6	36.0	29.6	29.6	30.4	30.4	41.6	45.3	45.3	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	16.6	16.6	36.0	29.6	29.6	30.4	30.4	41.6	45.3	45.3	45.3
LOS by Move:	D	B	B	D	C	C	C	C	D	D	D	D
HCM2kAvgQ:	12	8	8	1	15	15	0	0	8	10	10	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521

Loss Time (sec): 8 Average Delay (sec/veh): 13.0

Optimal Cycle: 33 Level Of Service: B

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	139	117	80	108	105	98	51	692	155	206	1043	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	117	80	108	105	98	51	692	155	206	1043	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	117	80	108	105	98	51	692	155	206	1043	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	117	80	108	105	98	51	692	155	206	1043	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	117	80	108	105	98	51	692	155	206	1043	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.94	0.94	0.48	1.00	0.85	0.21	0.92	0.92	0.30	0.94	0.94
Lanes:	1.00	0.59	0.41	1.00	1.00	1.00	1.00	1.63	0.37	1.00	1.82	0.18
Final Sat.:	1260	1060	725	906	1900	1615	391	2870	643	572	3243	320

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	0.12	0.06	0.06	0.13	0.24	0.24	0.36	0.32	0.32
Crit Moves:	****						****					
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	0.48	0.48	0.48	0.52	0.24	0.27	0.19	0.35	0.35	0.52	0.47	0.47
Delay/Veh:	34.7	34.3	34.3	36.1	31.8	32.1	5.8	6.4	6.4	8.7	7.2	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	34.3	34.3	36.1	31.8	32.1	5.8	6.4	6.4	8.7	7.2	7.2
LOS by Move:	C	C	C	D	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	5	5	4	3	3	1	5	5	3	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538

Loss Time (sec): 8 Average Delay (sec/veh): 19.1

Optimal Cycle: 34 Level Of Service: B

Street Name: Palm Ave. 8th St.

Approach: North Bound South Bound East Bound West Bound

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

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Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0

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Volume Module:

Base Vol: 19 152 100 83 381 13 30 180 43 118 364 34

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 19 152 100 83 381 13 30 180 43 118 364 34

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 19 152 100 83 381 13 30 180 43 118 364 34

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 19 152 100 83 381 13 30 180 43 118 364 34

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 19 152 100 83 381 13 30 180 43 118 364 34

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.91 0.91 0.91 0.89 0.89 0.89 0.90 0.90 0.90 0.69 0.99 0.99

Lanes: 0.07 0.56 0.37 0.17 0.80 0.03 0.12 0.71 0.17 1.00 0.91 0.09

Final Sat.: 121 971 639 294 1348 46 204 1223 292 1303 1715 160

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Capacity Analysis Module:

Vol/Sat: 0.16 0.16 0.16 0.28 0.28 0.28 0.15 0.15 0.15 0.09 0.21 0.21

Crit Moves: *****

Green/Cycle: 0.53 0.53 0.53 0.53 0.53 0.53 0.39 0.39 0.39 0.39 0.39 0.39

Volume/Cap: 0.30 0.30 0.30 0.54 0.54 0.54 0.37 0.37 0.37 0.23 0.54 0.54

Delay/Veh: 13.5 13.5 13.5 16.4 16.4 16.4 21.8 21.8 21.8 20.4 24.1 24.1

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 13.5 13.5 13.5 16.4 16.4 16.4 21.8 21.8 21.8 20.4 24.1 24.1

LOS by Move: B B B B B B C C C C C C

HCM2kAvgQ: 5 5 5 10 10 10 5 5 5 2 9 9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 12 Average Delay (sec/veh): 16.4
Optimal Cycle: 41 Level Of Service: B

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Split Phase						Split Phase						Permitted					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0					
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0			
	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0			

Volume Module:

Base Vol:	100	0	94	0	0	0	0	768	96	164	1149	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	94	0	0	0	0	768	96	164	1149	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	94	0	0	0	0	768	96	164	1149	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	94	0	0	0	0	768	96	164	1149	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	0	94	0	0	0	0	768	96	164	1149	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.93	0.93	0.95	0.95	1.00
Lanes:	0.52	0.00	0.48	0.00	0.00	0.00	0.00	1.78	0.22	1.00	2.00	0.00
Final Sat.:	893	0	839	0	0	0	0	3154	394	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.24	0.24	0.09	0.32	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.48	0.48	0.18	0.66	0.00
Volume/Cap:	0.51	0.00	0.51	0.00	0.00	0.00	0.00	0.51	0.51	0.51	0.48	0.00
Delay/Veh:	35.3	0.0	35.3	0.0	0.0	0.0	0.0	18.1	18.1	38.4	8.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	0.0	35.3	0.0	0.0	0.0	0.0	18.1	18.1	38.4	8.7	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	5	0	5	0	0	0	0	9	9	4	9	0

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project With Improvements Conditions - AM Peak

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
 Loss Time (sec): 8 Average Delay (sec/veh): 19.3
 Optimal Cycle: 33 Level Of Service: B

Street Name: Pennsylvania Ave. 8th St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 1 0 0 1 0 0 1! 0 0 1 0 0 1 0 1 0 1
 -----|-----|-----|-----|

Volume Module:

Base Vol: 29 171 33 83 363 39 25 307 23 53 363 53
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 29 171 33 83 363 39 25 307 23 53 363 53
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 29 171 33 83 363 39 25 307 23 53 363 53
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 29 171 33 83 363 39 25 307 23 53 363 53
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 29 171 33 83 363 39 25 307 23 53 363 53
 -----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.91 0.91 0.85 0.90 0.90 0.90 0.37 0.99 0.99 0.41 1.00 0.85
 Lanes: 0.15 0.85 1.00 0.17 0.75 0.08 1.00 0.93 0.07 1.00 1.00 1.00
 Final Sat.: 250 1477 1615 293 1281 138 699 1750 131 770 1900 1615
 -----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.12 0.12 0.02 0.28 0.28 0.28 0.04 0.18 0.18 0.07 0.19 0.03
 Crit Moves: *****
 Green/Cycle: 0.55 0.55 0.55 0.55 0.55 0.55 0.37 0.37 0.37 0.37 0.37 0.37
 Volume/Cap: 0.21 0.21 0.04 0.52 0.52 0.52 0.10 0.47 0.47 0.19 0.52 0.09
 Delay/Veh: 11.6 11.6 10.4 14.7 14.7 14.7 20.7 24.5 24.5 21.6 25.2 20.5
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 11.6 11.6 10.4 14.7 14.7 14.7 20.7 24.5 24.5 21.6 25.2 20.5
 LOS by Move: B B B B B B C C C C C C
 HCM2kAvgQ: 3 3 0 9 9 9 0 7 7 1 8 1

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 12 Average Delay (sec/veh): 29.1
Optimal Cycle: 71 Level Of Service: C

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	1	0	0	0	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	550	286	590	830	0	0	0	0	125	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	550	286	590	830	0	0	0	0	125	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	550	286	590	830	0	0	0	0	125	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	286	590	830	0	0	0	0	125	0	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	550	286	590	830	0	0	0	0	125	0	174

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.42	0.00	0.58
Final Sat.:	0	3610	1615	1805	1900	0	0	0	0	717	0	998

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.15	0.18	0.33	0.44	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.23	0.23	0.42	0.65	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.66	0.77	0.77	0.67	0.00	0.00	0.00	0.00	0.77	0.00	0.77
Delay/Veh:	0.0	37.0	45.6	29.5	12.1	0.0	0.0	0.0	0.0	45.4	0.0	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.0	45.6	29.5	12.1	0.0	0.0	0.0	0.0	45.4	0.0	45.4
LOS by Move:	A	D	D	C	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	8	8	16	16	0	0	0	0	10	0	10

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 12 Average Delay (sec/veh): 33.3
Optimal Cycle: 101 Level Of Service: C

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	583	117	215	737	0	253	0	304	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	583	117	215	737	0	253	0	304	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	583	117	215	737	0	253	0	304	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	583	117	215	737	0	253	0	304	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	583	117	215	737	0	253	0	304	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.67	0.33	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2931	588	1805	1900	0	1809	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.20	0.12	0.39	0.00	0.14	0.00	0.19	0.00	0.00	0.00
Crit Moves:				****						****		
Green/Cycle:	0.00	0.23	0.23	0.44	0.67	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.88	0.88	0.27	0.58	0.00	0.65	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	48.6	48.6	18.0	9.8	0.0	40.0	0.0	60.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	48.6	48.6	18.0	9.8	0.0	40.0	0.0	60.2	0.0	0.0	0.0
LOS by Move:	A	D	D	B	A	A	D	A	E	A	A	A
HCM2kAvgQ:	0	14	14	4	12	0	8	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[18.9]

Street Name:	Pennsylvania Ave.					3rd St.				
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign			
Rights:	Include		Include		Include		Include			
Lanes:	1	0	0	1	0	0	1	0	0	

Volume Module:	North Bound		South Bound		East Bound		West Bound	
Base Vol:	7	701	0	0	1042	26	17	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	701	0	0	1042	26	17	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	701	0	0	1042	26	17	0
Reduct Vol:	0	0	0	0	0	0	0	0
Final Volume:	7	701	0	0	1042	26	17	0

Critical Gap Module:	North Bound		South Bound		East Bound		West Bound	
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0

Capacity Module:	North Bound		South Bound		East Bound		West Bound	
Cnflct Vol:	1068	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1757	1757
Potent Cap.:	660	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	94	86
Move Cap.:	660	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	94	85
Total Cap:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	278	251
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00

Level Of Service Module:	North Bound		South Bound		East Bound		West Bound	
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx
Control Del:	10.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx
LOS by Move:	B	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.2	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.2	xxxx	xxxxxx	18.9	xxxxxx
Shared LOS:	*	*	*	A	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			18.9	xxxxxx
ApproachLOS:	*			*			C	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 16 Average Delay (sec/veh): 34.7
Optimal Cycle: 101 Level Of Service: C

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	0	24	1	289	63	439	124	691	0	7	873	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	24	1	289	63	439	124	691	0	7	873	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	24	1	289	63	439	124	691	0	7	873	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	24	1	289	63	439	124	691	0	7	873	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	24	1	289	63	439	124	691	0	7	873	229

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	0.87	0.87	0.95	0.95	0.95	0.88	0.88	0.88
Lanes:	0.00	0.96	0.04	1.00	0.13	0.87	1.00	2.00	0.00	0.01	1.58	0.41
Final Sat.:	0	1815	76	1805	207	1444	1805	3610	0	21	2622	688

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.01	0.16	0.30	0.30	0.07	0.19	0.00	0.33	0.33	0.33
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.07	0.07	0.33	0.40	0.40	0.08	0.44	0.00	0.37	0.37	0.37
Volume/Cap:	0.00	0.19	0.19	0.49	0.76	0.76	0.91	0.43	0.00	0.91	0.91	0.91
Delay/Veh:	0.0	44.5	44.5	27.4	31.1	31.1	97.0	19.5	0.0	40.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	44.5	44.5	27.4	31.1	31.1	97.0	19.5	0.0	40.6	40.6	40.6
LOS by Move:	A	D	D	C	C	C	F	B	A	D	D	D
HCM2kAvgQ:	0	1	1	7	15	15	5	7	0	19	19	19

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
 Loss Time (sec): 16 Average Delay (sec/veh): 27.0
 Optimal Cycle: 46 Level Of Service: C

Street Name:	Starlight Ave.						Oak Valley Pkwy.-14th St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	160	13	9	124	98	120	40	570	182	15	641	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	13	9	124	98	120	40	570	182	15	641	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	13	9	124	98	120	40	570	182	15	641	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	13	9	124	98	120	40	570	182	15	641	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	13	9	124	98	120	40	570	182	15	641	68

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.87	0.87	0.95	0.92	0.92	0.95	0.94	0.94
Lanes:	1.00	1.18	0.82	1.00	1.00	1.00	1.00	1.52	0.48	1.00	1.81	0.19
Final Sat.:	1805	2003	1387	1805	1657	1657	1805	2638	842	1805	3218	341

Capacity Analysis Module:

Vol/Sat:	0.09	0.01	0.01	0.07	0.06	0.07	0.02	0.22	0.22	0.01	0.20	0.20
Crit Moves:	****					****		****		****		
Green/Cycle:	0.18	0.16	0.16	0.16	0.15	0.15	0.13	0.44	0.44	0.07	0.38	0.38
Volume/Cap:	0.49	0.04	0.04	0.42	0.40	0.49	0.17	0.49	0.49	0.12	0.53	0.53
Delay/Veh:	38.0	35.2	35.2	38.4	39.1	40.0	38.8	20.2	20.2	44.0	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	35.2	35.2	38.4	39.1	40.0	38.8	20.2	20.2	44.0	24.5	24.5
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	5	0	0	4	3	4	1	8	8	0	8	8

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project With Improvements Conditions - AM Peak

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.493
 Loss Time (sec): 16 Average Delay (sec/veh): 24.9
 Optimal Cycle: 47 Level Of Service: C

Street Name:	Highland Springs Ave.						Brookside Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	2	0	2	1

Volume Module:

Base Vol:	206	180	103	233	366	113	46	220	201	274	423	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	180	103	233	366	113	46	220	201	274	423	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	180	103	233	366	113	46	220	201	274	423	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	180	103	233	366	113	46	220	201	274	423	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	180	103	233	366	113	46	220	201	274	423	334

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.92	0.92	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	1.53	0.47	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	2662	822	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.11	0.05	0.06	0.07	0.14	0.14	0.03	0.06	0.12	0.08	0.12	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.24	0.40	0.24	0.27	0.27	0.09	0.16	0.38	0.16	0.23	0.47
Volume/Cap:	0.52	0.21	0.16	0.27	0.52	0.52	0.29	0.39	0.33	0.50	0.52	0.44
Delay/Veh:	28.6	24.2	15.5	24.7	25.5	25.5	35.2	30.7	18.0	31.6	27.7	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	24.2	15.5	24.7	25.5	25.5	35.2	30.7	18.0	31.6	27.7	14.6
LOS by Move:	C	C	B	C	C	C	D	C	B	C	C	B
HCM2kAvgQ:	4	2	2	3	6	6	1	3	4	3	5	5

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project With Improvements Conditions - AM Peak

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 8 Average Delay (sec/veh): 3.9
Optimal Cycle: 29 Level Of Service: A

Street Name: Highland Springs Ave. 16th St.

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Permitted Permitted Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0

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Volume Module:

Base Vol: 32 296 0 0 424 48 25 0 17 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 32 296 0 0 424 48 25 0 17 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 32 296 0 0 424 48 25 0 17 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 32 296 0 0 424 48 25 0 17 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 32 296 0 0 424 48 25 0 17 0 0 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.94 0.94 1.00 1.00 0.99 0.99 0.92 1.00 0.92 1.00 1.00 1.00

Lanes: 0.10 0.90 0.00 0.00 0.90 0.10 0.60 0.00 0.40 0.00 0.00 0.00

Final Sat.: 173 1603 0 0 1683 191 1038 0 706 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.18 0.18 0.00 0.00 0.25 0.25 0.02 0.00 0.02 0.00 0.00 0.00

Crit Moves: ****

Green/Cycle: 0.84 0.84 0.00 0.00 0.84 0.84 0.08 0.00 0.08 0.00 0.00 0.00

Volume/Cap: 0.22 0.22 0.00 0.00 0.30 0.30 0.30 0.00 0.30 0.00 0.00 0.00

Delay/Veh: 1.7 1.7 0.0 0.0 1.8 1.8 44.5 0.0 44.5 0.0 0.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 1.7 1.7 0.0 0.0 1.8 1.8 44.5 0.0 44.5 0.0 0.0 0.0

LOS by Move: A A A A A A D A D A A A

HCM2kAvgQ: 2 2 0 0 3 3 2 0 2 0 0 0

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project With Improvements Conditions - AM Peak

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 8 Average Delay (sec/veh): 19.8
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	284	237	16	491	0	0	0	0	457	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	284	237	16	491	0	0	0	0	457	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	284	237	16	491	0	0	0	0	457	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	284	237	16	491	0	0	0	0	457	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	284	237	16	491	0	0	0	0	457	0	30

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.99	0.99	1.00	1.00	1.00	1.00	0.95	1.00	0.95
Lanes:	0.00	1.00	1.00	0.03	0.97	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	1900	1615	59	1818	0	0	0	0	1689	0	111

Capacity Analysis Module:

Vol/Sat:	0.00	0.15	0.15	0.27	0.27	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Crit Moves:	****											
Green/Cycle:	0.00	0.46	0.46	0.46	0.46	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.33	0.32	0.59	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Delay/Veh:	0.0	17.4	17.4	21.1	21.1	0.0	0.0	0.0	0.0	21.1	0.0	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	17.4	21.1	21.1	0.0	0.0	0.0	0.0	21.1	0.0	21.1
LOS by Move:	A	B	B	C	C	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	4	11	11	0	0	0	0	11	0	11

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project With Improvements Conditions - AM Peak

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 12 Average Delay (sec/veh): 30.0
Optimal Cycle: 57 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	367	438	79	32	863	39	22	142	568	152	274	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	438	79	32	863	39	22	142	568	152	274	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	438	79	32	863	39	22	142	568	152	274	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	438	79	32	863	39	22	142	568	152	274	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	367	438	79	32	863	39	22	142	568	152	274	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.94	0.94	0.72	1.00	0.85	0.83	0.83	0.83
Lanes:	2.00	1.69	0.31	1.00	1.91	0.09	1.00	1.00	1.00	0.31	0.56	0.13
Final Sat.:	3502	2988	539	1805	3433	155	1368	1900	1615	494	890	198

Capacity Analysis Module:

Vol/Sat:	0.10	0.15	0.15	0.02	0.25	0.25	0.02	0.07	0.35	0.31	0.31	0.31
Crit Moves:	****			****			****					
Green/Cycle:	0.15	0.35	0.35	0.17	0.37	0.37	0.36	0.36	0.51	0.36	0.36	0.36
Volume/Cap:	0.69	0.42	0.42	0.11	0.69	0.69	0.04	0.21	0.69	0.85	0.85	0.85
Delay/Veh:	43.8	24.8	24.8	35.4	28.3	28.3	20.8	22.3	20.7	41.6	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	24.8	24.8	35.4	28.3	28.3	20.8	22.3	20.7	41.6	41.6	41.6
LOS by Move:	D	C	C	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	6	6	6	1	12	12	0	3	13	17	17	17

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project With Improvements Conditions - AM Peak

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	16	Average Delay (sec/veh):	33.8
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Highland Springs Ave.						Starlight Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Ovl			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	0	1

Volume Module:

Base Vol:	219	692	127	47	1223	334	85	79	330	244	152	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	692	127	47	1223	334	85	79	330	244	152	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	692	127	47	1223	334	85	79	330	244	152	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	692	127	47	1223	334	85	79	330	244	152	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	692	127	47	1223	334	85	79	330	244	152	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85	0.95	0.94	0.94
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	3502	3610	1615	1805	3610	1615	3502	1900	1615	1805	1122	672

Capacity Analysis Module:

Vol/Sat:	0.06	0.19	0.08	0.03	0.34	0.21	0.02	0.04	0.20	0.14	0.14	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.36	0.53	0.13	0.42	0.42	0.11	0.17	0.24	0.17	0.22	0.22
Volume/Cap:	0.81	0.53	0.15	0.20	0.81	0.49	0.21	0.25	0.84	0.81	0.62	0.62
Delay/Veh:	61.6	25.4	12.0	39.0	28.8	21.8	40.5	36.7	50.5	54.9	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	25.4	12.0	39.0	28.8	21.8	40.5	36.7	50.5	54.9	38.1	38.1
LOS by Move:	E	C	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	9	2	1	17	7	1	2	12	10	8	8

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

General Plan Buildout With Project
With Improvements AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	221	306	428	144	103	275	1129	461	203	1816	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Lane Util. Factor	1.00	0.91		0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Flt	1.00	0.91		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4642		3433	3318		3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	4642		3433	3318		3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	90	221	306	428	144	103	275	1129	461	203	1816	78
RTOR Reduction (vph)	0	133	0	0	83	0	0	0	242	0	0	29
Lane Group Flow (vph)	90	394	0	428	164	0	275	1129	219	203	1816	49
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	8.6	15.3		14.5	21.2		9.5	51.4	51.4	11.8	53.7	53.7
Effective Green, g (s)	8.6	15.3		14.5	21.2		9.5	51.4	51.4	11.8	53.7	53.7
Actuated g/C Ratio	0.08	0.14		0.13	0.19		0.09	0.47	0.47	0.11	0.49	0.49
Clearance Time (s)	3.5	5.0		3.5	5.0		3.5	5.0	5.0	3.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	138	646		453	639		296	2376	740	368	2482	773
v/s Ratio Prot	0.05	c0.08		c0.12	0.05		c0.08	0.22		0.06	c0.36	
v/s Ratio Perm									0.14			0.03
v/c Ratio	0.65	0.89dr		0.94	0.26		0.93	0.48	0.30	0.55	0.73	0.06
Uniform Delay, d1	49.2	44.5		47.4	37.7		49.9	20.1	18.1	46.6	22.4	14.9
Progression Factor	1.00	1.00		1.00	1.00		0.60	0.21	0.02	1.00	1.00	1.00
Incremental Delay, d2	10.5	1.7		28.6	0.2		31.7	0.6	0.9	1.8	1.9	0.2
Delay (s)	59.8	46.3		75.9	37.9		61.5	4.8	1.3	48.4	24.4	15.0
Level of Service	E	D		E	D		E	A	A	D	C	B
Approach Delay (s)		48.2			62.0			12.3			26.3	
Approach LOS		D			E			B			C	

Intersection Summary

HCM Average Control Delay	28.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

General Plan Buildout With Project
With Improvements AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	391	0	461	583	1403	0	0	1400	1150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.97		0.88	0.97	0.91			0.95	1.00
Frt				1.00		0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				3433		2787	3433	5085			3539	1583
Flt Permitted				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				3433		2787	3433	5085			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	391	0	461	583	1403	0	0	1400	1150
RTOR Reduction (vph)	0	0	0	0	0	428	0	0	0	0	0	365
Lane Group Flow (vph)	0	0	0	391	0	33	583	1403	0	0	1400	785
Turn Type				Prot		custom	Prot					Perm
Protected Phases				3			5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)				15.5		7.7	17.0	74.8			53.8	53.8
Effective Green, g (s)				15.5		7.7	17.0	74.8			53.8	53.8
Actuated g/C Ratio				0.14		0.07	0.15	0.68			0.49	0.49
Clearance Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				484		195	531	3458			1731	774
v/s Ratio Prot				c0.11			c0.17	0.28			0.40	
v/s Ratio Perm						c0.01						c0.50
v/c Ratio				0.81		0.17	1.10	0.41			0.81	1.01
Uniform Delay, d1				45.8		48.1	46.5	7.8			23.8	28.1
Progression Factor				1.00		1.00	1.19	0.82			0.52	0.85
Incremental Delay, d2				9.6		0.4	61.1	0.2			2.9	30.2
Delay (s)				55.4		48.6	116.6	6.6			15.1	54.2
Level of Service				E		D	F	A			B	D
Approach Delay (s)		0.0			51.7			38.9			32.7	
Approach LOS		A			D			D			C	
Intersection Summary												
HCM Average Control Delay			38.0		HCM Level of Service						D	
HCM Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			110.0		Sum of lost time (s)						16.0	
Intersection Capacity Utilization			140.7%		ICU Level of Service						H	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

General Plan Buildout With Project
With Improvements AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	776	0	442	0	0	0	0	1211	482	571	1218	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97		0.88					0.91	1.00	0.97	0.95	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433		2787					5085	1583	3433	3539	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433		2787					5085	1583	3433	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	776	0	442	0	0	0	0	1211	482	571	1218	0
RTOR Reduction (vph)	0	0	412	0	0	0	0	0	326	0	0	0
Lane Group Flow (vph)	776	0	30	0	0	0	0	1211	156	571	1218	0
Turn Type	Prot		custom						Perm		Prot	
Protected Phases	7							2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	30.0		7.5					35.5	35.5	21.0	60.5	
Effective Green, g (s)	30.0		7.5					35.5	35.5	21.0	60.5	
Actuated g/C Ratio	0.27		0.07					0.32	0.32	0.19	0.55	
Clearance Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	936		190					1641	511	655	1946	
v/s Ratio Prot	c0.23							c0.24		c0.17	0.34	
v/s Ratio Perm			c0.01						0.10			
v/c Ratio	0.83		0.16					0.74	0.30	0.87	0.63	
Uniform Delay, d1	37.6		48.3					33.1	28.0	43.2	17.0	
Progression Factor	1.00		1.00					1.00	1.00	0.75	0.36	
Incremental Delay, d2	6.1		0.4					3.0	1.5	7.4	0.9	
Delay (s)	43.7		48.7					36.1	29.5	39.6	7.0	
Level of Service	D		D					D	C	D	A	
Approach Delay (s)		45.5			0.0			34.2			17.4	
Approach LOS		D			A			C			B	
Intersection Summary												
HCM Average Control Delay			30.8					HCM Level of Service			C	
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			110.0					Sum of lost time (s)		16.0		
Intersection Capacity Utilization			140.7%					ICU Level of Service		H		
Analysis Period (min)			15									
c Critical Lane Group												

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Highland Springs Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 12 Average Delay (sec/veh): 44.4
Optimal Cycle: 171 Level Of Service: D

Street Name:	Highland Springs Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	1	0	0	1	0	0	0

Volume Module:

Base Vol:	0	1211	482	571	1218	0	776	0	442	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1211	482	571	1218	0	776	0	442	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1211	482	571	1218	0	776	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1211	482	571	1218	0	776	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1211	482	571	1218	0	776	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	3618	0	1900	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.34	0.30	0.32	0.34	0.00	0.21	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.34	0.34	0.32	0.66	0.00	0.22	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.98	0.88	0.98	0.51	0.00	0.98	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	54.5	45.6	67.0	8.8	0.0	67.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	54.5	45.6	67.0	8.8	0.0	67.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	D	D	E	A	A	E	A	A	A	A	A
HCM2kAvgQ:	0	23	15	18	9	0	17	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
 Loss Time (sec): 16 Average Delay (sec/veh): 26.8
 Optimal Cycle: 51 Level Of Service: C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Protected		
Rights:	Ovl			Ignore			Ovl			Ovl		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	2	1	0	2	0	1	2

Volume Module:

Base Vol:	152	1032	70	221	646	39	75	101	47	76	277	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1032	70	221	646	39	75	101	47	76	277	324
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1032	70	221	646	0	75	101	47	76	277	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1032	70	221	646	0	75	101	47	76	277	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1032	70	221	646	0	75	101	47	76	277	324

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.95	1.00	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	3610	1900	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.08	0.20	0.04	0.06	0.18	0.00	0.04	0.03	0.03	0.02	0.08	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.54	0.38	0.54	0.12	0.34	0.00	0.37	0.16	0.32	0.16	0.25	0.37
Volume/Cap:	0.37	0.53	0.08	0.53	0.53	0.00	0.17	0.17	0.09	0.13	0.31	0.54
Delay/Veh:	15.1	24.3	11.0	42.5	27.0	0.0	21.0	36.1	23.6	35.8	30.8	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	24.3	11.0	42.5	27.0	0.0	21.0	36.1	23.6	35.8	30.8	26.0
LOS by Move:	B	C	B	D	C	A	C	D	C	D	C	C
HCM2kAvgQ:	3	9	1	3	8	0	2	1	1	1	4	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Westward Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 12 Average Delay (sec/veh): 21.9
Optimal Cycle: 40 Level Of Service: C

Street Name:	Highland Springs Ave.						Westward Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	2	1	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	95	832	0	0	588	124	323	0	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	832	0	0	588	124	323	0	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	832	0	0	588	124	323	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	832	0	0	588	124	323	0	80	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	832	0	0	588	124	323	0	80	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3610	1615	1805	0	1615	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.23	0.00	0.00	0.16	0.08	0.18	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.12	0.48	0.00	0.00	0.36	0.36	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.45	0.48	0.00	0.00	0.45	0.21	0.45	0.00	0.12	0.00	0.00	0.00
Delay/Veh:	42.6	17.7	0.0	0.0	24.5	22.1	22.4	0.0	19.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	17.7	0.0	0.0	24.5	22.1	22.4	0.0	19.1	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	C	A	B	A	A	A
HCM2kAvgQ:	3	9	0	0	7	2	7	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 12 Average Delay (sec/veh): 25.8
Optimal Cycle: 55 Level Of Service: C

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	6	0	0	122	0	213	111	516	1	0	1022	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	122	0	213	111	516	1	0	1022	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	122	0	213	111	516	1	0	1022	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	0	122	0	213	111	516	1	0	1022	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	0	122	0	213	111	516	1	0	1022	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	1.00	1.00	0.80	1.00	0.80	0.95	0.95	0.95	1.00	0.94	0.94
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	1.99	0.01	1.00	1.88	0.12
Final Sat.:	1592	0	0	555	0	968	1805	3603	7	1900	3370	208

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.22	0.06	0.14	0.14	0.00	0.30	0.30
Crit Moves:				****				****				****
Green/Cycle:	0.33	0.00	0.00	0.33	0.00	0.33	0.09	0.37	0.37	0.00	0.46	0.46
Volume/Cap:	0.01	0.00	0.00	0.66	0.00	0.66	0.66	0.39	0.39	0.00	0.66	0.66
Delay/Veh:	22.5	0.0	0.0	32.0	0.0	32.0	53.6	23.4	23.4	0.0	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	0.0	0.0	32.0	0.0	32.0	53.6	23.4	23.4	0.0	22.3	22.3
LOS by Move:	C	A	A	C	A	C	D	C	C	A	C	C
HCM2kAvgQ:	0	0	0	10	0	10	3	6	6	0	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 12 Average Delay (sec/veh): 29.2
Optimal Cycle: 48 Level Of Service: C

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	2	0	0	1	0	0	0

Volume Module:

Base Vol:	142	702	0	0	400	158	304	0	274	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	702	0	0	400	158	304	0	274	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	702	0	0	400	158	304	0	274	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	702	0	0	400	158	304	0	274	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	702	0	0	400	158	304	0	274	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3610	1615	911	0	821	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.08	0.19	0.00	0.00	0.11	0.10	0.33	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.13	0.32	0.00	0.00	0.19	0.19	0.56	0.00	0.56	0.00	0.00	0.00
Volume/Cap:	0.59	0.61	0.00	0.00	0.59	0.52	0.59	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	44.9	29.8	0.0	0.0	38.7	38.4	15.4	0.0	15.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	29.8	0.0	0.0	38.7	38.4	15.4	0.0	15.4	0.0	0.0	0.0
LOS by Move:	D	C	A	A	D	D	B	A	B	A	A	A
HCM2kAvgQ:	4	9	0	0	6	4	12	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 12 Average Delay (sec/veh): 32.2
Optimal Cycle: 74 Level Of Service: C

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	290	139	167	506	0	0	0	0	371	0	555
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	290	139	167	506	0	0	0	0	371	0	555
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	290	139	167	506	0	0	0	0	371	0	555
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	290	139	167	506	0	0	0	0	371	0	555
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	290	139	167	506	0	0	0	0	371	0	555

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	3502	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.08	0.09	0.05	0.27	0.00	0.00	0.00	0.00	0.21	0.00	0.34
Crit Moves:						****						****
Green/Cycle:	0.00	0.10	0.10	0.34	0.44	0.00	0.00	0.00	0.00	0.44	0.00	0.44
Volume/Cap:	0.00	0.78	0.84	0.14	0.60	0.00	0.00	0.00	0.00	0.47	0.00	0.78
Delay/Veh:	0.0	54.3	74.2	23.0	22.5	0.0	0.0	0.0	0.0	20.3	0.0	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	54.3	74.2	23.0	22.5	0.0	0.0	0.0	0.0	20.3	0.0	29.8
LOS by Move:	A	D	E	C	C	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	2	11	0	0	0	0	8	0	16

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	12	Average Delay (sec/veh):	24.1
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Highland Home Rd.									F St.					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Permitted			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	127	414	0	0	903	0	0	0	244	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	414	0	0	903	0	0	0	244	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	414	0	0	903	0	0	0	244	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	414	0	0	903	0	0	0	244	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	414	0	0	903	0	0	0	244	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	0	0	0	1644	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.22	0.00	0.00	0.48	0.00	0.00	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.09	0.69	0.00	0.00	0.60	0.00	0.00	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.79	0.31	0.00	0.00	0.79	0.00	0.00	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	67.1	6.2	0.0	0.0	18.8	0.0	0.0	0.0	51.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	6.2	0.0	0.0	18.8	0.0	0.0	0.0	51.4	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	A	A	A	D	A	A	A
HCM2kAvgQ:	4	5	0	0	21	0	0	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	8	Average Delay (sec/veh):	14.9
Optimal Cycle:	68	Level Of Service:	B

Street Name:	Highland Home Rd.			D St.																
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Split Phase			Split Phase										
Rights:	Include			Include			Include			Include										
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	111	511	0	0	1121	16	30	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	511	0	0	1121	16	30	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	511	0	0	1121	16	30	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	511	0	0	1121	16	30	0	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	511	0	0	1121	16	30	0	213	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.99	0.01	0.12	0.00	0.88	0.00	0.00	0.00
Final Sat.:	737	1900	0	0	1870	27	206	0	1460	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.15	0.27	0.00	0.00	0.60	0.60	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:	*****											
Green/Cycle:	0.74	0.74	0.00	0.00	0.74	0.74	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.20	0.36	0.00	0.00	0.81	0.81	0.81	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	4.2	4.8	0.0	0.0	12.1	12.1	54.5	0.0	54.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.2	4.8	0.0	0.0	12.1	12.1	54.5	0.0	54.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	1	5	0	0	22	22	9	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	12	Average Delay (sec/veh):	25.2
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Highland Home Rd.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Ovl					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	77	223	30	615	568	150	159	289	180	118	895	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	223	30	615	568	150	159	289	180	118	895	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	223	30	615	568	150	159	289	180	118	895	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	223	30	615	568	150	159	289	180	118	895	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	223	30	615	568	150	159	289	180	118	895	239

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.92	0.92	0.24	0.89	0.89	0.44	0.95	0.85
Lanes:	1.00	1.76	0.24	2.00	1.58	0.42	1.00	1.23	0.77	1.00	2.00	1.00
Final Sat.:	1805	3125	420	3502	2767	731	447	2095	1305	844	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.07	0.07	0.18	0.21	0.21	0.36	0.14	0.14	0.14	0.25	0.15
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.11	0.11	0.26	0.30	0.30	0.51	0.51	0.51	0.51	0.51	0.77
Volume/Cap:	0.61	0.67	0.67	0.67	0.69	0.69	0.69	0.27	0.27	0.27	0.48	0.19
Delay/Veh:	53.6	47.9	47.9	35.2	33.2	33.2	27.2	13.8	13.8	14.1	15.9	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	47.9	47.9	35.2	33.2	33.2	27.2	13.8	13.8	14.1	15.9	3.1
LOS by Move:	D	D	D	D	C	C	C	B	B	B	B	A
HCM2kAvgQ:	2	4	4	8	10	10	4	4	4	2	9	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 12 Average Delay (sec/veh): 23.0
Optimal Cycle: 49 Level Of Service: C

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	1	0	1	1	0	2

Volume Module:

Base Vol:	0	0	0	696	2	201	22	616	0	0	388	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	696	2	201	22	616	0	0	388	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	696	2	201	22	616	0	0	388	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	696	2	201	22	616	0	0	388	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	696	2	201	22	616	0	0	388	303

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	0.85	0.95	0.95	0.95	1.00	0.95	0.85
Lanes:	0.00	1.00	0.00	0.99	0.01	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	1675	5	1615	1805	3610	0	1900	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.42	0.42	0.12	0.01	0.17	0.00	0.00	0.11	0.19
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.64	0.64	0.64	0.07	0.24	0.00	0.00	0.17	0.81
Volume/Cap:	0.00	0.00	0.00	0.65	0.65	0.19	0.17	0.72	0.00	0.00	0.65	0.23
Delay/Veh:	0.0	0.0	0.0	12.2	12.2	7.3	44.4	38.2	0.0	0.0	41.4	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.2	12.2	7.3	44.4	38.2	0.0	0.0	41.4	2.3
LOS by Move:	A	A	A	B	B	A	D	D	A	A	D	A
HCM2kAvgQ:	0	0	0	13	13	2	1	11	0	0	6	2

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
 Loss Time (sec): 16 Average Delay (sec/veh): 28.0
 Optimal Cycle: 53 Level Of Service: C

Street Name:	Sunset Ave.						Wilson St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Prot+Permit			Protected			Prot+Permit			
Rights:	Include			Ovl			Include			Ovl			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2

Volume Module:

Base Vol:	123	267	44	140	811	170	186	677	231	44	336	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	267	44	140	811	170	186	677	231	44	336	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	267	44	140	811	170	186	677	231	44	336	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	267	44	140	811	170	186	677	231	44	336	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	267	44	140	811	170	186	677	231	44	336	67

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.07	0.03	0.08	0.22	0.11	0.05	0.19	0.14	0.01	0.09	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.22	0.22	0.49	0.38	0.55	0.17	0.32	0.32	0.43	0.22	0.45
Volume/Cap:	0.50	0.34	0.12	0.23	0.59	0.19	0.32	0.59	0.45	0.07	0.42	0.09
Delay/Veh:	46.5	33.1	31.4	14.6	25.3	11.5	37.0	29.4	27.7	18.0	33.8	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	33.1	31.4	14.6	25.3	11.5	37.0	29.4	27.7	18.0	33.8	15.7
LOS by Move:	D	C	C	B	C	B	D	C	C	B	C	B
HCM2kAvgQ:	2	3	1	3	11	3	3	9	5	0	5	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 16 Average Delay (sec/veh): 34.0
Optimal Cycle: 84 Level Of Service: C

Street Name:	Sunset Ave.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	435	469	151	141	1239	106	47	425	467	97	206	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	469	151	141	1239	106	47	425	467	97	206	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	469	151	141	1239	106	47	425	467	97	206	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	469	151	141	1239	106	47	425	467	97	206	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	435	469	151	141	1239	106	47	425	467	97	206	44

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.95	0.95	0.85	0.92	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.65	0.35
Final Sat.:	3502	3610	1615	3502	3610	1615	1805	3610	1615	3502	2897	619

Capacity Analysis Module:

Vol/Sat:	0.12	0.13	0.09	0.04	0.34	0.07	0.03	0.12	0.29	0.03	0.07	0.07
Crit Moves:	****			****			****		****	****		
Green/Cycle:	0.15	0.37	0.37	0.20	0.42	0.42	0.13	0.20	0.35	0.07	0.14	0.14
Volume/Cap:	0.82	0.35	0.25	0.20	0.82	0.16	0.19	0.59	0.82	0.40	0.52	0.52
Delay/Veh:	51.1	23.0	22.1	33.5	29.5	18.2	38.9	37.4	38.8	45.5	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	23.0	22.1	33.5	29.5	18.2	38.9	37.4	38.8	45.5	41.2	41.2
LOS by Move:	D	C	C	C	C	B	D	D	D	D	D	D
HCM2kAvgQ:	7	5	3	2	18	2	1	6	13	2	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 12 Average Delay (sec/veh): 45.3
Optimal Cycle: 144 Level Of Service: D

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	2	0	1	0	0	0	0

Volume Module:

Base Vol:	566	733	0	0	949	853	0	0	0	109	7	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	733	0	0	949	853	0	0	0	109	7	322
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	733	0	0	949	0	0	0	0	109	7	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	733	0	0	949	0	0	0	0	109	7	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	566	733	0	0	949	0	0	0	0	109	7	322

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.25	0.02	0.73
Final Sat.:	1805	3610	0	0	3610	1900	0	0	0	412	26	1216

Capacity Analysis Module:

Vol/Sat:	0.31	0.20	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.26	0.26	0.26
Crit Moves:	****				****					****		
Green/Cycle:	0.33	0.60	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.96	0.34	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.96	0.96	0.96
Delay/Veh:	59.2	10.0	0.0	0.0	54.4	0.0	0.0	0.0	0.0	66.6	66.6	66.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	10.0	0.0	0.0	54.4	0.0	0.0	0.0	0.0	66.6	66.6	66.6
LOS by Move:	E	A	A	A	D	A	A	A	A	E	E	E
HCM2kAvgQ:	18	5	0	0	16	0	0	0	0	18	18	18

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 12 Average Delay (sec/veh): 37.2
Optimal Cycle: 112 Level Of Service: D

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	926	229	463	594	0	372	2	338	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	926	229	463	594	0	372	2	338	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	926	229	463	594	0	372	2	338	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	926	229	463	594	0	372	2	338	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	926	229	463	594	0	372	2	338	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	0.95	1.00	0.82	0.85	0.85	1.00	1.00	1.00
Lanes:	0.00	1.60	0.40	1.00	2.00	0.00	2.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	2807	694	1805	3610	0	3133	10	1607	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.33	0.33	0.26	0.16	0.00	0.12	0.21	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.36	0.36	0.28	0.65	0.00	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.91	0.91	0.91	0.25	0.00	0.51	0.91	0.91	0.00	0.00	0.00
Delay/Veh:	0.0	39.5	39.5	54.1	7.5	0.0	34.1	61.9	61.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.5	39.5	54.1	7.5	0.0	34.1	61.9	61.9	0.0	0.0	0.0
LOS by Move:	A	D	D	D	A	A	C	E	E	A	A	A
HCM2kAvgQ:	0	22	22	13	4	0	6	14	14	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Sunrise Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 8 Average Delay (sec/veh): 11.1
Optimal Cycle: 27 Level Of Service: B

Street Name:	Sunrise Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	60	22	34	21	111	30	25	689	181	31	368	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	22	34	21	111	30	25	689	181	31	368	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	22	34	21	111	30	25	689	181	31	368	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	22	34	21	111	30	25	689	181	31	368	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	22	34	21	111	30	25	689	181	31	368	8

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.73	0.93	0.93	0.93	0.86	0.86	0.86	0.28	0.95	0.95
Lanes:	0.52	0.19	0.29	0.13	0.68	0.19	0.06	1.54	0.40	1.00	1.96	0.04
Final Sat.:	716	263	406	230	1213	328	92	2529	664	542	3523	77

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.09	0.09	0.09	0.27	0.27	0.27	0.06	0.10	0.10
Crit Moves:	****						****					
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	0.36	0.36	0.36	0.40	0.40	0.40	0.40	0.40	0.40	0.08	0.15	0.15
Delay/Veh:	33.0	33.0	33.0	33.2	33.2	33.2	6.8	6.8	6.8	5.2	5.4	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	33.0	33.0	33.2	33.2	33.2	6.8	6.8	6.8	5.2	5.4	5.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	6	6	6	0	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.289
Loss Time (sec): 8 Average Delay (sec/veh): 6.4
Optimal Cycle: 29 Level Of Service: A

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	0	1	0	1

Volume Module:

Base Vol:	43	0	46	0	0	0	1	604	45	158	329	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	0	46	0	0	0	1	604	45	158	329	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	46	0	0	0	1	604	45	158	329	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	46	0	0	0	1	604	45	158	329	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	0	46	0	0	0	1	604	45	158	329	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	0.55	0.94	0.94	0.39	0.95	0.95
Lanes:	0.48	0.00	0.52	0.00	0.00	0.00	1.00	1.86	0.14	1.00	2.00	0.00
Final Sat.:	833	0	891	0	0	0	1045	3326	248	737	3610	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.18	0.18	0.21	0.09	0.00
Crit Moves:	****									****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.74	0.74	0.74	0.74	0.74	0.00
Volume/Cap:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.24	0.24	0.29	0.12	0.00
Delay/Veh:	36.1	0.0	36.1	0.0	0.0	0.0	3.3	4.1	4.1	4.5	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	0.0	36.1	0.0	0.0	0.0	3.3	4.1	4.1	4.5	3.7	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	3	3	2	1	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 12 Average Delay (sec/veh): 23.0
Optimal Cycle: 47 Level Of Service: C

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	118	48	19	171	195	47	21	600	68	41	328	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	48	19	171	195	47	21	600	68	41	328	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	48	19	171	195	47	21	600	68	41	328	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	48	19	171	195	47	21	600	68	41	328	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	48	19	171	195	47	21	600	68	41	328	45

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.95	0.97	0.97	0.49	1.00	0.85	0.28	1.00	0.85
Lanes:	1.00	0.72	0.28	1.00	0.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	1303	516	1805	1487	358	939	1900	1615	538	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.04	0.04	0.09	0.13	0.13	0.02	0.32	0.04	0.08	0.17	0.03
Crit Moves:	****			****			****					
Green/Cycle:	0.11	0.14	0.14	0.19	0.23	0.23	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.58	0.26	0.26	0.49	0.58	0.58	0.04	0.58	0.08	0.14	0.32	0.05
Delay/Veh:	46.4	38.6	38.6	36.9	36.6	36.6	10.7	16.2	11.0	11.6	12.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	38.6	38.6	36.9	36.6	36.6	10.7	16.2	11.0	11.6	12.8	10.8
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B
HCM2kAvgQ:	3	2	2	5	7	7	0	12	1	1	5	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 16 Average Delay (sec/veh): 35.7
Optimal Cycle: 77 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	1	2	0	1

Volume Module:

Base Vol:	134	197	540	45	356	31	17	208	114	697	99	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	197	540	45	356	31	17	208	114	697	99	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	197	540	45	356	31	17	208	114	697	99	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	197	540	45	356	31	17	208	114	697	99	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	197	540	45	356	31	17	208	114	697	99	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	0.99	0.99	0.95	0.95	0.85	0.92	0.92	0.92
Lanes:	2.00	1.00	1.00	1.00	0.92	0.08	1.00	2.00	1.00	2.00	1.58	0.42
Final Sat.:	3502	1900	1615	1805	1727	150	1805	3610	1615	3502	2770	728

Capacity Analysis Module:

Vol/Sat:	0.04	0.10	0.33	0.02	0.21	0.21	0.01	0.06	0.07	0.20	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.43	0.43	0.07	0.37	0.37	0.17	0.09	0.09	0.25	0.17	0.17
Volume/Cap:	0.30	0.24	0.78	0.36	0.56	0.56	0.05	0.64	0.78	0.78	0.21	0.21
Delay/Veh:	40.1	18.5	30.6	46.1	26.0	26.0	34.7	48.2	68.4	39.4	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	18.5	30.6	46.1	26.0	26.0	34.7	48.2	68.4	39.4	35.7	35.7
LOS by Move:	D	B	C	D	C	C	C	D	E	D	D	D
HCM2kAvgQ:	2	4	16	2	10	10	0	4	5	12	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 8th St./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.918
 Loss Time (sec): 12 Average Delay (sec/veh): 32.3
 Optimal Cycle: 119 Level Of Service: C

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	1	0	0	0	1	0

Volume Module:

Base Vol:	699	647	0	0	375	790	0	0	0	60	2	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	699	647	0	0	375	790	0	0	0	60	2	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	699	647	0	0	375	790	0	0	0	60	2	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	699	647	0	0	375	790	0	0	0	60	2	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	699	647	0	0	375	790	0	0	0	60	2	138

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.85	0.85	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.30	0.01	0.69
Final Sat.:	3502	3610	0	0	1621	1621	0	0	0	496	17	1142

Capacity Analysis Module:

Vol/Sat:	0.20	0.18	0.00	0.00	0.23	0.49	0.00	0.00	0.00	0.12	0.12	0.12
Crit Moves:	****					****					****	
Green/Cycle:	0.22	0.75	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.13	0.13	0.13
Volume/Cap:	0.92	0.24	0.00	0.00	0.44	0.92	0.00	0.00	0.00	0.92	0.92	0.92
Delay/Veh:	54.3	3.9	0.0	0.0	14.4	32.2	0.0	0.0	0.0	81.9	81.9	81.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	3.9	0.0	0.0	14.4	32.2	0.0	0.0	0.0	81.9	81.9	81.9
LOS by Move:	D	A	A	A	B	C	A	A	A	F	F	F
HCM2kAvgQ:	12	3	0	0	7	25	0	0	0	9	9	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 12 Average Delay (sec/veh): 31.3
Optimal Cycle: 63 Level Of Service: C

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	0	1	0	0	0

Volume Module:

Base Vol:	0	758	117	286	165	0	588	0	603	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	758	117	286	165	0	588	0	603	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	758	117	286	165	0	588	0	603	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	758	117	286	165	0	588	0	603	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	758	117	286	165	0	588	0	603	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	0.95	1.00	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	0.00	1.73	0.27	1.00	2.00	0.00	1.49	0.00	1.51	0.00	0.00	0.00
Final Sat.:	0	3065	473	1805	3610	0	2559	0	2581	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.25	0.16	0.05	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.34	0.34	0.22	0.56	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.73	0.73	0.73	0.08	0.00	0.71	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	0.0	31.2	31.2	43.0	10.2	0.0	31.4	0.0	31.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.2	31.2	43.0	10.2	0.0	31.4	0.0	31.7	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	14	14	8	1	0	12	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
 Loss Time (sec): 8 Average Delay (sec/veh): 18.6
 Optimal Cycle: 47 Level Of Service: B

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	16	30	19	107	200	49	12	746	30	65	327	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	30	19	107	200	49	12	746	30	65	327	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	30	19	107	200	49	12	746	30	65	327	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	30	19	107	200	49	12	746	30	65	327	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	30	19	107	200	49	12	746	30	65	327	30

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.85	0.87	0.87	0.87	0.99	0.99	0.99	0.81	0.81	0.81
Lanes:	0.35	0.65	1.00	0.30	0.56	0.14	0.01	0.95	0.04	0.15	0.78	0.07
Final Sat.:	572	1072	1615	495	925	227	29	1777	71	237	1194	110

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.01	0.22	0.22	0.22	0.42	0.42	0.42	0.27	0.27	0.27
Crit Moves:				****			****					
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.09	0.09	0.04	0.69	0.69	0.69	0.69	0.69	0.69	0.45	0.45	0.45
Delay/Veh:	24.4	24.4	23.9	34.1	34.1	34.1	15.1	15.1	15.1	11.0	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	24.4	23.9	34.1	34.1	34.1	15.1	15.1	15.1	11.0	11.0	11.0
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	1	1	0	11	11	11	16	16	16	7	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
 Loss Time (sec): 12 Average Delay (sec/veh): 28.0
 Optimal Cycle: 53 Level Of Service: C

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:	San Gorgonio			Wilson St.		
Base Vol:	41	43	33	16	232	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	43	33	16	232	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	43	33	16	232	199
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	41	43	33	16	232	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	43	33	16	232	199

Saturation Flow Module:	San Gorgonio			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.94	0.94	0.93	0.93	0.93
Lanes:	1.00	0.57	0.43	0.04	0.52	0.44
Final Sat.:	1256	1005	771	63	918	787

Capacity Analysis Module:	San Gorgonio			Wilson St.		
Vol/Sat:	0.03	0.04	0.04	0.25	0.25	0.25
Crit Moves:	****			****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.08	0.10	0.10	0.61	0.61	0.61
Delay/Veh:	17.9	18.1	18.1	24.7	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	18.1	18.1	24.7	24.7	24.7
LOS by Move:	B	B	B	C	C	C
HCM2kAvgQ:	1	1	1	11	11	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
 Loss Time (sec): 12 Average Delay (sec/veh): 28.4
 Optimal Cycle: 66 Level Of Service: C

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	3	1	0	3

Volume Module:

Base Vol:	0	0	59	1386	8	683	0	2614	12	19	2077	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	59	1386	8	683	0	2614	12	19	2077	205
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	59	1386	8	0	0	2614	12	19	2077	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	59	1386	8	0	0	2614	12	19	2077	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	59	1386	8	0	0	2614	12	19	2077	205

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.92	0.95	1.00	1.00	0.91	0.91	0.95	0.91	0.85
Lanes:	0.00	0.00	1.00	2.98	0.02	1.00	0.00	3.98	0.02	1.00	3.00	1.00
Final Sat.:	0	0	1644	5240	30	1900	0	6878	32	1805	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.04	0.26	0.26	0.00	0.00	0.38	0.38	0.01	0.40	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.07	0.30	0.30	0.00	0.00	0.44	0.44	0.07	0.51	0.51
Volume/Cap:	0.00	0.00	0.51	0.87	0.87	0.00	0.00	0.87	0.87	0.15	0.79	0.25
Delay/Veh:	0.0	0.0	48.7	38.5	38.5	0.0	0.0	28.7	28.7	44.3	22.0	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	48.7	38.5	38.5	0.0	0.0	28.7	28.7	44.3	22.0	14.1
LOS by Move:	A	A	D	D	D	A	A	C	C	D	C	B
HCM2kAvgQ:	0	0	3	17	17	0	0	23	23	1	19	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 8 Average Delay (sec/veh): 23.2
Optimal Cycle: 134 Level Of Service: C

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Split Phase						Split Phase						Permitted					
Rights:	Ignore						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0					
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	3	0	1			
	0	0	0	0	0	0	0	3	0	1	0	0	3	0	0			

Volume Module:

Base Vol:	513	0	1026	0	0	0	0	3046	344	0	2585	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	513	0	1026	0	0	0	0	3046	344	0	2585	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	513	0	0	0	0	0	0	3046	344	0	2585	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	0	0	0	0	0	0	3046	344	0	2585	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	513	0	0	0	0	0	0	3046	344	0	2585	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	5187	1615	0	5187	0

Capacity Analysis Module:

Vol/Sat:	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.59	0.21	0.00	0.50	0.00
Crit Moves:	****						****					
Green/Cycle:	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.62	0.00	0.62	0.00
Volume/Cap:	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.95	0.34	0.00	0.80	0.00
Delay/Veh:	60.3	0.0	0.0	0.0	0.0	0.0	0.0	24.6	9.4	0.0	15.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	0.0	0.0	0.0	0.0	0.0	0.0	24.6	9.4	0.0	15.9	0.0
LOS by Move:	E	A	A	A	A	A	A	C	A	A	B	A
HCM2kAvgQ:	20	0	0	0	0	0	0	32	5	0	21	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901

Loss Time (sec): 16 Average Delay (sec/veh): 36.7

Optimal Cycle: 117 Level Of Service: D

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Protected			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	2	0	1	1	0

Volume Module:

Base Vol:	265	263	45	50	201	218	277	1544	328	36	1088	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	263	45	50	201	218	277	1544	328	36	1088	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	263	45	50	201	218	277	1544	328	36	1088	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	263	45	50	201	218	277	1544	328	36	1088	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	263	45	50	201	218	277	1544	328	36	1088	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.27	1.00	0.85	0.95	0.95	0.85	0.11	0.94	0.94
Lanes:	1.00	0.85	0.15	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1805	1587	271	507	1900	1615	1805	3610	1615	213	3385	196

Capacity Analysis Module:

Vol/Sat:	0.15	0.17	0.17	0.10	0.11	0.13	0.15	0.43	0.20	0.17	0.32	0.32
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.31	0.31	0.15	0.15	0.15	0.17	0.53	0.53	0.36	0.36	0.36
Volume/Cap:	0.90	0.53	0.53	0.66	0.71	0.90	0.90	0.81	0.39	0.47	0.90	0.90
Delay/Veh:	69.6	29.2	29.2	59.2	48.3	74.5	68.2	22.3	14.3	29.5	39.4	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.6	29.2	29.2	59.2	48.3	74.5	68.2	22.3	14.3	29.5	39.4	39.4
LOS by Move:	E	C	C	E	D	E	E	C	B	C	D	D
HCM2kAvgQ:	11	8	8	3	7	10	8	19	5	1	19	19

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Beaumont Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 12 Average Delay (sec/veh): 40.8
Optimal Cycle: 109 Level Of Service: D

Street Name:	Beaumont Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	243	881	39	47	503	36	51	437	166	20	653	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	881	39	47	503	36	51	437	166	20	653	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	881	39	47	503	36	51	437	166	20	653	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	881	39	47	503	36	51	437	166	20	653	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	243	881	39	47	503	36	51	437	166	20	653	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.60	0.60	0.60	0.86	0.86	0.86	0.97	0.97	0.97
Lanes:	1.00	1.92	0.08	0.16	1.72	0.12	0.08	0.67	0.25	0.03	0.91	0.06
Final Sat.:	1805	3436	152	182	1953	140	128	1096	416	51	1667	120

Capacity Analysis Module:

Vol/Sat:	0.13	0.26	0.26	0.26	0.26	0.26	0.40	0.40	0.40	0.39	0.39	0.39
Crit Moves:	****			****			****					
Green/Cycle:	0.16	0.41	0.41	0.25	0.25	0.25	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.85	0.63	0.63	1.02	1.02	1.02	0.85	0.85	0.85	0.83	0.83	0.83
Delay/Veh:	62.4	24.3	24.3	80.7	80.7	80.7	32.0	32.0	32.0	30.0	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	24.3	24.3	80.7	80.7	80.7	32.0	32.0	32.0	30.0	30.0	30.0
LOS by Move:	E	C	C	F	F	F	C	C	C	C	C	C
HCM2kAvgQ:	7	11	11	12	12	12	20	20	20	19	19	19

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Beaumont Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 12 Average Delay (sec/veh): 42.8
Optimal Cycle: 130 Level Of Service: D

Street Name:	Beaumont Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	1	0	0	0	0	1

Volume Module:

Base Vol:	397	2219	0	0	1311	223	0	0	0	339	1	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	397	2219	0	0	1311	223	0	0	0	339	1	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	2219	0	0	1311	223	0	0	0	339	1	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	2219	0	0	1311	223	0	0	0	339	1	338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	397	2219	0	0	1311	223	0	0	0	339	1	338

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.93	0.93	0.85
Lanes:	2.00	2.00	0.00	0.00	1.71	0.29	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	3502	3610	0	0	3017	513	0	0	0	1752	5	1615

Capacity Analysis Module:

Vol/Sat:	0.11	0.61	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.19	0.19	0.21
Crit Moves:	****			****						****		
Green/Cycle:	0.14	0.60	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.81	1.02	0.00	0.00	0.81	0.81	0.00	0.00	0.00	0.94	0.94	1.02
Delay/Veh:	51.7	43.5	0.0	0.0	21.9	21.9	0.0	0.0	0.0	71.3	71.3	93.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	43.5	0.0	0.0	21.9	21.9	0.0	0.0	0.0	71.3	71.3	93.5
LOS by Move:	D	D	A	A	C	C	A	A	A	E	E	F
HCM2kAvgQ:	6	38	0	0	19	19	0	0	0	15	15	16

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Beaumont Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 12 Average Delay (sec/veh): 37.1
Optimal Cycle: 158 Level Of Service: D

Street Name:	Beaumont Ave.						I-10 Eastbound Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	2	0	2	0	0	1	0	0

Volume Module:

Base Vol:	0	1706	431	292	1358	0	910	0	484	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1706	431	292	1358	0	910	0	484	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1706	431	292	1358	0	910	0	484	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1706	431	292	1358	0	910	0	484	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1706	431	292	1358	0	910	0	484	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	0.95	1.00	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	3502	3610	0	3502	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.47	0.27	0.08	0.38	0.00	0.26	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.49	0.49	0.09	0.57	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.97	0.55	0.97	0.66	0.00	0.84	0.00	0.97	0.00	0.00	0.00
Delay/Veh:	0.0	40.5	18.8	89.7	15.5	0.0	38.5	0.0	67.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.5	18.8	89.7	15.5	0.0	38.5	0.0	67.3	0.0	0.0	0.0
LOS by Move:	A	D	B	F	B	A	D	A	E	A	A	A
HCM2kAvgQ:	0	26	8	5	14	0	16	0	20	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Beaumont Ave./1st St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.997
Loss Time (sec): 16 Average Delay (sec/veh): 54.4
Optimal Cycle: 175 Level Of Service: D

Street Name:	Beaumont Ave.						1st St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	2

Volume Module:

Base Vol:	43	1387	203	337	1289	151	306	509	36	336	512	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1387	203	337	1289	151	306	509	36	336	512	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1387	203	337	1289	151	306	509	36	336	512	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1387	203	337	1289	151	306	509	36	336	512	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1387	203	337	1289	151	306	509	36	336	512	239

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	2.62	0.38	1.00	2.69	0.31	1.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1805	4439	650	1805	4569	535	1805	3338	236	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.31	0.31	0.19	0.28	0.28	0.17	0.15	0.15	0.19	0.14	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.31	0.31	0.19	0.40	0.40	0.18	0.15	0.15	0.19	0.15	0.34
Volume/Cap:	0.24	1.00	1.00	1.00	0.70	0.70	0.92	1.00	1.00	1.00	0.92	0.43
Delay/Veh:	42.2	56.2	56.2	88.8	26.1	26.1	69.1	80.1	80.1	88.9	61.7	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	56.2	56.2	88.8	26.1	26.1	69.1	80.1	80.1	88.9	61.7	26.0
LOS by Move:	D	E	E	F	C	C	E	F	F	F	E	C
HCM2kAvgQ:	1	20	20	13	13	13	13	14	14	16	12	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Beaumont Ave./Westward Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.941
Loss Time (sec): 16 Average Delay (sec/veh): 52.2
Optimal Cycle: 135 Level Of Service: D

Street Name:	Beaumont Ave.						Westward Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1

Volume Module:	Beaumont Ave. NB			Beaumont Ave. SB			Westward Ave. EB			Westward Ave. WB		
Base Vol:	29	957	469	97	985	469	420	449	15	362	221	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	957	469	97	985	469	420	449	15	362	221	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	957	469	97	985	469	420	449	15	362	221	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	957	469	97	985	469	420	449	15	362	221	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	957	469	97	985	469	420	449	15	362	221	161

Saturation Flow Module:	Beaumont Ave. NB			Beaumont Ave. SB			Westward Ave. EB			Westward Ave. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	1.00	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.97	0.03	1.00	0.58	0.42
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	1829	61	1805	1030	750

Capacity Analysis Module:	Beaumont Ave. NB			Beaumont Ave. SB			Westward Ave. EB			Westward Ave. WB		
Vol/Sat:	0.02	0.27	0.29	0.05	0.27	0.29	0.12	0.25	0.25	0.20	0.21	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.30	0.30	0.07	0.30	0.30	0.17	0.26	0.26	0.21	0.30	0.30
Volume/Cap:	0.22	0.87	0.96	0.77	0.91	0.96	0.72	0.96	0.96	0.96	0.72	0.72
Delay/Veh:	44.6	40.9	63.9	70.0	44.4	66.2	43.7	66.6	66.6	74.0	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	40.9	63.9	70.0	44.4	66.2	43.7	66.6	66.6	74.0	35.9	35.9
LOS by Move:	D	D	E	E	D	E	D	E	E	E	D	D
HCM2kAvgQ:	1	15	15	3	16	16	8	19	19	16	12	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 California Ave./Lamb Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
 Loss Time (sec): 12 Average Delay (sec/veh): 34.2
 Optimal Cycle: 85 Level Of Service: C

Street Name:	Lamb Canyon Rd.						California Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	310	1289	20	187	1136	1	1	124	394	8	60	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1289	20	187	1136	1	1	124	394	8	60	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1289	20	187	1136	1	1	124	394	8	60	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1289	20	187	1136	1	1	124	394	8	60	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	310	1289	20	187	1136	1	1	124	394	8	60	100

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.85	0.91	0.91	0.91
Lanes:	1.00	1.97	0.03	1.00	1.99	0.01	0.01	0.99	1.00	0.05	0.36	0.59
Final Sat.:	1805	3548	55	1805	3607	3	15	1883	1615	82	617	1028

Capacity Analysis Module:

Vol/Sat:	0.17	0.36	0.36	0.10	0.31	0.31	0.07	0.07	0.24	0.10	0.10	0.10
Crit Moves:	****			****					****			
Green/Cycle:	0.21	0.46	0.46	0.13	0.38	0.38	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.83	0.80	0.80	0.80	0.83	0.83	0.22	0.22	0.83	0.33	0.33	0.33
Delay/Veh:	52.4	26.0	26.0	59.3	32.5	32.5	26.9	26.9	44.7	28.0	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	26.0	26.0	59.3	32.5	32.5	26.9	26.9	44.7	28.0	28.0	28.0
LOS by Move:	D	C	C	E	C	C	C	C	D	C	C	C
HCM2kAvgQ:	12	20	20	5	16	16	3	3	14	4	4	4

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781

Loss Time (sec): 8 Average Delay (sec/veh): 20.2

Optimal Cycle: 61 Level Of Service: C

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	108	269	203	44	242	59	109	1377	226	49	1020	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	269	203	44	242	59	109	1377	226	49	1020	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	269	203	44	242	59	109	1377	226	49	1020	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	269	203	44	242	59	109	1377	226	49	1020	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	269	203	44	242	59	109	1377	226	49	1020	227

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.94	0.94	0.21	1.00	0.85	0.15	0.93	0.93	0.07	0.92	0.92
Lanes:	1.00	0.57	0.43	1.00	1.00	1.00	1.00	1.72	0.28	1.00	1.64	0.36
Final Sat.:	931	1014	765	397	1900	1615	277	3036	498	131	2873	639

Capacity Analysis Module:

Vol/Sat:	0.12	0.27	0.27	0.11	0.13	0.04	0.39	0.45	0.45	0.37	0.36	0.36
Crit Moves:	****						****					
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.34	0.78	0.78	0.33	0.38	0.11	0.68	0.78	0.78	0.64	0.61	0.61
Delay/Veh:	25.3	36.2	36.2	25.9	25.4	22.7	25.5	18.1	18.1	31.4	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	36.2	36.2	25.9	25.4	22.7	25.5	18.1	18.1	31.4	14.2	14.2
LOS by Move:	C	D	D	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	2	12	12	1	6	1	2	20	20	1	13	13

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Palm Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.909

Loss Time (sec): 8 Average Delay (sec/veh): 33.9

Optimal Cycle: 105 Level Of Service: C

Street Name: Palm Ave. 8th St.

Approach: North Bound South Bound East Bound West Bound

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

-----|-----|-----|-----|

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0

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Volume Module:

Base Vol: 19 476 122 41 368 104 51 456 66 174 582 214

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 19 476 122 41 368 104 51 456 66 174 582 214

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 19 476 122 41 368 104 51 456 66 174 582 214

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 19 476 122 41 368 104 51 456 66 174 582 214

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 19 476 122 41 368 104 51 456 66 174 582 214

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.95 0.85 0.85 0.85 0.61 0.61 0.61 0.58 0.96 0.96

Lanes: 0.03 0.77 0.20 0.08 0.72 0.20 0.09 0.80 0.11 1.00 0.73 0.27

Final Sat.: 56 1398 358 129 1162 328 103 919 133 1110 1334 490

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.34 0.34 0.34 0.32 0.32 0.32 0.50 0.50 0.50 0.16 0.44 0.44

Crit Moves: ****

Green/Cycle: 0.37 0.37 0.37 0.37 0.37 0.37 0.55 0.55 0.55 0.55 0.55 0.55

Volume/Cap: 0.91 0.91 0.91 0.85 0.85 0.85 0.91 0.91 0.91 0.29 0.80 0.80

Delay/Veh: 45.9 45.9 45.9 39.3 39.3 39.3 37.7 37.7 37.7 12.5 23.0 23.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 45.9 45.9 45.9 39.3 39.3 39.3 37.7 37.7 37.7 12.5 23.0 23.0

LOS by Move: D D D D D D D D D B C C

HCM2kAvgQ: 22 22 22 15 15 15 16 16 16 3 19 19

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project With Improvements Conditions - PM Peak

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 12 Average Delay (sec/veh): 28.2
Optimal Cycle: 104 Level Of Service: C

Street Name:	Pennsylvania Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Split Phase						Split Phase						Permitted					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0			
	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0			

Volume Module:

Base Vol:	131	0	271	0	0	0	0	1509	69	186	1144	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	0	271	0	0	0	0	1509	69	186	1144	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	0	271	0	0	0	0	1509	69	186	1144	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	0	271	0	0	0	0	1509	69	186	1144	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	0	271	0	0	0	0	1509	69	186	1144	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	1.00	0.94	0.94	0.95	0.95	1.00
Lanes:	0.33	0.00	0.67	0.00	0.00	0.00	0.00	1.91	0.09	1.00	2.00	0.00
Final Sat.:	554	0	1146	0	0	0	0	3428	157	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.44	0.44	0.10	0.32	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.50	0.50	0.12	0.61	0.00
Volume/Cap:	0.89	0.00	0.89	0.00	0.00	0.00	0.00	0.89	0.89	0.89	0.52	0.00
Delay/Veh:	53.8	0.0	53.8	0.0	0.0	0.0	0.0	28.4	28.4	76.7	11.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	0.0	53.8	0.0	0.0	0.0	0.0	28.4	28.4	76.7	11.2	0.0
LOS by Move:	D	A	D	A	A	A	A	C	C	E	B	A
HCM2kAvgQ:	12	0	12	0	0	0	0	23	23	6	10	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Pennsylvania Ave./8th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 8 Average Delay (sec/veh): 32.9
Optimal Cycle: 94 Level Of Service: C

Street Name:	Pennsylvania Ave.						8th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	124	317	582	113	176	34	21	744	20	130	867	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	317	582	113	176	34	21	744	20	130	867	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	317	582	113	176	34	21	744	20	130	867	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	317	582	113	176	34	21	744	20	130	867	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	124	317	582	113	176	34	21	744	20	130	867	158

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.85	0.48	0.48	0.48	0.08	1.00	1.00	0.16	1.00	0.85
Lanes:	0.28	0.72	1.00	0.35	0.54	0.11	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	409	1046	1615	322	501	97	160	1843	50	295	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.30	0.30	0.36	0.35	0.35	0.35	0.13	0.40	0.40	0.44	0.46	0.10
Crit Moves:	****									****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.75	0.75	0.89	0.86	0.86	0.86	0.26	0.79	0.79	0.86	0.89	0.19
Delay/Veh:	30.5	30.5	41.5	45.7	45.7	45.7	15.2	24.1	24.1	56.9	31.7	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	30.5	41.5	45.7	45.7	45.7	15.2	24.1	24.1	56.9	31.7	13.2
LOS by Move:	C	C	D	D	D	D	B	C	C	E	C	B
HCM2kAvgQ:	11	11	16	10	10	10	0	18	18	4	25	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.955
 Loss Time (sec): 12 Average Delay (sec/veh): 43.4
 Optimal Cycle: 143 Level Of Service: D

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	1240	412	383	915	0	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1240	412	383	915	0	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1240	412	383	915	0	0	0	0	225	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1240	412	383	915	0	0	0	0	225	0	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1240	412	383	915	0	0	0	0	225	0	265

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.46	0.00	0.54
Final Sat.:	0	3610	1615	1805	1900	0	0	0	0	791	0	932

Capacity Analysis Module:

Vol/Sat:	0.00	0.34	0.26	0.21	0.48	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.36	0.36	0.22	0.58	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.00	0.95	0.71	0.95	0.83	0.00	0.00	0.00	0.00	0.95	0.00	0.95
Delay/Veh:	0.0	46.6	31.6	71.6	22.1	0.0	0.0	0.0	0.0	63.0	0.0	63.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	46.6	31.6	71.6	22.1	0.0	0.0	0.0	0.0	63.0	0.0	63.0
LOS by Move:	A	D	C	E	C	A	A	A	A	E	A	E
HCM2kAvgQ:	0	21	10	12	22	0	0	0	0	20	0	20

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 12 Average Delay (sec/veh): 31.6
Optimal Cycle: 90 Level Of Service: C

Street Name:	Pennsylvania Ave						I-10 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	0	1	0	0	0	0

Volume Module:

Base Vol:	0	1289	89	173	862	0	364	0	430	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1289	89	173	862	0	364	0	430	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1289	89	173	862	0	364	0	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1289	89	173	862	0	364	0	430	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1289	89	173	862	0	364	0	430	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.87	0.13	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3343	231	1805	1900	0	1809	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.39	0.39	0.10	0.45	0.00	0.20	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.45	0.45	0.11	0.57	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.85	0.85	0.85	0.80	0.00	0.64	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	0.0	28.7	28.7	70.6	21.6	0.0	32.0	0.0	44.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.7	28.7	70.6	21.6	0.0	32.0	0.0	44.9	0.0	0.0	0.0
LOS by Move:	A	C	C	E	C	A	C	A	D	A	A	A
HCM2kAvgQ:	0	22	22	5	20	0	10	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 Pennsylvania Ave./3rd St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[33.3]

Street Name: Pennsylvania Ave.

3rd St.

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Control: Uncontrolled

Uncontrolled

Stop Sign

Stop Sign

Rights: Include

Include

Include

Include

Lanes: 1 0 0 1 0

0 1 0 0 1

0 0 1! 0 0

0 0 0 0 0

Volume Module:

Base Vol:	56	1343	0	0	1284	39	21	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1343	0	0	1284	39	21	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1343	0	0	1284	39	21	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	56	1343	0	0	1284	39	21	0	2	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1323	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	2739	2739	1284	xxxx	xxxx	xxxxxx
Potent Cap.:	529	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	23	20	203	xxxx	xxxx	xxxxxx
Move Cap.:	529	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	21	18	203	xxxx	xxxx	xxxxxx
Total Cap:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	146	132	xxxxxx	94	115	xxxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.01	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	12.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	150	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.2	xxxx	xxxxxx	xxxxxx	33.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	33.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	D	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.955

Loss Time (sec): 16 Average Delay (sec/veh): 53.5

Optimal Cycle: 144 Level Of Service: D

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	0	68	6	278	38	174	413	1367	0	3	1157	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	68	6	278	38	174	413	1367	0	3	1157	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	68	6	278	38	174	413	1367	0	3	1157	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	68	6	278	38	174	413	1367	0	3	1157	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	68	6	278	38	174	413	1367	0	3	1157	131

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	0.88	0.88	0.95	0.95	0.95	0.89	0.89	0.89
Lanes:	0.00	0.92	0.08	1.00	0.18	0.82	1.00	2.00	0.00	0.01	1.79	0.20
Final Sat.:	0	1727	152	1805	299	1368	1805	3610	0	8	3043	345

Capacity Analysis Module:

Vol/Sat:	0.00	0.04	0.04	0.15	0.13	0.13	0.23	0.38	0.00	0.38	0.38	0.38
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.07	0.07	0.12	0.19	0.19	0.18	0.65	0.00	0.47	0.47	0.47
Volume/Cap:	0.00	0.56	0.56	1.28	0.67	0.67	1.28	0.58	0.00	0.81	0.81	0.81
Delay/Veh:	0.0	50.5	50.5	201.9	43.0	43.0	190.2	10.2	0.0	25.6	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	50.5	50.5	201.9	43.0	43.0	190.2	10.2	0.0	25.6	25.6	25.6
LOS by Move:	A	D	D	F	D	D	F	B	A	C	C	C
HCM2kAvgQ:	0	3	3	19	2	6	23	12	0	18	18	18

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704

Loss Time (sec): 16 Average Delay (sec/veh): 28.1

Optimal Cycle: 69 Level Of Service: C

Street Name: Starlight Ave.

Oak Valley Pkwy.-14th St.

Approach: North Bound

South Bound

East Bound

West Bound

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

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Control: Protected

Protected

Protected

Protected

Rights: Include

Include

Include

Include

Min. Green: 7 7 7

7 7 7

7 7 7

7 7 7

Y+R: 4.0 4.0 4.0

4.0 4.0 4.0

4.0 4.0 4.0

4.0 4.0 4.0

Lanes: 1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

1 0 1 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 280 124 16 126 49 74 121 1088 274 4 911 164

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 280 124 16 126 49 74 121 1088 274 4 911 164

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 280 124 16 126 49 74 121 1088 274 4 911 164

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 280 124 16 126 49 74 121 1088 274 4 911 164

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 280 124 16 126 49 74 121 1088 274 4 911 164

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.93 0.93 0.95 0.86 0.86 0.95 0.92 0.92 0.95 0.93 0.93

Lanes: 1.00 1.77 0.23 1.00 1.00 1.00 1.00 1.60 0.40 1.00 1.69 0.31

Final Sat.: 1805 3143 406 1805 1643 1643 1805 2797 704 1805 2989 538

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Capacity Analysis Module:

Vol/Sat: 0.16 0.04 0.04 0.07 0.03 0.05 0.07 0.39 0.39 0.00 0.30 0.30

Crit Moves: **** **** **** ****

Green/Cycle: 0.20 0.13 0.13 0.13 0.07 0.07 0.11 0.50 0.50 0.07 0.46 0.46

Volume/Cap: 0.78 0.29 0.29 0.52 0.43 0.64 0.63 0.78 0.78 0.03 0.66 0.66

Delay/Veh: 48.2 39.3 39.3 42.2 45.6 52.6 49.3 22.7 22.7 43.4 21.7 21.7

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 48.2 39.3 39.3 42.2 45.6 52.6 49.3 22.7 22.7 43.4 21.7 21.7

LOS by Move: D D D D D D D C C D C C

HCM2kAvgQ: 10 2 2 4 2 4 4 18 18 0 12 12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Highland Springs Ave./Brookside Ave.

Cycle (sec):	80	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	16	Average Delay (sec/veh):	30.3
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Highland Springs Ave.						Brookside Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Ovl			Ovl					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	176	737	523	474	404	102	225	462	148	316	427	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	737	523	474	404	102	225	462	148	316	427	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	737	523	474	404	102	225	462	148	316	427	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	737	523	474	404	102	225	462	148	316	427	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	737	523	474	404	102	225	462	148	316	427	377

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.92	0.92	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	1.60	0.40	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	2796	706	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.20	0.32	0.14	0.14	0.14	0.12	0.13	0.09	0.09	0.12	0.23
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.31	0.44	0.18	0.29	0.29	0.16	0.19	0.38	0.13	0.15	0.33
Volume/Cap:	0.50	0.67	0.74	0.76	0.50	0.50	0.76	0.69	0.24	0.69	0.76	0.70
Delay/Veh:	29.9	25.8	23.0	37.0	24.1	24.1	43.4	33.4	17.1	37.5	38.7	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	25.8	23.0	37.0	24.1	24.1	43.4	33.4	17.1	37.5	38.7	27.5
LOS by Move:	C	C	C	D	C	C	D	C	B	D	D	C
HCM2kAvgQ:	4	8	11	8	6	6	7	7	3	4	6	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
 Loss Time (sec): 8 Average Delay (sec/veh): 12.8
 Optimal Cycle: 33 Level Of Service: B

Street Name:	Highland Springs Ave.						16th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	26	598	0	0	401	111	202	0	36	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	598	0	0	401	111	202	0	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	598	0	0	401	111	202	0	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	598	0	0	401	111	202	0	36	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	598	0	0	401	111	202	0	36	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	1.00	1.00	0.97	0.97	0.94	1.00	0.94	1.00	1.00	1.00
Lanes:	0.04	0.96	0.00	0.00	0.78	0.22	0.85	0.00	0.15	0.00	0.00	0.00
Final Sat.:	77	1766	0	0	1445	400	1516	0	270	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.34	0.34	0.00	0.00	0.28	0.28	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.66	0.66	0.00	0.00	0.66	0.66	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.51	0.51	0.00	0.00	0.42	0.42	0.51	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	9.1	9.1	0.0	0.0	8.2	8.2	32.6	0.0	32.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	0.0	0.0	8.2	8.2	32.6	0.0	32.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	10	10	0	0	7	7	7	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 8 Average Delay (sec/veh): 17.4
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	676	529	35	448	0	0	0	0	371	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	676	529	35	448	0	0	0	0	371	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	676	529	35	448	0	0	0	0	371	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	676	529	35	448	0	0	0	0	371	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	676	529	35	448	0	0	0	0	371	0	25

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.91	0.91	1.00	1.00	1.00	1.00	0.95	1.00	0.95
Lanes:	0.00	1.00	1.00	0.07	0.93	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	1900	1615	125	1598	0	0	0	0	1685	0	114

Capacity Analysis Module:

Vol/Sat:	0.00	0.36	0.33	0.28	0.28	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Moves:	****											
Green/Cycle:	0.00	0.57	0.57	0.57	0.57	0.00	0.00	0.00	0.00	0.35	0.00	0.35
Volume/Cap:	0.00	0.63	0.58	0.49	0.49	0.00	0.00	0.00	0.00	0.63	0.00	0.63
Delay/Veh:	0.0	15.6	14.8	13.3	13.3	0.0	0.0	0.0	0.0	28.9	0.0	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.6	14.8	13.3	13.3	0.0	0.0	0.0	0.0	28.9	0.0	28.9
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	13	10	9	9	0	0	0	0	11	0	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
 Loss Time (sec): 12 Average Delay (sec/veh): 30.3
 Optimal Cycle: 68 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	851	1010	176	71	702	30	142	317	741	124	222	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	851	1010	176	71	702	30	142	317	741	124	222	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	851	1010	176	71	702	30	142	317	741	124	222	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	851	1010	176	71	702	30	142	317	741	124	222	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	851	1010	176	71	702	30	142	317	741	124	222	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.94	0.94	0.59	1.00	0.85	0.78	0.78	0.78
Lanes:	2.00	1.70	0.30	1.00	1.92	0.08	1.00	1.00	1.00	0.31	0.57	0.12
Final Sat.:	3502	3007	524	1805	3441	147	1112	1900	1615	466	835	184

Capacity Analysis Module:

Vol/Sat:	0.24	0.34	0.34	0.04	0.20	0.20	0.13	0.17	0.46	0.27	0.27	0.27
Crit Moves:	****			****			****					
Green/Cycle:	0.32	0.49	0.49	0.10	0.27	0.27	0.29	0.29	0.61	0.29	0.29	0.29
Volume/Cap:	0.75	0.68	0.68	0.38	0.75	0.75	0.45	0.58	0.75	0.93	0.93	0.93
Delay/Veh:	33.2	20.6	20.6	43.3	36.8	36.8	30.2	32.2	17.4	61.3	61.3	61.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	20.6	20.6	43.3	36.8	36.8	30.2	32.2	17.4	61.3	61.3	61.3
LOS by Move:	C	C	C	D	D	D	C	C	B	E	E	E
HCM2kAvgQ:	11	14	14	2	11	11	3	8	16	16	16	16

 Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 16 Average Delay (sec/veh): 34.0
Optimal Cycle: 108 Level Of Service: C

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	1	0	1	0

Volume Module:

Base Vol:	319	1718	282	106	1255	286	319	176	219	198	124	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	1718	282	106	1255	286	319	176	219	198	124	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	1718	282	106	1255	286	319	176	219	198	124	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	1718	282	106	1255	286	319	176	219	198	124	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	319	1718	282	106	1255	286	319	176	219	198	124	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85	0.95	0.94	0.94
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	3502	3610	1615	1805	3610	1615	3502	1900	1615	1805	1123	670

Capacity Analysis Module:

Vol/Sat:	0.09	0.48	0.17	0.06	0.35	0.18	0.09	0.09	0.14	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.54	0.66	0.07	0.48	0.48	0.10	0.11	0.23	0.12	0.13	0.13
Volume/Cap:	0.72	0.88	0.26	0.84	0.72	0.37	0.88	0.88	0.58	0.88	0.88	0.88
Delay/Veh:	47.6	25.2	6.9	82.5	21.9	16.5	64.8	77.4	36.5	73.6	72.7	72.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	25.2	6.9	82.5	21.9	16.5	64.8	77.4	36.5	73.6	72.7	72.7
LOS by Move:	D	C	A	F	C	B	E	E	D	E	E	E
HCM2kAvgQ:	5	24	3	3	16	5	8	8	7	9	9	9

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project With Improvements Conditions - PM Peak

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	16	Average Delay (sec/veh):	34.9
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Include			Ovl					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	26	1482	426	361	955	159	167	709	49	333	512	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1482	426	361	955	159	167	709	49	333	512	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1482	426	361	955	159	167	709	49	333	512	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1482	426	361	955	159	167	709	49	333	512	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1482	426	361	955	159	167	709	49	333	512	358

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.95	0.85	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	3610	1615	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.29	0.26	0.10	0.26	0.10	0.09	0.20	0.03	0.10	0.14	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.35	0.47	0.13	0.38	0.38	0.14	0.24	0.24	0.12	0.22	0.35
Volume/Cap:	0.14	0.81	0.56	0.81	0.70	0.26	0.65	0.81	0.13	0.81	0.65	0.64
Delay/Veh:	41.4	32.1	20.0	53.1	27.8	21.6	46.4	41.4	29.7	54.5	37.6	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	32.1	20.0	53.1	27.8	21.6	46.4	41.4	29.7	54.5	37.6	30.1
LOS by Move:	D	C	C	D	C	C	D	D	C	D	D	C
HCM2kAvgQ:	1	14	9	6	13	3	5	11	1	5	7	9

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

26: 6th Street & Highland Springs Avenue

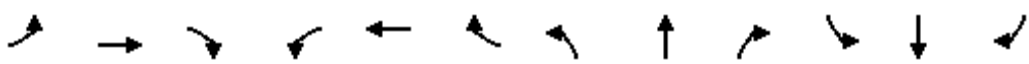
General Plan Buildout With Project
With Improvements PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	175	608	347	577	608	277	512	1684	596	309	1211	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Flt Protected	1.00	0.95		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4808		3433	3373		3433	5085	1583	3433	5085	1583
Satd. Flow (perm)	1770	4808		3433	3373		3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	175	608	347	577	608	277	512	1684	596	309	1211	127
RTOR Reduction (vph)	0	114	0	0	59	0	0	0	302	0	0	92
Lane Group Flow (vph)	175	841	0	577	826	0	512	1684	294	309	1211	35
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	10.0	17.0		16.0	23.0		16.0	32.0	32.0	9.0	25.0	25.0
Effective Green, g (s)	10.0	17.0		16.0	23.0		16.0	32.0	32.0	9.0	25.0	25.0
Actuated g/C Ratio	0.11	0.19		0.18	0.26		0.18	0.36	0.36	0.10	0.28	0.28
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	197	908		610	862		610	1808	563	343	1413	440
v/s Ratio Prot	0.10	c0.17		0.17	c0.24		0.15	c0.33		0.09	c0.24	
v/s Ratio Perm									0.19			0.02
v/c Ratio	0.89	0.93		0.95	0.96		0.84	0.93	0.52	0.90	0.86	0.08
Uniform Delay, d1	39.4	35.9		36.6	33.0		35.8	27.9	23.0	40.1	30.8	24.0
Progression Factor	1.00	1.00		1.00	1.00		0.66	0.56	0.30	1.00	1.00	1.00
Incremental Delay, d2	34.7	14.9		23.7	20.9		7.0	7.4	2.4	25.5	6.9	0.4
Delay (s)	74.2	50.8		60.2	53.9		30.6	23.1	9.3	65.6	37.7	24.4
Level of Service	E	D		E	D		C	C	A	E	D	C
Approach Delay (s)		54.4			56.4			21.6			41.9	
Approach LOS		D			E			C			D	
Intersection Summary												
HCM Average Control Delay			38.9			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			90.7%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: I-10 Westbound On-Ramp & Highland Springs Avenue

General Plan Buildout With Project
With Improvements PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔↔		↔↔	↔↔	↑↑↑			↑↑	↔
Volume (vph)	0	0	0	347	0	758	330	2033	0	0	1453	682
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.97		0.88	0.97	0.91			0.95	1.00
Frt				1.00		0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				3433		2787	3433	5085			3539	1583
Flt Permitted				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				3433		2787	3433	5085			3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	347	0	758	330	2033	0	0	1453	682
RTOR Reduction (vph)	0	0	0	0	0	16	0	0	0	0	0	361
Lane Group Flow (vph)	0	0	0	347	0	742	330	2033	0	0	1453	321
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)				25.7		25.7	10.0	56.3			42.3	42.3
Effective Green, g (s)				25.7		25.7	10.0	56.3			42.3	42.3
Actuated g/C Ratio				0.29		0.29	0.11	0.63			0.47	0.47
Clearance Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				980		796	381	3181			1663	744
v/s Ratio Prot				0.10			c0.10	0.40			c0.41	
v/s Ratio Perm						c0.27						0.20
v/c Ratio				0.35		0.93	0.87	0.64			0.87	0.43
Uniform Delay, d1				25.6		31.3	39.3	10.5			21.4	15.8
Progression Factor				1.00		1.00	0.97	0.60			0.23	0.43
Incremental Delay, d2				0.2		17.6	11.7	0.6			3.0	0.8
Delay (s)				25.8		48.9	49.7	6.9			8.0	7.6
Level of Service				C		D	D	A			A	A
Approach Delay (s)		0.0			41.6			12.9			7.9	
Approach LOS		A			D			B			A	
Intersection Summary												
HCM Average Control Delay			16.7			HCM Level of Service			B			
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			123.5%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

28: I-10 Eastbound Off-Ramp & Highland Springs Avenue

General Plan Buildout With Project
With Improvements PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	839	0	480	0	0	0	0	1525	409	461	1339	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97		0.88					0.91	1.00	0.97	0.95	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433		2787					5085	1583	3433	3539	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433		2787					5085	1583	3433	3539	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	839	0	480	0	0	0	0	1525	409	461	1339	0
RTOR Reduction (vph)	0	0	72	0	0	0	0	0	251	0	0	0
Lane Group Flow (vph)	839	0	408	0	0	0	0	1525	158	461	1339	0
Turn Type	Prot	custom						Perm		Prot		
Protected Phases	4							2	1		6	
Permitted Phases				4							2	
Actuated Green, G (s)	26.2			26.2				34.8	34.8	17.0	55.8	
Effective Green, g (s)	26.2			26.2				34.8	34.8	17.0	55.8	
Actuated g/C Ratio	0.29			0.29				0.39	0.39	0.19	0.62	
Clearance Time (s)	4.0			4.0				4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0			3.0				3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	999			811				1966	612	648	2194	
v/s Ratio Prot	c0.24							c0.30	c0.13		0.38	
v/s Ratio Perm				0.15				0.10				
v/c Ratio	0.84			0.50				0.78	0.26	0.71	0.61	
Uniform Delay, d1	29.9			26.5				24.2	18.8	34.2	10.5	
Progression Factor	1.00			1.00				1.00	1.00	0.83	0.42	
Incremental Delay, d2	6.3			0.5				3.1	1.0	2.3	0.8	
Delay (s)	36.3			27.0				27.3	19.8	30.6	5.2	
Level of Service	D			C				C	B	C	A	
Approach Delay (s)	32.9					0.0		25.7		11.7		
Approach LOS	C					A		C		B		
Intersection Summary												
HCM Average Control Delay	22.6			HCM Level of Service				C				
HCM Volume to Capacity ratio	0.78											
Actuated Cycle Length (s)	90.0			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	123.5%			ICU Level of Service				H				
Analysis Period (min)	15											
c Critical Lane Group												

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project With Improvements Conditions - PM Peak

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
 Loss Time (sec): 16 Average Delay (sec/veh): 34.7
 Optimal Cycle: 97 Level Of Service: C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit			Protected			Prot+Permit			Protected					
Rights:	Ovl			Ignore			Ovl			Ovl					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	3	0	1	2	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	188	793	272	411	897	43	81	923	266	343	847	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	793	272	411	897	43	81	923	266	343	847	370
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	793	272	411	897	0	81	923	266	343	847	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	793	272	411	897	0	81	923	266	343	847	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	793	272	411	897	0	81	923	266	343	847	370

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.95	1.00	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	3610	1900	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.15	0.17	0.12	0.25	0.00	0.04	0.26	0.16	0.10	0.23	0.23
Crit Moves:	****			****			****			****		
Green/Cycle:	0.46	0.24	0.35	0.18	0.30	0.00	0.46	0.30	0.43	0.12	0.32	0.51
Volume/Cap:	0.63	0.64	0.48	0.64	0.84	0.00	0.32	0.84	0.38	0.84	0.72	0.45
Delay/Veh:	24.8	35.5	25.7	40.2	39.1	0.0	20.6	38.5	19.9	57.7	32.1	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	35.5	25.7	40.2	39.1	0.0	20.6	38.5	19.9	57.7	32.1	16.2
LOS by Move:	C	D	C	D	D	A	C	D	B	E	C	B
HCM2kAvgQ:	4	8	6	6	14	0	2	17	6	8	13	7

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project With Improvements Conditions - PM Peak

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #30 Highland Springs Ave./Westward Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
 Loss Time (sec): 12 Average Delay (sec/veh): 18.8
 Optimal Cycle: 45 Level Of Service: B

Street Name:	Highland Springs Ave.						Westward Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	1	0

Volume Module:	Highland Springs Ave.			Highland Springs Ave.			Westward Ave.			Westward Ave.		
Base Vol:	129	853	0	0	991	379	264	0	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	853	0	0	991	379	264	0	155	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	853	0	0	991	379	264	0	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	853	0	0	991	379	264	0	155	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	129	853	0	0	991	379	264	0	155	0	0	0

Saturation Flow Module:	Highland Springs Ave.			Highland Springs Ave.			Westward Ave.			Westward Ave.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3610	1615	1805	0	1615	0	0	0

Capacity Analysis Module:	Highland Springs Ave.			Highland Springs Ave.			Westward Ave.			Westward Ave.		
Vol/Sat:	0.07	0.24	0.00	0.00	0.27	0.23	0.15	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.13	0.62	0.00	0.00	0.49	0.49	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.56	0.38	0.00	0.00	0.56	0.48	0.56	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	44.0	9.6	0.0	0.0	18.3	17.4	33.5	0.0	30.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	9.6	0.0	0.0	18.3	17.4	33.5	0.0	30.7	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	5	7	0	0	11	7	8	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
 Loss Time (sec): 12 Average Delay (sec/veh): 25.2
 Optimal Cycle: 68 Level Of Service: C

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	1	0	1	0

Volume Module:	C St.			C St.			Wilson St.			Wilson St.		
Base Vol:	1	0	0	99	0	173	247	1283	4	0	1100	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	99	0	173	247	1283	4	0	1100	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	99	0	173	247	1283	4	0	1100	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	99	0	173	247	1283	4	0	1100	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	0	99	0	173	247	1283	4	0	1100	141

Saturation Flow Module:	C St.			C St.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.80	1.00	0.80	0.95	0.95	0.95	1.00	0.93	0.93
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	1.99	0.01	1.00	1.77	0.23
Final Sat.:	1699	0	0	554	0	968	1805	3599	11	1900	3145	403

Capacity Analysis Module:	C St.			C St.			Wilson St.			Wilson St.		
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.14	0.36	0.36	0.00	0.35	0.35
Crit Moves:				****				****				****
Green/Cycle:	0.24	0.00	0.00	0.24	0.00	0.24	0.18	0.54	0.54	0.00	0.46	0.46
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.76	0.76	0.66	0.66	0.00	0.76	0.76
Delay/Veh:	29.2	0.0	0.0	44.4	0.0	44.4	48.6	17.5	17.5	0.0	24.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	0.0	0.0	44.4	0.0	44.4	48.6	17.5	17.5	0.0	24.3	24.3
LOS by Move:	C	A	A	D	A	D	D	B	B	A	C	C
HCM2kAvgQ:	0	0	0	10	0	10	7	14	14	0	17	17

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
 Loss Time (sec): 12 Average Delay (sec/veh): 31.5
 Optimal Cycle: 90 Level Of Service: C

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	2	0	0	1	0	0	0

Volume Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Base Vol:	317	862	0	0	1082	353	247	0	222	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	862	0	0	1082	353	247	0	222	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	862	0	0	1082	353	247	0	222	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	862	0	0	1082	353	247	0	222	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	317	862	0	0	1082	353	247	0	222	0	0	0

Saturation Flow Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3610	1615	912	0	820	0	0	0

Capacity Analysis Module:	Highland Home Rd.			Highland Home Rd.			Northern Loop			Northern Loop		
Vol/Sat:	0.18	0.24	0.00	0.00	0.30	0.22	0.27	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.21	0.56	0.00	0.00	0.35	0.35	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.85	0.43	0.00	0.00	0.85	0.62	0.85	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	54.5	12.8	0.0	0.0	35.3	28.8	43.5	0.0	43.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	12.8	0.0	0.0	35.3	28.8	43.5	0.0	43.5	0.0	0.0	0.0
LOS by Move:	D	B	A	A	D	C	D	A	D	A	A	A
HCM2kAvgQ:	10	8	0	0	17	9	16	0	16	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
 Loss Time (sec): 12 Average Delay (sec/veh): 31.9
 Optimal Cycle: 69 Level Of Service: C

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	2	0	1	0	0	0	1

Volume Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Base Vol:	0	774	326	720	586	0	0	0	0	263	0	406
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	774	326	720	586	0	0	0	0	263	0	406
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	774	326	720	586	0	0	0	0	263	0	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	774	326	720	586	0	0	0	0	263	0	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	774	326	720	586	0	0	0	0	263	0	406

Saturation Flow Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	3502	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:	Beaumont Rd.-G St			Beaumont Rd.-G St			Highland Home Rd.			Highland Home Rd.		
Vol/Sat:	0.00	0.21	0.20	0.21	0.31	0.00	0.00	0.00	0.00	0.15	0.00	0.25
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.28	0.28	0.27	0.55	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.76	0.72	0.76	0.56	0.00	0.00	0.00	0.00	0.44	0.00	0.76
Delay/Veh:	0.0	36.4	37.9	37.3	15.3	0.0	0.0	0.0	0.0	26.8	0.0	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.4	37.9	37.3	15.3	0.0	0.0	0.0	0.0	26.8	0.0	36.5
LOS by Move:	A	D	D	D	B	A	A	A	A	C	A	D
HCM2kAvgQ:	0	11	9	10	11	0	0	0	0	7	0	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #34 Highland Home Rd./F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
 Loss Time (sec): 12 Average Delay (sec/veh): 24.6
 Optimal Cycle: 82 Level Of Service: C

Street Name: Highland Home Rd. F St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Permitted Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 0 0 0 0 1 0 0 0 0 0 0 1 0 0 0 0 0
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 282 1029 0 0 849 0 0 0 198 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 282 1029 0 0 849 0 0 0 198 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 282 1029 0 0 849 0 0 0 198 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 282 1029 0 0 849 0 0 0 198 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 282 1029 0 0 849 0 0 0 198 0 0 0
 -----|-----|-----|-----|

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.87 1.00 1.00 1.00
 Lanes: 1.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 1.00 0.00 0.00 0.00
 Final Sat.: 1805 1900 0 0 1900 0 0 0 1644 0 0 0
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.16 0.54 0.00 0.00 0.45 0.00 0.00 0.00 0.12 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.19 0.73 0.00 0.00 0.54 0.00 0.00 0.00 0.15 0.00 0.00 0.00
 Volume/Cap: 0.82 0.74 0.00 0.00 0.82 0.00 0.00 0.00 0.82 0.00 0.00 0.00
 Delay/Veh: 53.6 9.9 0.0 0.0 24.2 0.0 0.0 0.0 61.3 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 53.6 9.9 0.0 0.0 24.2 0.0 0.0 0.0 61.3 0.0 0.0 0.0
 LOS by Move: D A A A C A A A E A A A
 HCM2kAvgQ: 8 17 0 0 22 0 0 0 8 0 0 0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #35 Highland Home Rd./D St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
 Loss Time (sec): 8 Average Delay (sec/veh): 15.0
 Optimal Cycle: 95 Level Of Service: B

Street Name: Highland Home Rd. D St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Permitted Permitted Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 247 1331 0 0 996 35 25 0 173 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 247 1331 0 0 996 35 25 0 173 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 247 1331 0 0 996 35 25 0 173 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 247 1331 0 0 996 35 25 0 173 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 247 1331 0 0 996 35 25 0 173 0 0 0
 -----|-----|-----|-----|

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.37 1.00 1.00 1.00 1.00 1.00 0.88 1.00 0.88 1.00 1.00 1.00
 Lanes: 1.00 1.00 0.00 0.00 0.97 0.03 0.13 0.00 0.87 0.00 0.00 0.00
 Final Sat.: 701 1900 0 0 1826 64 210 0 1455 0 0 0
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.35 0.70 0.00 0.00 0.55 0.55 0.12 0.00 0.12 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.79 0.79 0.00 0.00 0.79 0.79 0.13 0.00 0.13 0.00 0.00 0.00
 Volume/Cap: 0.45 0.89 0.00 0.00 0.69 0.69 0.89 0.00 0.89 0.00 0.00 0.00
 Delay/Veh: 4.1 14.7 0.0 0.0 6.4 6.4 75.3 0.0 75.3 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 4.1 14.7 0.0 0.0 6.4 6.4 75.3 0.0 75.3 0.0 0.0 0.0
 LOS by Move: A B A A A A E A E A A A
 HCM2kAvgQ: 2 29 0 0 14 14 9 0 9 0 0 0

Note: Queue reported is the number of cars per lane.

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

Intersection #36 Highland Home Rd./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
 Loss Time (sec): 12 Average Delay (sec/veh): 33.4
 Optimal Cycle: 87 Level Of Service: C

Street Name:	Highland Home Rd.						Wilson St.						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Ovl			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	2	0	1	1	0	1	0	2
	0	1		0	1		0	1		0	1		

Volume Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Base Vol:	228	668	198	538	517	113	119	1000	245	43	865	792
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	668	198	538	517	113	119	1000	245	43	865	792
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	668	198	538	517	113	119	1000	245	43	865	792
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	668	198	538	517	113	119	1000	245	43	865	792
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	668	198	538	517	113	119	1000	245	43	865	792

Saturation Flow Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.92	0.92	0.92	0.27	0.92	0.92	0.15	0.95	0.85
Lanes:	1.00	1.54	0.46	2.00	1.64	0.36	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1805	2690	797	3502	2883	630	511	2813	689	281	3610	1615

Capacity Analysis Module:	Highland Home Rd.			Highland Home Rd.			Wilson St.			Wilson St.		
Vol/Sat:	0.13	0.25	0.25	0.15	0.18	0.18	0.23	0.36	0.36	0.15	0.24	0.49
Crit Moves:	****			****						****		
Green/Cycle:	0.20	0.30	0.30	0.18	0.28	0.28	0.40	0.40	0.40	0.40	0.40	0.58
Volume/Cap:	0.64	0.84	0.84	0.84	0.64	0.64	0.58	0.89	0.89	0.38	0.60	0.84
Delay/Veh:	40.7	39.2	39.2	49.1	32.9	32.9	27.5	35.0	35.0	23.3	24.3	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	39.2	39.2	49.1	32.9	32.9	27.5	35.0	35.0	23.3	24.3	23.7
LOS by Move:	D	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	14	14	9	9	9	3	20	20	1	10	19

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #37 Highland Home Rd./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.961
 Loss Time (sec): 12 Average Delay (sec/veh): 37.0
 Optimal Cycle: 148 Level Of Service: D

Street Name:	Highland Home Rd.						Ramsey St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1

Volume Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Base Vol:	0	0	0	651	0	100	330	1021	1	9	1093	826
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	651	0	100	330	1021	1	9	1093	826
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	651	0	100	330	1021	1	9	1093	826
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	651	0	100	330	1021	1	9	1093	826
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	651	0	100	330	1021	1	9	1093	826

Saturation Flow Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	0.95	0.13	0.95	0.85
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	0	1900	0	1809	0	1615	1805	3606	4	243	3610	1615

Capacity Analysis Module:	Highland Home Rd.			Highland Home Rd.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.06	0.18	0.28	0.28	0.04	0.30	0.51
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.19	0.51	0.51	0.32	0.32	0.69
Volume/Cap:	0.00	0.00	0.00	0.96	0.00	0.17	0.96	0.56	0.56	0.12	0.96	0.74
Delay/Veh:	0.0	0.0	0.0	55.7	0.0	21.0	78.2	17.5	17.5	25.0	51.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	55.7	0.0	21.0	78.2	17.5	17.5	25.0	51.6	12.6
LOS by Move:	A	A	A	E	A	C	E	B	B	C	D	B
HCM2kAvgQ:	0	0	0	22	0	2	15	12	12	0	18	15

Note: Queue reported is the number of cars per lane.

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

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
 Loss Time (sec): 16 Average Delay (sec/veh): 34.9
 Optimal Cycle: 104 Level Of Service: C

Street Name:	Sunset Ave.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Prot+Permit			Protected			Prot+Permit					
Rights:	Include			Ovl			Include			Ovl					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2	0	1

Volume Module:	Sunset Ave.			Wilson St.			Wilson St.			Wilson St.		
Base Vol:	323	806	54	141	445	277	329	910	178	193	1196	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	806	54	141	445	277	329	910	178	193	1196	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	806	54	141	445	277	329	910	178	193	1196	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	806	54	141	445	277	329	910	178	193	1196	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	806	54	141	445	277	329	910	178	193	1196	178

Saturation Flow Module:	Sunset Ave.			Wilson St.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:	Sunset Ave.			Wilson St.			Wilson St.			Wilson St.		
Vol/Sat:	0.09	0.22	0.03	0.08	0.12	0.17	0.09	0.25	0.11	0.06	0.33	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.26	0.26	0.39	0.20	0.31	0.11	0.38	0.38	0.53	0.38	0.47
Volume/Cap:	0.62	0.87	0.13	0.59	0.62	0.56	0.87	0.66	0.29	0.20	0.87	0.23
Delay/Veh:	42.1	43.9	28.6	27.2	38.2	30.3	62.1	26.4	21.5	17.1	34.4	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	43.9	28.6	27.2	38.2	30.3	62.1	26.4	21.5	17.1	34.4	15.7
LOS by Move:	D	D	C	C	D	C	E	C	C	B	C	B
HCM2kAvgQ:	4	12	1	4	7	8	5	11	3	1	18	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #39 Sunset Ave./Ramsey St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.966
 Loss Time (sec): 16 Average Delay (sec/veh): 53.5
 Optimal Cycle: 150 Level Of Service: D

Street Name:	Sunset Ave.						Ramsey St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Ovl			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	1	1	0

Volume Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Base Vol:	474	1301	196	152	946	239	191	911	393	543	792	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	474	1301	196	152	946	239	191	911	393	543	792	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	474	1301	196	152	946	239	191	911	393	543	792	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	1301	196	152	946	239	191	911	393	543	792	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	1301	196	152	946	239	191	911	393	543	792	102

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.95	0.95	0.85	0.92	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.77	0.23
Final Sat.:	3502	3610	1615	3502	3610	1615	1805	3610	1615	3502	3144	405

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			Ramsey St.			Ramsey St.		
Vol/Sat:	0.14	0.36	0.12	0.04	0.26	0.15	0.11	0.25	0.24	0.16	0.25	0.25
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.36	0.36	0.07	0.28	0.28	0.12	0.25	0.40	0.16	0.29	0.29
Volume/Cap:	0.92	1.00	0.34	0.62	0.92	0.52	0.88	1.00	0.61	1.00	0.88	0.88
Delay/Veh:	64.1	56.1	23.5	50.0	47.8	31.1	73.4	66.3	25.5	80.0	42.5	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	56.1	23.5	50.0	47.8	31.1	73.4	66.3	25.5	80.0	42.5	42.5
LOS by Move:	E	E	C	D	D	C	E	E	C	E	D	D
HCM2kAvgQ:	8	24	4	2	16	6	6	18	9	14	17	17

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #40 Sunset Ave./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
 Loss Time (sec): 12 Average Delay (sec/veh): 44.1
 Optimal Cycle: 180 Level Of Service: D

Street Name:	Sunset Ave.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	0	0	0	1	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Base Vol:	401	1816	0	0	834	1049	0	0	0	101	15	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	1816	0	0	834	1049	0	0	0	101	15	248
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	1816	0	0	834	0	0	0	0	101	15	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1816	0	0	834	0	0	0	0	101	15	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	1816	0	0	834	0	0	0	0	101	15	248

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.28	0.04	0.68
Final Sat.:	1805	3610	0	0	3610	1900	0	0	0	461	68	1132

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			I-10 Westbound Ramps			I-10 Westbound Ramps		
Vol/Sat:	0.22	0.50	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.22	0.22	0.22
Crit Moves:	****									****		
Green/Cycle:	0.46	0.68	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	0.48	0.74	0.00	0.00	1.08	0.00	0.00	0.00	0.00	1.08	1.08	1.08
Delay/Veh:	18.9	11.7	0.0	0.0	96.6	0.0	0.0	0.0	0.0	113.0	113	113.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	11.7	0.0	0.0	96.6	0.0	0.0	0.0	0.0	113.0	113	113.0
LOS by Move:	B	B	A	A	F	A	A	A	A	F	F	F
HCM2kAvgQ:	8	18	0	0	18	0	0	0	0	19	19	19

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.977
 Loss Time (sec): 12 Average Delay (sec/veh): 42.2
 Optimal Cycle: 162 Level Of Service: D

Street Name:	Sunset Ave.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	0	2	0	0	0

Volume Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Base Vol:	0	1214	76	187	803	0	1004	4	635	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1214	76	187	803	0	1004	4	635	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1214	76	187	803	0	1004	4	635	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1214	76	187	803	0	1004	4	635	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1214	76	187	803	0	1004	4	635	0	0	0

Saturation Flow Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	0.82	0.85	0.85	1.00	1.00	1.00
Lanes:	0.00	1.88	0.12	1.00	2.00	0.00	2.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3367	211	1805	3610	0	3133	10	1607	0	0	0

Capacity Analysis Module:	Sunset Ave.			Sunset Ave.			I-10 Eastbound Ramps			I-10 Eastbound Ramps		
Vol/Sat:	0.00	0.36	0.36	0.10	0.22	0.00	0.32	0.40	0.40	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.37	0.37	0.11	0.48	0.00	0.40	0.40	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.98	0.98	0.98	0.47	0.00	0.79	0.98	0.98	0.00	0.00	0.00
Delay/Veh:	0.0	50.4	50.4	102.5	17.9	0.0	29.6	58.5	58.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	50.4	50.4	102.5	17.9	0.0	29.6	58.5	58.5	0.0	0.0	0.0
LOS by Move:	A	D	D	F	B	A	C	E	E	A	A	A
HCM2kAvgQ:	0	27	27	6	8	0	16	25	25	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #42 Sunrise Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
 Loss Time (sec): 8 Average Delay (sec/veh): 20.3
 Optimal Cycle: 62 Level Of Service: C

Street Name:	Sunrise Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0

Volume Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Base Vol:	166	87	144	32	35	49	58	1001	65	110	1382	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	87	144	32	35	49	58	1001	65	110	1382	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	87	144	32	35	49	58	1001	65	110	1382	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	87	144	32	35	49	58	1001	65	110	1382	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	87	144	32	35	49	58	1001	65	110	1382	50

Saturation Flow Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.81	0.81	0.81	0.66	0.66	0.66	0.18	0.95	0.95
Lanes:	0.42	0.22	0.36	0.28	0.30	0.42	0.10	1.78	0.12	1.00	1.93	0.07
Final Sat.:	608	319	528	424	463	649	129	2230	145	340	3467	125

Capacity Analysis Module:	Sunrise Ave.			Sunrise Ave.			Wilson St.			Wilson St.		
Vol/Sat:	0.27	0.27	0.27	0.08	0.08	0.08	0.45	0.45	0.45	0.32	0.40	0.40
Crit Moves:	****			****			****			****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.78	0.78	0.78	0.22	0.22	0.22	0.78	0.78	0.78	0.57	0.70	0.70
Delay/Veh:	37.1	37.1	37.1	23.2	23.2	23.2	19.5	19.5	19.5	17.4	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	37.1	37.1	23.2	23.2	23.2	19.5	19.5	19.5	17.4	16.3	16.3
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	13	13	13	3	3	3	14	14	14	2	16	16

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #43 16th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
 Loss Time (sec): 8 Average Delay (sec/veh): 10.1
 Optimal Cycle: 35 Level Of Service: B

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	0	1	0	1

Volume Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	58	0	163	0	0	0	0	928	164	96	1345	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	0	163	0	0	0	0	928	164	96	1345	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	163	0	0	0	0	928	164	96	1345	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	163	0	0	0	0	928	164	96	1345	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	0	163	0	0	0	0	928	164	96	1345	0

Saturation Flow Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	1.00	0.93	0.93	0.22	0.95	0.95
Lanes:	0.26	0.00	0.74	0.00	0.00	0.00	1.00	1.70	0.30	1.00	2.00	0.00
Final Sat.:	443	0	1245	0	0	0	1900	3000	530	418	3610	0

Capacity Analysis Module:	16th St. NB			16th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.31	0.31	0.23	0.37	0.00
Crit Moves:	*****											
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.68	0.68	0.68	0.68	0.00
Volume/Cap:	0.55	0.00	0.55	0.00	0.00	0.00	0.00	0.45	0.45	0.34	0.55	0.00
Delay/Veh:	34.9	0.0	34.9	0.0	0.0	0.0	0.0	7.5	7.5	7.3	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	0.0	34.9	0.0	0.0	0.0	0.0	7.5	7.5	7.3	8.4	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	7	0	7	0	0	0	0	8	8	1	10	0

Note: Queue reported is the number of cars per lane.

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

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
 Loss Time (sec): 12 Average Delay (sec/veh): 34.2
 Optimal Cycle: 114 Level Of Service: C

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	261	163	56	161	81	91	61	877	39	46	1057	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	163	56	161	81	91	61	877	39	46	1057	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	163	56	161	81	91	61	877	39	46	1057	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	163	56	161	81	91	61	877	39	46	1057	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	163	56	161	81	91	61	877	39	46	1057	149

Saturation Flow Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.95	0.92	0.92	0.07	1.00	0.85	0.16	1.00	0.85
Lanes:	1.00	0.74	0.26	1.00	0.47	0.53	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	1360	467	1805	824	926	124	1900	1615	295	1900	1615

Capacity Analysis Module:	8th St. NB			8th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.14	0.12	0.12	0.09	0.10	0.10	0.49	0.46	0.02	0.16	0.56	0.09
Crit Moves:	****			****						****		
Green/Cycle:	0.16	0.15	0.15	0.11	0.11	0.11	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.91	0.78	0.78	0.78	0.91	0.91	0.81	0.75	0.04	0.25	0.91	0.15
Delay/Veh:	71.8	54.0	54.0	60.5	84.6	84.6	59.9	16.8	7.7	9.6	27.3	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.8	54.0	54.0	60.5	84.6	84.6	59.9	16.8	7.7	9.6	27.3	8.3
LOS by Move:	E	D	D	E	F	F	E	B	A	A	C	A
HCM2kAvgQ:	9	7	7	7	8	8	2	20	0	1	27	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 8th Street/ Ramsey Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.851
 Loss Time (sec): 16 Average Delay (sec/veh): 42.8
 Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	1	0	1	0	1	0	1	2	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	644	319	595	26	167	53	80	605	306	500	433	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	644	319	595	26	167	53	80	605	306	500	433	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	644	319	595	26	167	53	80	605	306	500	433	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	644	319	595	26	167	53	80	605	306	500	433	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	644	319	595	26	167	53	80	605	306	500	433	81

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	0.96	0.96	0.95	0.95	0.85	0.92	0.93	0.93
Lanes:	2.00	1.00	1.00	1.00	0.76	0.24	1.00	2.00	1.00	2.00	1.68	0.32
Final Sat.:	3502	1900	1615	1805	1390	441	1805	3610	1615	3502	2968	555

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.18	0.17	0.37	0.01	0.12	0.12	0.04	0.17	0.19	0.14	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.29	0.40	0.40	0.07	0.19	0.19	0.12	0.21	0.21	0.16	0.25	0.25
Volume/Cap:	0.64	0.41	0.91	0.21	0.64	0.64	0.37	0.80	0.91	0.91	0.59	0.59
Delay/Veh:	32.5	21.6	44.9	44.7	41.5	41.5	41.8	44.0	66.2	60.7	34.3	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	21.6	44.9	44.7	41.5	41.5	41.8	44.0	66.2	60.7	34.3	34.3
LOS by Move:	C	C	D	D	D	D	D	D	E	E	C	C
HCM2kAvgQ:	10	7	21	1	7	7	3	12	13	11	8	8

Note: Queue reported is the number of cars per lane.

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

 Intersection #46 8th St./I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.953
 Loss Time (sec): 12 Average Delay (sec/veh): 41.8
 Optimal Cycle: 141 Level Of Service: D

Street Name:	8th St.						I-10 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	0	0	0	0	1	0

Volume Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Base Vol:	701	1075	0	0	428	479	0	0	0	104	0	482
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	701	1075	0	0	428	479	0	0	0	104	0	482
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	701	1075	0	0	428	479	0	0	0	104	0	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	701	1075	0	0	428	479	0	0	0	104	0	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	701	1075	0	0	428	479	0	0	0	104	0	482

Saturation Flow Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.88	1.00	0.88
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.18	0.00	0.82
Final Sat.:	3502	3610	0	0	1662	1662	0	0	0	297	0	1377

Capacity Analysis Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Vol/Sat:	0.20	0.30	0.00	0.00	0.26	0.29	0.00	0.00	0.00	0.35	0.00	0.35
Crit Moves:	****					****						****
Green/Cycle:	0.21	0.51	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.95	0.58	0.00	0.00	0.85	0.95	0.00	0.00	0.00	0.95	0.00	0.95
Delay/Veh:	61.3	17.4	0.0	0.0	39.5	52.9	0.0	0.0	0.0	55.9	0.0	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	17.4	0.0	0.0	39.5	52.9	0.0	0.0	0.0	55.9	0.0	55.9
LOS by Move:	E	B	A	A	D	D	A	A	A	E	A	E
HCM2kAvgQ:	11	11	0	0	13	16	0	0	0	23	0	23

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.993
 Loss Time (sec): 12 Average Delay (sec/veh): 41.8
 Optimal Cycle: 180 Level Of Service: D

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	0	1	0	0	0

Volume Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Base Vol:	0	1180	136	203	328	0	598	1	674	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1180	136	203	328	0	598	1	674	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1180	136	203	328	0	598	1	674	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1180	136	203	328	0	598	1	674	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1180	136	203	328	0	598	1	674	0	0	0

Saturation Flow Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	1.79	0.21	1.00	2.00	0.00	1.47	0.01	1.52	0.00	0.00	0.00
Final Sat.:	0	3188	367	1805	3610	0	2391	3	2488	0	0	0

Capacity Analysis Module:	8th St. NB			8th St. SB			I-10 EB			I-10 WB		
Vol/Sat:	0.00	0.37	0.37	0.11	0.09	0.00	0.25	0.39	0.27	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.37	0.37	0.11	0.49	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.99	0.99	0.99	0.19	0.00	0.63	0.99	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	54.3	54.3	105.3	14.6	0.0	25.2	53.6	26.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	54.3	54.3	105.3	14.6	0.0	25.2	53.6	26.3	0.0	0.0	0.0
LOS by Move:	A	D	D	F	B	A	C	D	C	A	A	A
HCM2kAvgQ:	0	28	28	7	3	0	11	26	12	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.948
 Loss Time (sec): 8 Average Delay (sec/veh): 25.7
 Optimal Cycle: 134 Level Of Service: C

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	15	169	113	81	41	8	62	972	14	15	1191	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	169	113	81	41	8	62	972	14	15	1191	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	169	113	81	41	8	62	972	14	15	1191	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	169	113	81	41	8	62	972	14	15	1191	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	169	113	81	41	8	62	972	14	15	1191	128

Saturation Flow Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.85	0.45	0.45	0.45	0.85	0.85	0.85	0.97	0.97	0.97
Lanes:	0.08	0.92	1.00	0.62	0.32	0.06	0.06	0.93	0.01	0.01	0.89	0.10
Final Sat.:	151	1700	1615	538	272	53	96	1498	22	21	1651	177

Capacity Analysis Module:	4th St. NB			4th St. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.10	0.10	0.07	0.15	0.15	0.15	0.65	0.65	0.65	0.72	0.72	0.72
Crit Moves:				****						****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	0.63	0.63	0.44	0.95	0.95	0.95	0.85	0.85	0.85	0.95	0.95	0.95
Delay/Veh:	43.5	43.5	39.2	102.5	103	102.5	14.0	14.0	14.0	23.8	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	43.5	39.2	102.5	103	102.5	14.0	14.0	14.0	23.8	23.8	23.8
LOS by Move:	D	D	D	F	F	F	B	B	B	C	C	C
HCM2kAvgQ:	6	6	4	7	7	7	22	22	22	36	36	36

Note: Queue reported is the number of cars per lane.

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

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
 Loss Time (sec): 12 Average Delay (sec/veh): 33.3
 Optimal Cycle: 100 Level Of Service: C

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	1	0	1	0

Volume Module:	San Gorgonio			Wilson St.		
Base Vol:	81	235	41	11	92	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	235	41	11	92	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	235	41	11	92	259
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	81	235	41	11	92	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	235	41	11	92	259

Saturation Flow Module:	San Gorgonio			Wilson St.		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.98	0.98	0.89	0.89	0.89
Lanes:	1.00	0.85	0.15	0.03	0.25	0.72
Final Sat.:	1649	1582	276	52	431	1213

Capacity Analysis Module:	San Gorgonio			Wilson St.		
Vol/Sat:	0.05	0.15	0.15	0.21	0.21	0.21
Crit Moves:	****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.20	0.61	0.61	0.88	0.88	0.88
Delay/Veh:	30.3	36.1	36.1	55.1	55.1	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	36.1	36.1	55.1	55.1	55.1
LOS by Move:	C	D	D	E	E	E
HCM2kAvgQ:	2	8	8	14	14	14

Note: Queue reported is the number of cars per lane.

GENERAL PLAN BUILDOUT WITH IMPROVEMENTS FOR LOS D CONDITIONS

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 8 Average Delay (sec/veh): 3.9
Optimal Cycle: 29 Level Of Service: A

Street Name:	Highland Springs Ave.						16th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	32	296	0	0	424	48	25	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	296	0	0	424	48	25	0	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	296	0	0	424	48	25	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	296	0	0	424	48	25	0	17	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	296	0	0	424	48	25	0	17	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	1.00	1.00	0.99	0.99	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	0.10	0.90	0.00	0.00	0.90	0.10	0.60	0.00	0.40	0.00	0.00	0.00
Final Sat.:	173	1603	0	0	1683	191	1038	0	706	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.18	0.18	0.00	0.00	0.25	0.25	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.84	0.84	0.00	0.00	0.84	0.84	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.22	0.22	0.00	0.00	0.30	0.30	0.30	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	1.7	1.7	0.0	0.0	1.8	1.8	44.5	0.0	44.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	1.7	0.0	0.0	1.8	1.8	44.5	0.0	44.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	2	2	0	0	3	3	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 8 Average Delay (sec/veh): 21.0
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	284	237	16	491	0	0	0	0	457	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	284	237	16	491	0	0	0	0	457	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	284	237	16	491	0	0	0	0	457	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	284	237	16	491	0	0	0	0	457	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	284	237	16	491	0	0	0	0	457	0	30

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.98	0.98	1.00	1.00	1.00	1.00	0.95	1.00	0.95
Lanes:	0.00	0.55	0.45	0.03	0.97	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	973	812	59	1803	0	0	0	0	1689	0	111

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.29	0.27	0.27	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Crit Moves:	****			****								
Green/Cycle:	0.00	0.48	0.48	0.48	0.48	0.00	0.00	0.00	0.00	0.44	0.00	0.44
Volume/Cap:	0.00	0.61	0.61	0.57	0.57	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Delay/Veh:	0.0	20.6	20.6	19.6	19.6	0.0	0.0	0.0	0.0	22.7	0.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.6	20.6	19.6	19.6	0.0	0.0	0.0	0.0	22.7	0.0	22.7
LOS by Move:	A	C	C	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	12	12	11	11	0	0	0	0	12	0	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 12 Average Delay (sec/veh): 30.0
Optimal Cycle: 57 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	367	438	79	32	863	39	22	142	568	152	274	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	438	79	32	863	39	22	142	568	152	274	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	438	79	32	863	39	22	142	568	152	274	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	438	79	32	863	39	22	142	568	152	274	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	367	438	79	32	863	39	22	142	568	152	274	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.94	0.94	0.72	1.00	0.85	0.83	0.83	0.83
Lanes:	2.00	1.69	0.31	1.00	1.91	0.09	1.00	1.00	1.00	0.31	0.56	0.13
Final Sat.:	3502	2988	539	1805	3433	155	1368	1900	1615	494	890	198

Capacity Analysis Module:

Vol/Sat:	0.10	0.15	0.15	0.02	0.25	0.25	0.02	0.07	0.35	0.31	0.31	0.31
Crit Moves:	****			****			****					
Green/Cycle:	0.15	0.35	0.35	0.17	0.37	0.37	0.36	0.36	0.51	0.36	0.36	0.36
Volume/Cap:	0.69	0.42	0.42	0.11	0.69	0.69	0.04	0.21	0.69	0.85	0.85	0.85
Delay/Veh:	43.8	24.8	24.8	35.4	28.3	28.3	20.8	22.3	20.7	41.6	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	24.8	24.8	35.4	28.3	28.3	20.8	22.3	20.7	41.6	41.6	41.6
LOS by Move:	D	C	C	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	6	6	6	1	12	12	0	3	14	17	17	17

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 16 Average Delay (sec/veh): 46.6
Optimal Cycle: 142 Level Of Service: D

Street Name:	Highland Springs Ave.						Starlight Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	219	692	127	47	1223	334	85	79	330	244	152	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	692	127	47	1223	334	85	79	330	244	152	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	692	127	47	1223	334	85	79	330	244	152	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	692	127	47	1223	334	85	79	330	244	152	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	692	127	47	1223	334	85	79	330	244	152	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1122	672

Capacity Analysis Module:

Vol/Sat:	0.12	0.19	0.08	0.03	0.34	0.21	0.05	0.04	0.20	0.14	0.14	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.35	0.35	0.13	0.36	0.36	0.12	0.21	0.21	0.14	0.24	0.24
Volume/Cap:	0.95	0.54	0.22	0.20	0.95	0.58	0.39	0.19	0.95	0.95	0.58	0.58
Delay/Veh:	89.2	26.3	22.8	39.3	46.5	27.7	41.6	32.4	74.5	85.5	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.2	26.3	22.8	39.3	46.5	27.7	41.6	32.4	74.5	85.5	35.8	35.8
LOS by Move:	F	C	C	D	D	C	D	C	E	F	D	D
HCM2kAvgQ:	8	9	3	1	21	8	3	2	15	12	7	7

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 16 Average Delay (sec/veh): 31.5
Optimal Cycle: 78 Level Of Service: C

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	57	691	266	204	1206	154	65	162	101	730	290	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	691	266	204	1206	154	65	162	101	730	290	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	691	266	204	1206	154	65	162	101	730	290	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	691	266	204	1206	154	65	162	101	730	290	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	691	266	204	1206	154	65	162	101	730	290	139

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.95	0.85	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	3610	1615	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.19	0.16	0.06	0.33	0.10	0.04	0.04	0.06	0.21	0.08	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.36	0.63	0.13	0.43	0.43	0.15	0.08	0.08	0.27	0.19	0.19
Volume/Cap:	0.45	0.53	0.26	0.44	0.79	0.22	0.23	0.56	0.79	0.79	0.42	0.45
Delay/Veh:	47.2	25.5	8.4	40.6	27.6	18.4	37.5	46.9	71.8	38.6	36.1	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	25.5	8.4	40.6	27.6	18.4	37.5	46.9	71.8	38.6	36.1	36.9
LOS by Move:	D	C	A	D	C	B	D	D	E	D	D	D
HCM2kAvgQ:	2	8	3	3	16	3	2	3	5	11	4	4

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
 Loss Time (sec): 16 Average Delay (sec/veh): 29.8
 Optimal Cycle: 69 Level Of Service: C

Street Name:	Highland Springs Ave.						1st St.-Sun Lakes Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	152	1032	70	221	646	39	75	101	47	76	277	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1032	70	221	646	39	75	101	47	76	277	324
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1032	70	221	646	0	75	101	47	76	277	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1032	70	221	646	0	75	101	47	76	277	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1032	70	221	646	0	75	101	47	76	277	324

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.95	1.00	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	3610	1900	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.08	0.29	0.04	0.06	0.18	0.00	0.04	0.03	0.03	0.04	0.08	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.53	0.40	0.40	0.09	0.33	0.00	0.39	0.18	0.18	0.18	0.28	0.28
Volume/Cap:	0.38	0.71	0.11	0.71	0.54	0.00	0.18	0.16	0.17	0.24	0.27	0.71
Delay/Veh:	15.5	26.9	18.9	52.0	27.6	0.0	19.8	35.1	35.3	35.9	28.1	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	26.9	18.9	52.0	27.6	0.0	19.8	35.1	35.3	35.9	28.1	37.6
LOS by Move:	B	C	B	D	C	A	B	D	D	D	C	D
HCM2kAvgQ:	3	14	1	3	8	0	2	1	1	2	4	10

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Mellon Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
 Loss Time (sec): 12 Average Delay (sec/veh): 21.9
 Optimal Cycle: 40 Level Of Service: C

Street Name:	Highland Springs Ave.						Mellon Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	2	1	0	0	0	0	0

Volume Module:

Base Vol:	95	832	0	0	588	124	323	0	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	832	0	0	588	124	323	0	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	832	0	0	588	124	323	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	832	0	0	588	124	323	0	80	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	832	0	0	588	124	323	0	80	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3610	1615	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.23	0.00	0.00	0.16	0.08	0.18	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.12	0.48	0.00	0.00	0.36	0.36	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.45	0.48	0.00	0.00	0.45	0.21	0.45	0.00	0.12	0.00	0.00	0.00
Delay/Veh:	42.6	17.7	0.0	0.0	24.5	22.1	22.4	0.0	19.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	17.7	0.0	0.0	24.5	22.1	22.4	0.0	19.1	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	C	A	B	A	A	A
HCM2kAvgQ:	3	9	0	0	7	2	7	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
 Loss Time (sec): 12 Average Delay (sec/veh): 25.8
 Optimal Cycle: 55 Level Of Service: C

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	6	0	0	122	0	213	111	516	1	0	1022	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	122	0	213	111	516	1	0	1022	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	122	0	213	111	516	1	0	1022	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	0	122	0	213	111	516	1	0	1022	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	0	122	0	213	111	516	1	0	1022	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	1.00	1.00	0.80	1.00	0.80	0.95	1.00	1.00	1.00	0.94	0.94
Lanes:	1.00	0.00	0.00	0.36	0.00	0.64	1.00	0.99	0.01	1.00	1.88	0.12
Final Sat.:	1592	0	0	555	0	968	1805	1896	4	1900	3370	208

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.22	0.06	0.27	0.27	0.00	0.30	0.30
Crit Moves:				****				****				****
Green/Cycle:	0.33	0.00	0.00	0.33	0.00	0.33	0.09	0.44	0.44	0.00	0.46	0.46
Volume/Cap:	0.01	0.00	0.00	0.66	0.00	0.66	0.66	0.62	0.62	0.00	0.66	0.66
Delay/Veh:	22.5	0.0	0.0	32.0	0.0	32.0	53.6	23.3	23.3	0.0	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	0.0	0.0	32.0	0.0	32.0	53.6	23.3	23.3	0.0	22.3	22.3
LOS by Move:	C	A	A	C	A	C	D	C	C	A	C	C
HCM2kAvgQ:	0	0	0	10	0	10	3	12	12	0	13	13

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 12 Average Delay (sec/veh): 43.1
Optimal Cycle: 123 Level Of Service: D

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	2	0	0	1	0	0	0

Volume Module:

Base Vol:	142	702	0	0	400	158	304	0	274	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	702	0	0	400	158	304	0	274	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	702	0	0	400	158	304	0	274	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	702	0	0	400	158	304	0	274	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	702	0	0	400	158	304	0	274	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.95	0.85	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	2.00	1.00	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	3610	1615	911	0	821	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.08	0.37	0.00	0.00	0.11	0.10	0.33	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.40	0.52	0.00	0.00	0.12	0.12	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.20	0.71	0.00	0.00	0.92	0.82	0.92	0.00	0.94	0.00	0.00	0.00
Delay/Veh:	19.7	20.8	0.0	0.0	69.2	65.9	50.4	0.0	53.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	20.8	0.0	0.0	69.2	65.9	50.4	0.0	53.1	0.0	0.0	0.0
LOS by Move:	B	C	A	A	E	E	D	A	D	A	A	A
HCM2kAvgQ:	3	16	0	0	7	5	21	0	22	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 12 Average Delay (sec/veh): 32.3
Optimal Cycle: 74 Level Of Service: C

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	290	139	167	506	0	0	0	0	371	0	555
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	290	139	167	506	0	0	0	0	371	0	555
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	290	139	167	506	0	0	0	0	371	0	555
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	290	139	167	506	0	0	0	0	371	0	555
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	290	139	167	506	0	0	0	0	371	0	555

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.08	0.09	0.09	0.27	0.00	0.00	0.00	0.00	0.21	0.00	0.34
Crit Moves:	****						****					
Green/Cycle:	0.00	0.10	0.10	0.34	0.44	0.00	0.00	0.00	0.00	0.44	0.00	0.44
Volume/Cap:	0.00	0.78	0.84	0.27	0.60	0.00	0.00	0.00	0.00	0.47	0.00	0.78
Delay/Veh:	0.0	54.3	74.2	24.3	22.5	0.0	0.0	0.0	0.0	20.3	0.0	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	54.3	74.2	24.3	22.5	0.0	0.0	0.0	0.0	20.3	0.0	29.8
LOS by Move:	A	D	E	C	C	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	3	11	0	0	0	0	8	0	16

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	12	Average Delay (sec/veh):	24.1
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Highland Home Rd.						F St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Permitted			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	127	414	0	0	903	0	0	0	244	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	414	0	0	903	0	0	0	244	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	414	0	0	903	0	0	0	244	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	414	0	0	903	0	0	0	244	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	414	0	0	903	0	0	0	244	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	0	0	0	1644	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.22	0.00	0.00	0.48	0.00	0.00	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.09	0.69	0.00	0.00	0.60	0.00	0.00	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.79	0.31	0.00	0.00	0.79	0.00	0.00	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	67.1	6.2	0.0	0.0	18.8	0.0	0.0	0.0	51.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	6.2	0.0	0.0	18.8	0.0	0.0	0.0	51.4	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	A	A	A	D	A	A	A
HCM2kAvgQ:	4	5	0	0	21	0	0	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
 Loss Time (sec): 8 Average Delay (sec/veh): 14.9
 Optimal Cycle: 68 Level Of Service: B

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	111	511	0	0	1121	16	30	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	511	0	0	1121	16	30	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	511	0	0	1121	16	30	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	511	0	0	1121	16	30	0	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	511	0	0	1121	16	30	0	213	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.99	0.01	0.12	0.00	0.88	0.00	0.00	0.00
Final Sat.:	737	1900	0	0	1870	27	206	0	1460	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.15	0.27	0.00	0.00	0.60	0.60	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:				****						****		
Green/Cycle:	0.74	0.74	0.00	0.00	0.74	0.74	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.20	0.36	0.00	0.00	0.81	0.81	0.81	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	4.2	4.8	0.0	0.0	12.1	12.1	54.5	0.0	54.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.2	4.8	0.0	0.0	12.1	12.1	54.5	0.0	54.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	1	5	0	0	22	22	9	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 12 Average Delay (sec/veh): 25.2
Optimal Cycle: 58 Level Of Service: C

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	2

Volume Module:

Base Vol:	77	223	30	615	568	150	159	289	180	118	895	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	223	30	615	568	150	159	289	180	118	895	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	223	30	615	568	150	159	289	180	118	895	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	223	30	615	568	150	159	289	180	118	895	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	223	30	615	568	150	159	289	180	118	895	239

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.92	0.92	0.24	0.89	0.89	0.44	0.95	0.85
Lanes:	1.00	1.76	0.24	2.00	1.58	0.42	1.00	1.23	0.77	1.00	2.00	1.00
Final Sat.:	1805	3125	420	3502	2767	731	447	2095	1305	844	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.07	0.07	0.18	0.21	0.21	0.36	0.14	0.14	0.14	0.25	0.15
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.11	0.11	0.26	0.30	0.30	0.51	0.51	0.51	0.51	0.51	0.77
Volume/Cap:	0.61	0.67	0.67	0.67	0.69	0.69	0.69	0.27	0.27	0.27	0.48	0.19
Delay/Veh:	53.6	47.9	47.9	35.2	33.2	33.2	27.2	13.8	13.8	14.1	15.9	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	47.9	47.9	35.2	33.2	33.2	27.2	13.8	13.8	14.1	15.9	3.1
LOS by Move:	D	D	D	D	C	C	C	B	B	B	B	A
HCM2kAvgQ:	3	5	5	8	10	10	4	4	4	2	9	2

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	16	Average Delay (sec/veh):	31.2
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Sunset Ave.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Prot+Permit			Protected			Prot+Permit					
Rights:	Include			Ovl			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	123	267	44	140	811	170	186	677	231	44	336	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	267	44	140	811	170	186	677	231	44	336	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	267	44	140	811	170	186	677	231	44	336	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	267	44	140	811	170	186	677	231	44	336	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	267	44	140	811	170	186	677	231	44	336	67

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.91	0.91	0.95	0.95	0.85
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.49	0.51	1.00	2.00	1.00
Final Sat.:	1805	3034	500	1805	3610	1615	1805	2589	884	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.09	0.09	0.08	0.22	0.11	0.10	0.26	0.26	0.02	0.09	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.22	0.22	0.45	0.31	0.54	0.23	0.36	0.36	0.47	0.21	0.21
Volume/Cap:	0.72	0.41	0.41	0.27	0.72	0.20	0.45	0.72	0.72	0.19	0.45	0.20
Delay/Veh:	57.8	34.0	34.0	17.3	32.8	11.9	34.0	29.5	29.5	17.5	35.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	34.0	34.0	17.3	32.8	11.9	34.0	29.5	29.5	17.5	35.2	33.2
LOS by Move:	E	C	C	B	C	B	C	C	C	B	D	C
HCM2kAvgQ:	4	4	4	3	13	3	5	13	13	1	5	2

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Sunrise Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 8 Average Delay (sec/veh): 11.1
Optimal Cycle: 27 Level Of Service: B

Street Name:	Sunrise Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	60	22	34	21	111	30	25	689	181	31	368	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	22	34	21	111	30	25	689	181	31	368	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	22	34	21	111	30	25	689	181	31	368	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	22	34	21	111	30	25	689	181	31	368	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	22	34	21	111	30	25	689	181	31	368	8

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.73	0.93	0.93	0.93	0.86	0.86	0.86	0.28	0.95	0.95
Lanes:	0.52	0.19	0.29	0.13	0.68	0.19	0.06	1.54	0.40	1.00	1.96	0.04
Final Sat.:	716	263	406	230	1213	328	92	2529	664	542	3523	77

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.09	0.09	0.09	0.27	0.27	0.27	0.06	0.10	0.10
Crit Moves:				****			****					
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	0.36	0.36	0.36	0.40	0.40	0.40	0.40	0.40	0.40	0.08	0.15	0.15
Delay/Veh:	33.0	33.0	33.0	33.2	33.2	33.2	6.8	6.8	6.8	5.2	5.4	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	33.0	33.0	33.2	33.2	33.2	6.8	6.8	6.8	5.2	5.4	5.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	6	6	6	0	2	2

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.289
Loss Time (sec): 8 Average Delay (sec/veh): 6.4
Optimal Cycle: 29 Level Of Service: A

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	43	0	46	0	0	0	1	604	45	158	329	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	0	46	0	0	0	1	604	45	158	329	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	46	0	0	0	1	604	45	158	329	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	46	0	0	0	1	604	45	158	329	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	0	46	0	0	0	1	604	45	158	329	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	0.55	0.94	0.94	0.39	0.95	0.95
Lanes:	0.48	0.00	0.52	0.00	1.00	0.00	1.00	1.86	0.14	1.00	2.00	0.00
Final Sat.:	833	0	891	0	1900	0	1045	3326	248	737	3610	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.18	0.18	0.21	0.09	0.00
Crit Moves:	****									****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.74	0.74	0.74	0.74	0.74	0.00
Volume/Cap:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.24	0.24	0.29	0.12	0.00
Delay/Veh:	36.1	0.0	36.1	0.0	0.0	0.0	3.3	4.1	4.1	4.5	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	0.0	36.1	0.0	0.0	0.0	3.3	4.1	4.1	4.5	3.7	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	3	3	2	1	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 12 Average Delay (sec/veh): 23.0
Optimal Cycle: 47 Level Of Service: C

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	118	48	19	171	195	47	21	600	68	41	328	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	48	19	171	195	47	21	600	68	41	328	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	48	19	171	195	47	21	600	68	41	328	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	48	19	171	195	47	21	600	68	41	328	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	48	19	171	195	47	21	600	68	41	328	45

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.95	0.97	0.97	0.49	1.00	0.85	0.28	1.00	0.85
Lanes:	1.00	0.72	0.28	1.00	0.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	1303	516	1805	1487	358	939	1900	1615	538	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.04	0.04	0.09	0.13	0.13	0.02	0.32	0.04	0.08	0.17	0.03
Crit Moves:	****			****			****					
Green/Cycle:	0.11	0.14	0.14	0.19	0.23	0.23	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.58	0.26	0.26	0.49	0.58	0.58	0.04	0.58	0.08	0.14	0.32	0.05
Delay/Veh:	46.4	38.6	38.6	36.9	36.6	36.6	10.7	16.2	11.0	11.6	12.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	38.6	38.6	36.9	36.6	36.6	10.7	16.2	11.0	11.6	12.8	10.8
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B
HCM2kAvgQ:	4	2	2	5	7	7	0	12	1	1	5	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 8 Average Delay (sec/veh): 18.6
Optimal Cycle: 47 Level Of Service: B

Street Name:	4th St.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	16	30	19	107	200	49	12	746	30	65	327	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	30	19	107	200	49	12	746	30	65	327	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	30	19	107	200	49	12	746	30	65	327	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	30	19	107	200	49	12	746	30	65	327	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	30	19	107	200	49	12	746	30	65	327	30

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.85	0.87	0.87	0.87	0.99	0.99	0.99	0.81	0.81	0.81
Lanes:	0.35	0.65	1.00	0.30	0.56	0.14	0.01	0.95	0.04	0.15	0.78	0.07
Final Sat.:	572	1072	1615	495	925	227	29	1777	71	237	1194	110

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.01	0.22	0.22	0.22	0.42	0.42	0.42	0.27	0.27	0.27
Crit Moves:				****			****					
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.09	0.09	0.04	0.69	0.69	0.69	0.69	0.69	0.69	0.45	0.45	0.45
Delay/Veh:	24.4	24.4	23.9	34.1	34.1	34.1	15.1	15.1	15.1	11.0	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	24.4	23.9	34.1	34.1	34.1	15.1	15.1	15.1	11.0	11.0	11.0
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	1	1	0	11	11	11	16	16	16	6	6	6

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	12	Average Delay (sec/veh):	41.4
Optimal Cycle:	96	Level Of Service:	D

Street Name:	San Gorgonio						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Protected			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	41	43	33	16	232	199	102	642	126	23	184	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	43	33	16	232	199	102	642	126	23	184	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	43	33	16	232	199	102	642	126	23	184	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	43	33	16	232	199	102	642	126	23	184	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	43	33	16	232	199	102	642	126	23	184	3

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.94	0.94	0.93	0.93	0.93	0.95	0.98	0.98	0.58	0.58	0.58
Lanes:	1.00	0.57	0.43	0.04	0.52	0.44	1.00	0.84	0.16	0.22	1.75	0.03
Final Sat.:	1490	1005	771	63	917	786	1805	1549	304	241	1926	31

Capacity Analysis Module:

Vol/Sat:	0.03	0.04	0.04	0.25	0.25	0.25	0.06	0.41	0.41	0.10	0.10	0.10
Crit Moves:				****			****					
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.49	0.58	0.58	0.09	0.09	0.09
Volume/Cap:	0.09	0.14	0.14	0.84	0.84	0.84	0.11	0.72	0.72	1.11	1.11	1.11
Delay/Veh:	25.2	25.6	25.6	44.1	44.1	44.1	13.7	17.5	17.5	145.5	146	145.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.6	25.6	44.1	44.1	44.1	13.7	17.5	17.5	145.5	146	145.5
LOS by Move:	C	C	C	D	D	D	B	B	B	F	F	F
HCM2kAvgQ:	1	2	2	15	15	15	2	17	17	8	8	8

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Highland Springs Ave./16th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 8 Average Delay (sec/veh): 12.8
Optimal Cycle: 33 Level Of Service: B

Street Name:	Highland Springs Ave.						16th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	26	598	0	0	401	111	202	0	36	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	598	0	0	401	111	202	0	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	598	0	0	401	111	202	0	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	598	0	0	401	111	202	0	36	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	598	0	0	401	111	202	0	36	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	1.00	1.00	0.97	0.97	0.94	1.00	0.94	1.00	1.00	1.00
Lanes:	0.04	0.96	0.00	0.00	0.78	0.22	0.85	0.00	0.15	0.00	0.00	0.00
Final Sat.:	77	1766	0	0	1445	400	1516	0	270	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.34	0.34	0.00	0.00	0.28	0.28	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.66	0.66	0.00	0.00	0.66	0.66	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.51	0.51	0.00	0.00	0.42	0.42	0.51	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	9.1	9.1	0.0	0.0	8.2	8.2	32.6	0.0	32.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	0.0	0.0	8.2	8.2	32.6	0.0	32.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	9	9	0	0	7	7	7	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/F Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 8 Average Delay (sec/veh): 35.3
Optimal Cycle: 163 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	676	529	35	448	0	0	0	0	371	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	676	529	35	448	0	0	0	0	371	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	676	529	35	448	0	0	0	0	371	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	676	529	35	448	0	0	0	0	371	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	676	529	35	448	0	0	0	0	371	0	25

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.87	0.87	1.00	1.00	1.00	1.00	0.95	1.00	0.95
Lanes:	0.00	0.56	0.44	0.07	0.93	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	1003	785	120	1539	0	0	0	0	1685	0	114

Capacity Analysis Module:

Vol/Sat:	0.00	0.67	0.67	0.29	0.29	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Moves:	****			****								
Green/Cycle:	0.00	0.69	0.69	0.69	0.69	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.97	0.97	0.42	0.42	0.00	0.00	0.00	0.00	0.97	0.00	0.97
Delay/Veh:	0.0	33.5	33.5	6.9	6.9	0.0	0.0	0.0	0.0	75.5	0.0	75.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.5	33.5	6.9	6.9	0.0	0.0	0.0	0.0	75.5	0.0	75.5
LOS by Move:	A	C	C	A	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	39	39	6	6	0	0	0	0	17	0	17

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Highland Springs Ave./Oak Valley Pkwy.-14th St.-F St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 12 Average Delay (sec/veh): 30.3
Optimal Cycle: 68 Level Of Service: C

Street Name:	Highland Springs Ave.						Oak Valley Pkwy.-14th St.-F St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	851	1010	176	71	702	30	142	317	741	124	222	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	851	1010	176	71	702	30	142	317	741	124	222	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	851	1010	176	71	702	30	142	317	741	124	222	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	851	1010	176	71	702	30	142	317	741	124	222	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	851	1010	176	71	702	30	142	317	741	124	222	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.94	0.94	0.59	1.00	0.85	0.78	0.78	0.78
Lanes:	2.00	1.70	0.30	1.00	1.92	0.08	1.00	1.00	1.00	0.31	0.57	0.12
Final Sat.:	3502	3007	524	1805	3441	147	1112	1900	1615	466	835	184

Capacity Analysis Module:

Vol/Sat:	0.24	0.34	0.34	0.04	0.20	0.20	0.13	0.17	0.46	0.27	0.27	0.27
Crit Moves:	****			****			****					
Green/Cycle:	0.32	0.49	0.49	0.10	0.27	0.27	0.29	0.29	0.61	0.29	0.29	0.29
Volume/Cap:	0.75	0.68	0.68	0.38	0.75	0.75	0.45	0.58	0.75	0.93	0.93	0.93
Delay/Veh:	33.2	20.6	20.6	43.3	36.8	36.8	30.2	32.2	17.4	61.3	61.3	61.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	20.6	20.6	43.3	36.8	36.8	30.2	32.2	17.4	61.3	61.3	61.3
LOS by Move:	C	C	C	D	D	D	C	C	B	E	E	E
HCM2kAvgQ:	11	13	13	2	11	11	4	9	18	16	16	16

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.978
Loss Time (sec):	16	Average Delay (sec/veh):	52.0
Optimal Cycle:	159	Level Of Service:	D

Street Name:	Highland Springs Ave.						Starlight Ave.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1

Volume Module:

Base Vol:	319	1718	282	106	1255	286	319	176	219	198	124	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	1718	282	106	1255	286	319	176	219	198	124	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	1718	282	106	1255	286	319	176	219	198	124	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	1718	282	106	1255	286	319	176	219	198	124	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	319	1718	282	106	1255	286	319	176	219	198	124	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1123	670

Capacity Analysis Module:

Vol/Sat:	0.18	0.48	0.17	0.06	0.35	0.18	0.18	0.09	0.14	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.48	0.48	0.07	0.36	0.36	0.18	0.16	0.16	0.13	0.11	0.11
Volume/Cap:	0.95	0.99	0.36	0.84	0.95	0.49	0.99	0.58	0.85	0.85	0.99	0.99
Delay/Veh:	77.1	45.2	16.7	82.5	45.9	25.1	88.6	41.6	62.8	66.4	105	105.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.1	45.2	16.7	82.5	45.9	25.1	88.6	41.6	62.8	66.4	105	105.3
LOS by Move:	E	D	B	F	D	C	F	D	E	E	F	F
HCM2kAvgQ:	9	28	5	3	21	6	15	6	9	9	10	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Highland Springs Ave./8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
 Loss Time (sec): 16 Average Delay (sec/veh): 48.4
 Optimal Cycle: 165 Level Of Service: D

Street Name:	Highland Springs Ave.						8th St.-Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	26	1482	426	361	955	159	167	709	49	333	512	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1482	426	361	955	159	167	709	49	333	512	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1482	426	361	955	159	167	709	49	333	512	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1482	426	361	955	159	167	709	49	333	512	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1482	426	361	955	159	167	709	49	333	512	358

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.95	0.85	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	3610	1615	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.41	0.26	0.10	0.26	0.10	0.09	0.20	0.03	0.10	0.14	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.42	0.52	0.10	0.41	0.41	0.09	0.21	0.21	0.10	0.22	0.22
Volume/Cap:	0.13	0.99	0.51	0.99	0.64	0.24	0.99	0.91	0.14	0.91	0.63	0.99
Delay/Veh:	40.6	48.6	16.1	87.7	24.5	19.4	109.9	53.7	32.0	71.2	36.6	81.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	48.6	16.1	87.7	24.5	19.4	109.9	53.7	32.0	71.2	36.6	81.8
LOS by Move:	D	D	B	F	C	B	F	D	C	E	D	F
HCM2kAvgQ:	1	23	8	6	11	3	9	15	1	6	7	13

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Highland Springs Ave./1st St./Sun Lakes Blvd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.950

Loss Time (sec): 16 Average Delay (sec/veh): 46.7

Optimal Cycle: 141 Level Of Service: D

Street Name: Highland Springs Ave.

1st St.-Sun Lakes Blvd.

Approach: North Bound

South Bound

East Bound

West Bound

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

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Control: Prot+Permit

Protected

Prot+Permit

Protected

Rights: Include

Ignore

Include

Include

Min. Green: 7 7 7

7 7 7

7 7 7

7 7 7

Y+R: 4.0 4.0 4.0

4.0 4.0 4.0

4.0 4.0 4.0

4.0 4.0 4.0

Lanes: 1 0 2 0 1

2 0 2 0 1

1 0 2 0 1

1 0 2 0 1

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Volume Module:

Base Vol: 188 793 272 411 897 43 81 923 266 343 847 370

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 188 793 272 411 897 43 81 923 266 343 847 370

User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 188 793 272 411 897 0 81 923 266 343 847 370

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 188 793 272 411 897 0 81 923 266 343 847 370

PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 188 793 272 411 897 0 81 923 266 343 847 370

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 0.92 0.95 1.00 0.95 0.95 0.85 0.95 0.95 0.85

Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1805 3610 1615 3502 3610 1900 1805 3610 1615 1805 3610 1615

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Capacity Analysis Module:

Vol/Sat: 0.10 0.22 0.17 0.12 0.25 0.00 0.04 0.26 0.16 0.19 0.23 0.23

Crit Moves: **** **** **** ****

Green/Cycle: 0.41 0.24 0.24 0.13 0.26 0.00 0.51 0.27 0.27 0.20 0.36 0.36

Volume/Cap: 0.69 0.91 0.70 0.91 0.95 0.00 0.29 0.95 0.61 0.95 0.65 0.63

Delay/Veh: 30.3 50.0 40.0 64.9 54.7 0.0 17.2 54.0 34.6 74.1 27.8 28.8

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 30.3 50.0 40.0 64.9 54.7 0.0 17.2 54.0 34.6 74.1 27.8 28.8

LOS by Move: C D D E D A B D C E C C

HCM2kAvgQ: 5 14 8 7 16 0 2 20 8 15 12 10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Highland Springs Ave./Mellon Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 12 Average Delay (sec/veh): 18.8
Optimal Cycle: 45 Level Of Service: B

Street Name: Highland Springs Ave.

Mellon Lane

Approach: North Bound South Bound East Bound West Bound

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

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Control: Protected Permitted Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 0 0 1 0 0 0 0 0

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Volume Module:

Base Vol: 129 853 0 0 991 379 264 0 155 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 129 853 0 0 991 379 264 0 155 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 129 853 0 0 991 379 264 0 155 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 129 853 0 0 991 379 264 0 155 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 129 853 0 0 991 379 264 0 155 0 0 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 1.00 1.00 0.95 0.85 0.95 1.00 0.85 1.00 1.00 1.00

Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 1805 3610 0 0 3610 1615 1805 0 1615 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.07 0.24 0.00 0.00 0.27 0.23 0.15 0.00 0.10 0.00 0.00 0.00

Crit Moves: **** **** ****

Green/Cycle: 0.13 0.62 0.00 0.00 0.49 0.49 0.26 0.00 0.26 0.00 0.00 0.00

Volume/Cap: 0.56 0.38 0.00 0.00 0.56 0.48 0.56 0.00 0.37 0.00 0.00 0.00

Delay/Veh: 44.0 9.6 0.0 0.0 18.3 17.4 33.5 0.0 30.7 0.0 0.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 44.0 9.6 0.0 0.0 18.3 17.4 33.5 0.0 30.7 0.0 0.0 0.0

LOS by Move: D A A A B B C A C A A A

HCM2kAvgQ: 5 7 0 0 10 7 8 0 4 0 0 0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.974

Loss Time (sec): 12 Average Delay (sec/veh): 47.1

Optimal Cycle: 159 Level Of Service: D

Street Name: C St.

Wilson St.

Approach: North Bound South Bound East Bound West Bound

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

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Control: Permitted Permitted Protected Protected

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 0 0 0 0 0 1 0 0 1 0 1 0 1 0 1 0

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Volume Module:

Base Vol: 1 0 0 99 0 173 247 1283 4 0 1100 141

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 1 0 0 99 0 173 247 1283 4 0 1100 141

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 1 0 0 99 0 173 247 1283 4 0 1100 141

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 1 0 0 99 0 173 247 1283 4 0 1100 141

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 1 0 0 99 0 173 247 1283 4 0 1100 141

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 1.00 1.00 0.80 1.00 0.80 0.95 1.00 1.00 1.00 0.93 0.93

Lanes: 1.00 0.00 0.00 0.36 0.00 0.64 1.00 0.99 0.01 1.00 1.77 0.23

Final Sat.: 1807 0 0 552 0 964 1805 1894 6 1900 3145 403

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Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.18 0.00 0.18 0.14 0.68 0.68 0.00 0.35 0.35

Crit Moves: ****

Green/Cycle: 0.17 0.00 0.00 0.17 0.00 0.17 0.20 0.64 0.64 0.00 0.51 0.51

Volume/Cap: 0.00 0.00 0.00 1.06 0.00 1.06 0.68 1.06 1.06 0.00 0.68 0.68

Delay/Veh: 34.5 0.0 0.0 113.7 0.0 113.7 42.5 60.5 60.5 0.0 19.5 19.5

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 34.5 0.0 0.0 113.7 0.0 113.7 42.5 60.5 60.5 0.0 19.5 19.5

LOS by Move: C A A F A F D E E A B B

HCM2kAvgQ: 0 0 0 14 0 14 7 48 48 0 15 15

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 12 Average Delay (sec/veh): 34.5
Optimal Cycle: 90 Level Of Service: C

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	2	0	0	1	0	0	0

Volume Module:

Base Vol:	317	862	0	0	1082	353	247	0	222	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	862	0	0	1082	353	247	0	222	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	862	0	0	1082	353	247	0	222	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	862	0	0	1082	353	247	0	222	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	317	862	0	0	1082	353	247	0	222	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.95	0.85	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	2.00	1.00	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	3610	1615	912	0	820	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.18	0.45	0.00	0.00	0.30	0.22	0.27	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.21	0.56	0.00	0.00	0.35	0.35	0.32	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.85	0.81	0.00	0.00	0.85	0.62	0.85	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	54.5	22.4	0.0	0.0	35.3	28.8	43.5	0.0	47.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	22.4	0.0	0.0	35.3	28.8	43.5	0.0	47.6	0.0	0.0	0.0
LOS by Move:	D	C	A	A	D	C	D	A	D	A	A	A
HCM2kAvgQ:	9	20	0	0	17	9	16	0	17	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 12 Average Delay (sec/veh): 52.6
Optimal Cycle: 169 Level Of Service: D

Street Name:	Beaumont Rd.-G St						Highland Home Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	774	326	720	586	0	0	0	0	263	0	406
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	774	326	720	586	0	0	0	0	263	0	406
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	774	326	720	586	0	0	0	0	263	0	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	774	326	720	586	0	0	0	0	263	0	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	774	326	720	586	0	0	0	0	263	0	406

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.21	0.20	0.40	0.31	0.00	0.00	0.00	0.00	0.15	0.00	0.25
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.22	0.22	0.41	0.62	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.98	0.93	0.98	0.49	0.00	0.00	0.00	0.00	0.57	0.00	0.98
Delay/Veh:	0.0	66.6	67.9	58.1	10.5	0.0	0.0	0.0	0.0	34.1	0.0	76.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	66.6	67.9	58.1	10.5	0.0	0.0	0.0	0.0	34.1	0.0	76.6
LOS by Move:	A	E	E	E	B	A	A	A	A	C	A	E
HCM2kAvgQ:	0	14	11	24	9	0	0	0	0	8	0	18

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Highland Home Rd./F St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	12	Average Delay (sec/veh):	24.6
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Highland Home Rd. F St.																			
Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Permitted				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	1	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0

Volume Module:												
Base Vol:	282	1029	0	0	849	0	0	0	198	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	1029	0	0	849	0	0	0	198	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	1029	0	0	849	0	0	0	198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	1029	0	0	849	0	0	0	198	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	282	1029	0	0	849	0	0	0	198	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	0	0	0	1644	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.16	0.54	0.00	0.00	0.45	0.00	0.00	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.19	0.73	0.00	0.00	0.54	0.00	0.00	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.82	0.74	0.00	0.00	0.82	0.00	0.00	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	53.6	9.9	0.0	0.0	24.2	0.0	0.0	0.0	61.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	9.9	0.0	0.0	24.2	0.0	0.0	0.0	61.3	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	A	A	A	E	A	A	A
HCM2kAvgQ:	8	17	0	0	22	0	0	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 8 Average Delay (sec/veh): 15.0
Optimal Cycle: 95 Level Of Service: B

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	247	1331	0	0	996	35	25	0	173	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1331	0	0	996	35	25	0	173	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1331	0	0	996	35	25	0	173	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1331	0	0	996	35	25	0	173	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	247	1331	0	0	996	35	25	0	173	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.97	0.03	0.13	0.00	0.87	0.00	0.00	0.00
Final Sat.:	701	1900	0	0	1826	64	210	0	1455	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.35	0.70	0.00	0.00	0.55	0.55	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.79	0.79	0.00	0.00	0.79	0.79	0.13	0.00	0.13	0.00	0.00	0.00
Volume/Cap:	0.45	0.89	0.00	0.00	0.69	0.69	0.89	0.00	0.89	0.00	0.00	0.00
Delay/Veh:	4.1	14.7	0.0	0.0	6.4	6.4	75.3	0.0	75.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.1	14.7	0.0	0.0	6.4	6.4	75.3	0.0	75.3	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	2	29	0	0	14	14	9	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 12 Average Delay (sec/veh): 33.4
Optimal Cycle: 87 Level Of Service: C

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	2

Volume Module:

Base Vol:	228	668	198	538	517	113	119	1000	245	43	865	792
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	668	198	538	517	113	119	1000	245	43	865	792
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	668	198	538	517	113	119	1000	245	43	865	792
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	668	198	538	517	113	119	1000	245	43	865	792
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	668	198	538	517	113	119	1000	245	43	865	792

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.92	0.92	0.92	0.27	0.92	0.92	0.15	0.95	0.85
Lanes:	1.00	1.54	0.46	2.00	1.64	0.36	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1805	2690	797	3502	2883	630	511	2813	689	281	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.13	0.25	0.25	0.15	0.18	0.18	0.23	0.36	0.36	0.15	0.24	0.49
Crit Moves:	****			****						****		
Green/Cycle:	0.20	0.30	0.30	0.18	0.28	0.28	0.40	0.40	0.40	0.40	0.40	0.58
Volume/Cap:	0.64	0.84	0.84	0.84	0.64	0.64	0.58	0.89	0.89	0.38	0.60	0.84
Delay/Veh:	40.7	39.2	39.2	49.1	32.9	32.9	27.5	35.0	35.0	23.3	24.3	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	39.2	39.2	49.1	32.9	32.9	27.5	35.0	35.0	23.3	24.3	23.7
LOS by Move:	D	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	7	16	16	9	9	9	3	17	17	1	10	18

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.991
Loss Time (sec):	16	Average Delay (sec/veh):	52.4
Optimal Cycle:	169	Level Of Service:	D

Street Name:	Sunset Ave.						Wilson St.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Prot+Permit			Protected			Prot+Permit					
Rights:	Include			Ovl			Include			Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0

Volume Module:												
Base Vol:	323	806	54	141	445	277	329	910	178	193	1196	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	806	54	141	445	277	329	910	178	193	1196	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	806	54	141	445	277	329	910	178	193	1196	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	806	54	141	445	277	329	910	178	193	1196	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	323	806	54	141	445	277	329	910	178	193	1196	178

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	1.67	0.33	1.00	2.00	1.00
Final Sat.:	1805	3353	225	1805	3610	1615	1805	2944	576	1805	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.18	0.24	0.24	0.08	0.12	0.17	0.18	0.31	0.31	0.11	0.33	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.24	0.24	0.36	0.13	0.32	0.18	0.39	0.39	0.56	0.33	0.33
Volume/Cap:	0.94	0.99	0.99	0.65	0.94	0.54	0.99	0.80	0.80	0.61	0.99	0.33
Delay/Veh:	73.1	65.9	65.9	32.1	70.0	29.5	87.4	30.9	30.9	24.1	56.7	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	65.9	65.9	32.1	70.0	29.5	87.4	30.9	30.9	24.1	56.7	25.3
LOS by Move:	E	E	E	C	E	C	F	C	C	C	E	C
HCM2kAvgQ:	11	16	16	5	11	8	11	15	15	4	22	4

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Sunrise Ave./Wilson St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	8	Average Delay (sec/veh):	20.3
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Sunrise Ave.						Wilson St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Permitted					
Rights:	Include						Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	0	0	1	0	0	0	0	1	0	0	0	1	0	1	0			

Volume Module:

Base Vol:	166	87	144	32	35	49	58	1001	65	110	1382	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	87	144	32	35	49	58	1001	65	110	1382	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	87	144	32	35	49	58	1001	65	110	1382	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	87	144	32	35	49	58	1001	65	110	1382	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	166	87	144	32	35	49	58	1001	65	110	1382	50

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.81	0.81	0.81	0.66	0.66	0.66	0.18	0.95	0.95
Lanes:	0.42	0.22	0.36	0.28	0.30	0.42	0.10	1.78	0.12	1.00	1.93	0.07
Final Sat.:	608	319	528	424	463	649	129	2230	145	340	3467	125

Capacity Analysis Module:

Vol/Sat:	0.27	0.27	0.27	0.08	0.08	0.08	0.45	0.45	0.45	0.32	0.40	0.40
Crit Moves:	****						****					
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.78	0.78	0.78	0.22	0.22	0.22	0.78	0.78	0.78	0.57	0.70	0.70
Delay/Veh:	37.1	37.1	37.1	23.2	23.2	23.2	19.5	19.5	19.5	17.4	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	37.1	37.1	23.2	23.2	23.2	19.5	19.5	19.5	17.4	16.3	16.3
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	13	13	13	3	3	3	14	14	14	2	16	16

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 16th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547

Loss Time (sec): 8 Average Delay (sec/veh): 10.1

Optimal Cycle: 35 Level Of Service: B

Street Name:	16th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	58	0	163	0	0	0	0	928	164	96	1345	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	0	163	0	0	0	0	928	164	96	1345	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	163	0	0	0	0	928	164	96	1345	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	163	0	0	0	0	928	164	96	1345	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	0	163	0	0	0	0	928	164	96	1345	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	1.00	0.93	0.93	0.22	0.95	0.95
Lanes:	0.26	0.00	0.74	0.00	1.00	0.00	1.00	1.70	0.30	1.00	2.00	0.00
Final Sat.:	443	0	1245	0	1900	0	1900	3000	530	418	3610	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.31	0.31	0.23	0.37	0.00
Crit Moves:	****									****		
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.68	0.68	0.68	0.68	0.00
Volume/Cap:	0.55	0.00	0.55	0.00	0.00	0.00	0.00	0.45	0.45	0.34	0.55	0.00
Delay/Veh:	34.9	0.0	34.9	0.0	0.0	0.0	0.0	7.5	7.5	7.3	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	0.0	34.9	0.0	0.0	0.0	0.0	7.5	7.5	7.3	8.4	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	7	0	7	0	0	0	0	8	8	1	10	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 8th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 12 Average Delay (sec/veh): 34.2
Optimal Cycle: 114 Level Of Service: C

Street Name:	8th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	261	163	56	161	81	91	61	877	39	46	1057	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	163	56	161	81	91	61	877	39	46	1057	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	163	56	161	81	91	61	877	39	46	1057	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	163	56	161	81	91	61	877	39	46	1057	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	163	56	161	81	91	61	877	39	46	1057	149

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.95	0.92	0.92	0.07	1.00	0.85	0.16	1.00	0.85
Lanes:	1.00	0.74	0.26	1.00	0.47	0.53	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	1360	467	1805	824	926	124	1900	1615	295	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.14	0.12	0.12	0.09	0.10	0.10	0.49	0.46	0.02	0.16	0.56	0.09
Crit Moves:	****			****						****		
Green/Cycle:	0.16	0.15	0.15	0.11	0.11	0.11	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.91	0.78	0.78	0.78	0.91	0.91	0.81	0.75	0.04	0.25	0.91	0.15
Delay/Veh:	71.8	54.0	54.0	60.5	84.6	84.6	59.9	16.8	7.7	9.6	27.3	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.8	54.0	54.0	60.5	84.6	84.6	59.9	16.8	7.7	9.6	27.3	8.3
LOS by Move:	E	D	D	E	F	F	E	B	A	A	C	A
HCM2kAvgQ:	11	9	9	7	8	8	2	20	0	1	27	2

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 4th St./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.948

Loss Time (sec): 8 Average Delay (sec/veh): 25.7

Optimal Cycle: 134 Level Of Service: C

Street Name:	4th St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:

Base Vol:	15	169	113	81	41	8	62	972	14	15	1191	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	169	113	81	41	8	62	972	14	15	1191	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	169	113	81	41	8	62	972	14	15	1191	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	169	113	81	41	8	62	972	14	15	1191	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	169	113	81	41	8	62	972	14	15	1191	128

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.85	0.45	0.45	0.45	0.85	0.85	0.85	0.97	0.97	0.97
Lanes:	0.08	0.92	1.00	0.62	0.32	0.06	0.06	0.93	0.01	0.01	0.89	0.10
Final Sat.:	151	1700	1615	538	272	53	96	1498	22	21	1651	177

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.07	0.15	0.15	0.15	0.65	0.65	0.65	0.72	0.72	0.72
Crit Moves:	****						****					
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	0.63	0.63	0.44	0.95	0.95	0.95	0.85	0.85	0.85	0.95	0.95	0.95
Delay/Veh:	43.5	43.5	39.2	102.5	103	102.5	14.0	14.0	14.0	23.8	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	43.5	39.2	102.5	103	102.5	14.0	14.0	14.0	23.8	23.8	23.8
LOS by Move:	D	D	D	F	F	F	B	B	B	C	C	C
HCM2kAvgQ:	6	6	4	7	7	7	22	22	22	34	34	34

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 San Gorgonio/Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.940
 Loss Time (sec): 12 Average Delay (sec/veh): 40.4
 Optimal Cycle: 132 Level Of Service: D

Street Name:	San Gorgonio						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	81	235	41	11	92	259	382	622	130	42	958	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	235	41	11	92	259	382	622	130	42	958	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	235	41	11	92	259	382	622	130	42	958	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	235	41	11	92	259	382	622	130	42	958	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	81	235	41	11	92	259	382	622	130	42	958	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.98	0.98	0.89	0.89	0.89	0.95	0.97	0.97	0.72	0.72	0.72
Lanes:	1.00	0.85	0.15	0.03	0.25	0.72	1.00	0.83	0.17	0.07	1.74	0.19
Final Sat.:	1697	1582	276	51	430	1212	1805	1531	320	105	2387	257

Capacity Analysis Module:

Vol/Sat:	0.05	0.15	0.15	0.21	0.21	0.21	0.21	0.41	0.41	0.40	0.40	0.40
Crit Moves:				****			****			****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.65	0.65	0.42	0.42	0.42
Volume/Cap:	0.21	0.64	0.64	0.92	0.92	0.92	0.92	0.63	0.63	0.96	0.96	0.96
Delay/Veh:	31.3	38.0	38.0	65.0	65.0	65.0	63.7	11.4	11.4	45.3	45.3	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	38.0	38.0	65.0	65.0	65.0	63.7	11.4	11.4	45.3	45.3	45.3
LOS by Move:	C	D	D	E	E	E	E	B	B	D	D	D
HCM2kAvgQ:	2	9	9	15	15	15	12	13	13	23	23	23

Note: Queue reported is the number of cars per lane.

APPENDIX D

PROJECT TRIP GENERATION BY PLANNING AREA

Table G - Project Trip Generation By Planning Area

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
PA 1								
Single Family Residential	114 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		22	64	86	72	43	115	1,091
PA 2								
Single Family Residential	86 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		16	48	64	54	33	87	823
PA 3								
Single Family Residential	78 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		15	44	59	49	30	79	746
PA 4								
Single Family Residential	78 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		15	44	59	49	30	79	746
PA 5								
Single Family Residential	183 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		35	102	137	115	70	185	1,751
PA 6								
Single Family Residential	81 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		15	45	60	51	31	82	775
PA 7								
Single Family Residential	77 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		15	43	58	49	29	78	737
PA 8								
Single Family Residential	133 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		25	74	99	84	51	135	1,273
PA 17								
Commercial 1	198 TSF							
Trips/Unit ²		0.71	0.46	1.17	2.49	2.59	5.08	53.45
Trip Generation		141	90	231	493	513	1,006	10,594
Pass By Trips ³		(37)	(37)	(74)	(160)	(160)	(321)	(3,377)
Net Retail Trip Generation		104	53	157	333	353	685	7,217
PA 18								
Commercial 2	351 TSF							
Trips/Unit ²		0.56	0.36	0.92	2.02	2.18	4.2	43.77
Trip Generation		197	126	323	707	766	1,474	15,350
Pass By Trips ³		(44)	(44)	(87)	(199)	(199)	(398)	(4,144)
Net Retail Trip Generation		153	82	236	508	567	1,076	11,206
PA 9								
Single Family Residential	185 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		35	104	139	117	70	187	1,770
PA 10								
Single Family Residential	139 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		26	78	104	88	53	141	1,330
PA 11								
Single Family Residential	252 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		48	141	189	159	96	255	2,412

Table G - Project Trip Generation By Planning Area

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
PA 12								
Single Family Residential	49 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		9	27	36	31	19	50	469
PA 13								
Single Family Residential	69 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		13	39	52	43	26	69	660
PA 14								
Single Family Residential	94 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		18	53	71	59	36	95	900
PA 15								
Condominium/Townhomes	512 DU							
Trips/Unit ⁴		0.07	0.37	0.44	0.35	0.17	0.52	5.81
Trip Generation		38	187	225	178	88	266	2,975
PA 16								
Condominium/Townhomes	413 DU							
Trips/Unit ⁴		0.07	0.37	0.44	0.35	0.17	0.52	5.81
Trip Generation		31	151	182	144	71	215	2,400
PA 20								
Elementary School	102 TSF							
Trips/Unit ⁵		2.91	2.29	5.20				15.43
Trip Generation		297	233	530				1,573
PA 35,39								
Golf Course	18 Holes							
Trips/Unit ¹		1.76	0.47	2.23	1.25	1.53	2.78	35.74
Trip Generation		32	8	40	23	28	51	643
PA 40								
Single Family Residential	98 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		19	55	74	62	37	99	938
PA 41								
Single Family Residential	100 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		19	56	75	63	38	101	957
PA 42								
Single Family Residential	116 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		22	65	87	73	44	117	1,110
PA 43								
Single Family Residential	217 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		41	122	163	137	82	219	2,077
PA 44								
Single Family Residential	122 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		23	68	91	77	46	123	1,168
PA 45								
Single Family Residential	113 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		21	63	84	71	43	114	1,081
PA 46								
Single Family Residential	105 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		20	59	79	66	40	106	1,005

Table G - Project Trip Generation By Planning Area

		A.M. Peak Hour			P.M. Peak Hour			
Land Use	Units	In	Out	Total	In	Out	Total	Daily
PA 47								
Single Family Residential	160 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		30	90	120	101	61	162	1,531
PA 48								
Single Family Residential	108 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		21	60	81	68	41	109	1,034
PA 49								
Single Family Residential	129 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		25	72	97	81	49	130	1,235
PA 50								
Single Family Residential	159 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		30	89	119	100	60	160	1,522
PA 51								
Single Family Residential	102 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		19	57	76	64	39	103	976
PA 52								
Single Family Residential	129 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		25	72	97	81	49	130	1,235
PA 53								
Single Family Residential	80 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		15	45	60	50	30	80	766
PA 54								
Single Family Residential	20 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		4	11	15	13	8	21	191
PA 55								
Single Family Residential	126 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		24	71	95	79	48	127	1,206

Table G - Project Trip Generation By Planning Area

Land Use		A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
PA 56								
Single Family Residential	83 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		16	46	62	52	32	84	794
PA 57								
Single Family Residential	63 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		12	35	47	40	24	64	603
PA 58								
Single Family Residential	122 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		23	68	91	77	46	123	1,168
PA 59								
Condominium/Townhomes	280 DU							
Trips/Unit ⁴		0.07	0.37	0.44	0.35	0.17	0.52	5.81
Trip Generation		21	102	123	98	48	146	1,627
PA 60								
Single Family Residential	205 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		39	115	154	129	78	207	1,962
PA 61								
Single Family Residential	207 DU							
Trips/Unit ¹		0.19	0.56	0.75	0.63	0.38	1.01	9.57
Trip Generation		39	116	155	130	79	209	1,981
PA 68								
Elementary School	98 TSF							
Trips/Unit ⁵		2.91	2.29	5.20				15.43
Trip Generation		287	225	512				1,519
GROSS TOTAL TRIP GENERATION		1,757	3,383	5,140	3,918	2,746	6,664	69,181
Internal Trip Capture ⁷ 10%		(176)	(338)	(514)	(392)	(275)	(666)	(6,918)
NET TOTAL TRIP GENERATION		1,582	3,044	4,626	3,526	2,471	5,998	62,263

¹Rates based on Land Use 210 - Single Family Detached Housing from Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition.

²Rates based on Land Use 820 - Shopping Center from ITE Trip Generation, 8th Edition.

³Pass-By Rates based on Land Use 820 - Shopping Center from ITE Trip Generation Handbook, 2nd Edition.

⁴Rates based on Land Use 230 - Residential Condominium/Townhomes from ITE Trip Generation, 8th Edition.

⁵Rates based on Land Use 520 - Elementary School from ITE Trip Generation, 8th Edition.

⁶Rates based on Land Use 430 - Golf Course from ITE Trip Generation, 8th Edition.

⁷Internal Trip Capture Rates based on Project Select Zone from the Pass Area Model

APPENDIX E

DETERMINATION OF GENERAL PLAN BUILD-OUT YEAR

**Table B: SCAG Regional Transportation Plan (RTP)
Growth Projections (Annual Rate)
City of Banning**

TAZ	Percent TAZ within Banning/Zone of Influence	Adjusted Percent based on Topography	2003 Base Model Housing (DU)	2035 Future Model Housing (DU)	2003 Adjusted Model Housing (DU)	2035 Adjusted Model Housing (DU)
4380600	2.5%	10.0%	332	851	33	85
4380601	99.0%	100.0%	2,736	6,513	2,736	6,513
4380602	8.0%	8.0%	136	1,959	11	157
4380603	11.4%	11.4%	783	2,004	89	228
4380604	99.6%	100.0%	85	203	85	203
4380900	28.3%	28.3%	1,302	5,569	369	1,577
4410100	100.0%	100.0%	953	1,058	953	1,058
4410200	100.0%	100.0%	872	961	872	961
4410300	99.7%	100.0%	1,921	5,342	1,921	5,342
4410400	81.3%	81.3%	855	5,030	695	4,090
4420000	98.3%	100.0%	1,471	1,630	1,471	1,630
4430000	99.9%	100.0%	1,121	1,506	1,121	1,506
					10,356	23,350

Compounded Average Annual Growth Rate 2.57%

Note:
Housing (includes Single Family and Multi Family)
DU - Dwelling Units

Lands available for residential development generally fall into two types: infill development on the north side of the City, and larger holdings, most of which will require coordinated development efforts, on the south side of the City. Table-2, below, provides information on vacant and developed residential lands in the City, the Sphere of Influence, and the planning area.

**Table III-2
Residential Buildout Statistical Summary**

Designation	City Limits				Sphere of Influence				Planning Area				Grand Total Units	Grand Total Acres
	Acres Total	Exist. Units	Future Units	Total Units	Acres Total	Exist. Units	Future Units	Total Units	Acres Total	Exist. Units	Future Units	Total Units		
Ranch/Agriculture (1 du/10 ac.)	77.7		8	8	798.7		72	72	661.2		63	63	143	1,537.6
Ranch/Agriculture - Hillside (1 du/10 ac.)	473.3		35	35	1,553.1		154	154	439.8		42	42	231	2,466.2
Rural Residential (0-1 du/ac.)	595.9		471	471	910.6		902	902	839.4		640	640	2,013	2,345.9
Rural Residential - Hillside (0-1 du/ac.)	56.2		84	84	78.5		79	79	269.3		269	269	432	404.0
Very Low Density Residential (0-2 du/ac.)	2,146.9	8,227	2,875	11,102	220.4	352	298	650	0.0	204	0	204	11,956	2,367.3
Low Density Residential (0-5 du/ac.)	3,147.4		6,928	6,928	167.0		626	626	132.1		486	486	8,040	3,446.5
Medium Density Residential (0-10 du/ac.)	1,018.7		2,720	2,720	49.4		371	371	29.7		221	221	3,311	1,097.8
High Density Residential (11-18 du/ac.)	369.9	1,021	2,881	3,902	9.7		129	129	0.0		0	0	4,031	379.6
Mobile Home Park	130.4	1,156	189	1,345									1,345	130.4
Residential Total	8,016.4	10,404	16,191	26,595	3,787	352	2,630	2,982	2,372		1,722	1,926	31,503	14,175
Note: Future units calculated at 75% of maximum density except in Ranch/Agriculture, Ranch/Agriculture-Hillside, Rural Residential and Rural Residential- Hillside.														

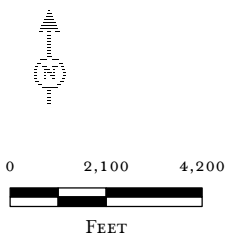
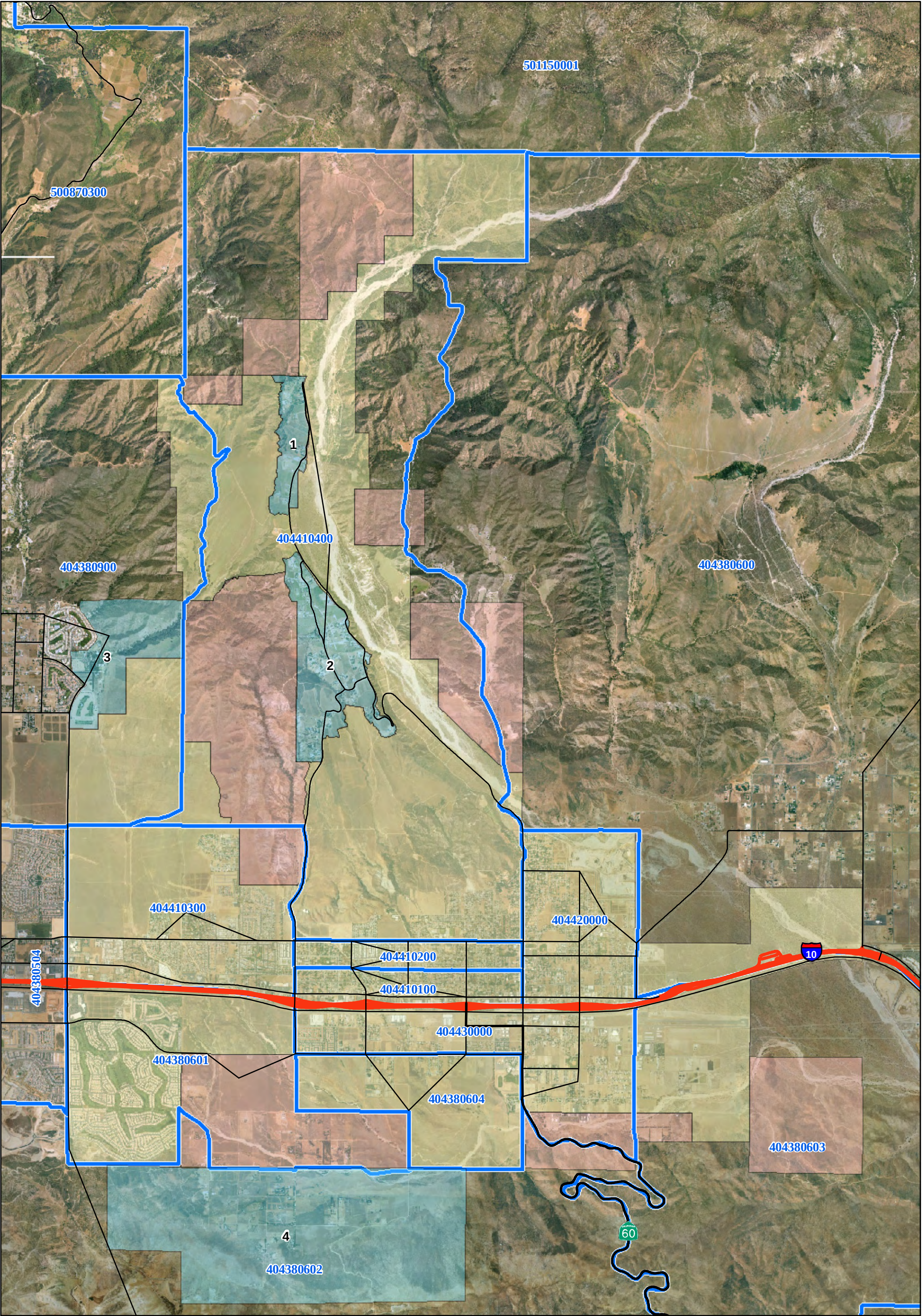
Buildout Population

Based on the table above, the City's buildout population is estimated to total 67,697, the Sphere of Influence's will total 7,622, and the planning area's will total 4,907¹. Total population at buildout for the entire General Plan area is therefore estimated to be 80,226.

Neighborhood Identity

Through the development of this General Plan, the variety and diversity of neighborhoods in the City has been clearly identified. These areas are bound together by tangible and intangible similarities, including age of housing, lifestyle and geographic isolation. The City wishes to support and enhance these neighborhoods, and preserve the quality of life they represent to their residents.

¹ Assumes 2003 populations of 25,600, 784, and 430 for the City, Sphere of Influence and planning area, respectively; and a household size of 2.6 persons. Does not include potential residential population in the Downtown Commercial land use designation.

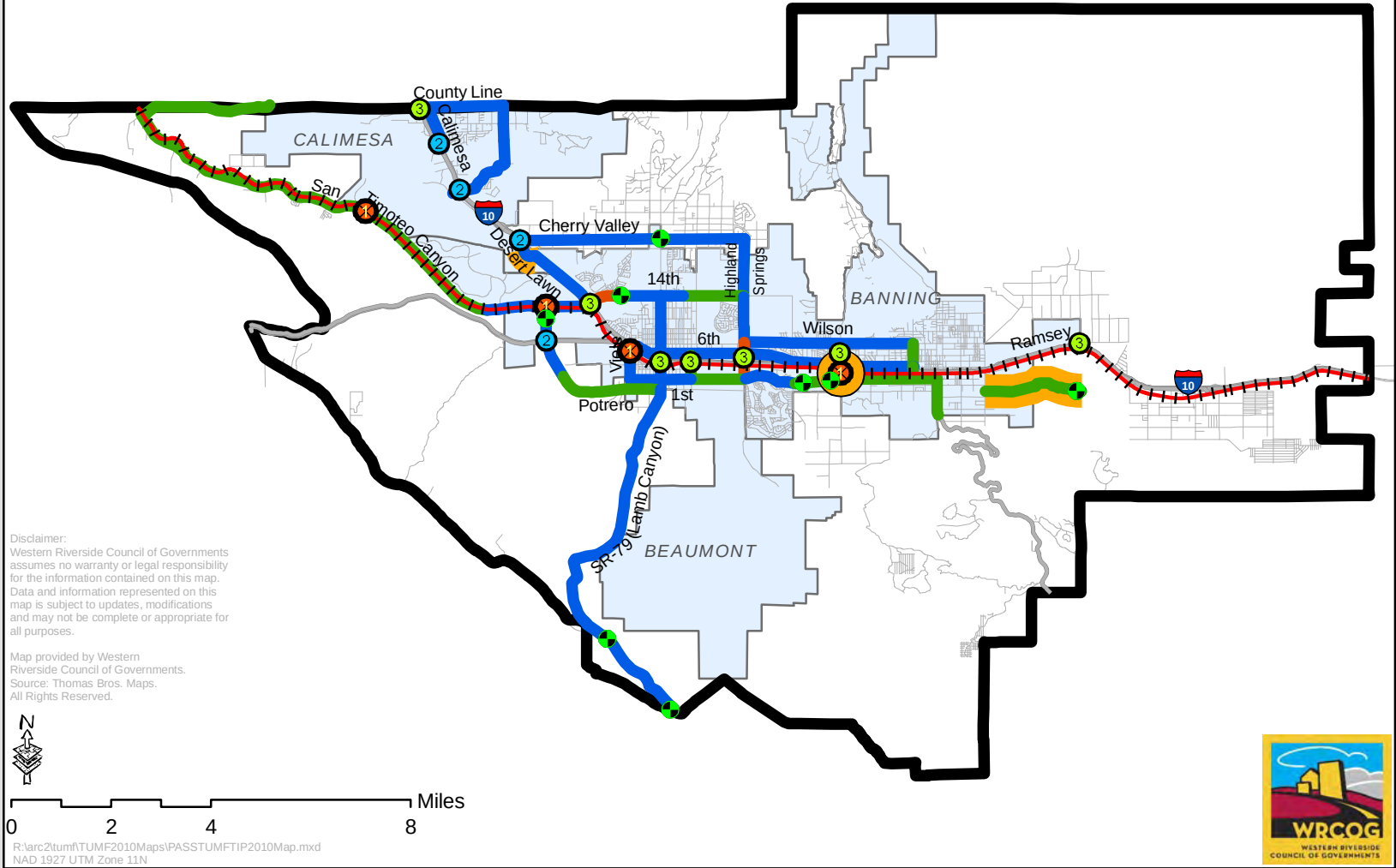
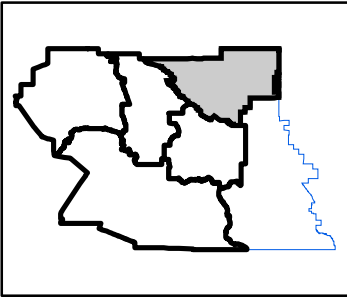


- | | | | |
|--|-------------|--|---|
| | Interstate | | TAZ Boundary (with ID#) |
| | State Route | | City of Banning Limits |
| | Minor Roads | | City of Banning Sphere of Influence |
| | | | City of Banning Planning Areas (with ID#) |

SOURCE: Riverside LAFCO (2006), SCAG (2008).
I:\PDH0603\GIS\BanningTAZs.mxd (7/2/2008)

APPENDIX F

**YEAR 2008 PASS CITIES TUMF ZONE TRANSPORTATION
IMPROVEMENT PROGRAM**



TIP Ammendment
Adopted February 2010

The 2010 Pass TUMF Zone Transportation Improvement Program

APPENDIX G

SIGNAL WARRANT ANALYSIS

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	1	0	0	1	0	0	1	0
Initial Vol:	0	0	0	415	1	47	0	315	120	170	337	0
ApproachDel:	xxxxxx			603.7			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=77.6]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=463]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1405]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	0	0	0	0	0	415	1	47			0	315	120			170	337	0		
Major Street Volume:					942															
Minor Approach Volume:					463															
Minor Approach Volume Threshold:					311															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0
Initial Vol:	179	0	189	0	0	0	26	694	0	0	326	233
ApproachDel:	53.5			xxxxxx			xxxxxx			xxxxxx		

 Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=5.5]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=368]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1647]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	
Initial Vol:	179		0	189		0	0	0	0	26	694		0	0	326	
															233	

Major Street Volume: 1279
 Minor Approach Volume: 368
 Minor Approach Volume Threshold: 268

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	32	10	45	4	4	6	6	638	28	36	479	38
ApproachDel:	34.8			25.6			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=87]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1326]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=14]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1326]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	32	10	45	4	4	6	6	638	28	36	479	38

Major Street Volume: 1225
 Minor Approach Volume: 87
 Minor Approach Volume Threshold: 215

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Lanes:	0	1	0	0	1	0	1	0	1	0	1	0	1
Initial Vol:	36	40	14	44	36	50	53	674	44	12	531	69	
Major Street Volume:	1383												
Minor Approach Volume:	130												
Minor Approach Volume Threshold:	235												

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		411		0	0		466		0	0		0		0	225		0		265
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				264.5							

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=36.0]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=490]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1367]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		411		0	0		466		0	0		0		0	225		0		265
Major Street Volume:					877															
Minor Approach Volume:					490															
Minor Approach Volume Threshold:					254															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Initial Vol:	0		0		0	170		0		59	102		645		0	0		466		126

Major Street Volume: 1339
 Minor Approach Volume: 229
 Minor Approach Volume Threshold: 249

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #22 Highland Springs Avenue/ F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		355		526	35		277		0	0		0		0	367		0		24
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					227.6				

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=24.7]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=391]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1584]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Highland Springs Avenue/ F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		355		526	35		277		0	0		0		0	367		0		24
Major Street Volume:	1193																			
Minor Approach Volume:	391																			
Minor Approach Volume Threshold:	172																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 0 1! 0 0	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	145 1137 280	105 758 101	142 175 75	196 122 73
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=392]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3309]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=391]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3309]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	145	1137	280	105	758	101	142	175	75	196	122	73
Major Street Volume:	2526											
Minor Approach Volume:	392											
Minor Approach Volume Threshold:	-24 [less than minimum of 150]											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0
Initial Vol:	1	0	0	98	0	171	245	492	4	0	397	140
ApproachDel:	110.2			564.4			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1548]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=42.2]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=269]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1548]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	
Initial Vol:	1	0	0	0	98	0	171	245	492	4	0	397	140			
Major Street Volume:					1278											
Minor Approach Volume:					269											
Minor Approach Volume Threshold:					200											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	
Initial Vol:	315	67	0		0	79	351		245	0	220		0	0	0	
ApproachDel:	xxxxxx				xxxxxx				236.1				xxxxxx			

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=30.5]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=465]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1277]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	
Initial Vol:	315	67	0		0	79	351		245	0	220		0	0	0	
Major Street Volume:	812															
Minor Approach Volume:	465															
Minor Approach Volume Threshold:	275															

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	245	649			0	0	449			35	24	0			171	0	0			0
ApproachDel:	xxxxxx				xxxxxx				26.2				xxxxxx							

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=195]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1573]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	245	649	0	0	449	35	24	0	171	0	0	0
Major Street Volume:	1378											
Minor Approach Volume:	195											
Minor Approach Volume Threshold:	134											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1
Initial Vol:	158	358	40	298	247	76	111	331	104	30	297	426
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

 Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=556]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2476]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

 Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=621]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2476]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	1	0	1	0	0	1	1	0	0	1	0	1	0
Initial Vol:	158	358	40	298	247	76	111	331	104	30	297	426	
Major Street Volume:	1299												
Minor Approach Volume:	621												
Minor Approach Volume Threshold:	195												

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0
Initial Vol:	0	0	0	358	0	31	90	381	1	9	431	519	
ApproachDel:	xxxxxx			443.5			xxxxxx			xxxxxx			

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=47.9]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=389]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1820]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0
Initial Vol:	0	0	0	358	0	31	90	381	1	9	431	519	

Major Street Volume: 1431
 Minor Approach Volume: 389
 Minor Approach Volume Threshold: 220

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 Sunset Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Initial Vol:	227	29	54	3	9	75	69	342	177	39	427	2
Major Street Volume:	1056											
Minor Approach Volume:	310											
Minor Approach Volume Threshold:	275											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	0	311	15	76	127	0	288	1	202	0	0	0
ApproachDel:	xxxxxx			xxxxxx			79.4			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=10.8]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=491]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1020]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0		311		15	76		127		0	288		1		202	0		0		0
Major Street Volume:	529																			
Minor Approach Volume:	491																			
Minor Approach Volume Threshold:	389																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 200.0 Worst Case Level Of Service: F[603.7]

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0

Volume Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Base Vol:	0	0	0	415	1	47	0	315	120	170	337	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	415	1	47	0	315	120	170	337	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	451	1	51	0	342	130	185	366	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	451	1	51	0	342	130	185	366	0

Critical Gap Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
Cnflct Vol:	xxxx	xxxx	xxxxx	1143	1209	366	xxxx	xxxx	xxxxx	473	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	223	184	683	xxxx	xxxx	xxxxx	1100	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	191	150	683	xxxx	xxxx	xxxxx	1100	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.36	0.01	0.07	xxxx	xxxx	xxxx	0.17	xxxx	xxxx

Level Of Service Module:	I-10 Eastbound Ramp			I-10 Eastbound Ramp			San Timeteo Canyon Dr.			San Timeteo Canyon Dr.		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.7	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	191	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	37.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	670.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx	603.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*	F		*			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 12.1 Worst Case Level Of Service: F[53.5]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	1	0	0	0	1
Volume Module:												
Base Vol:	179	0	189	0	0	0	26	694	0	0	326	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	0	189	0	0	0	26	694	0	0	326	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	182	0	192	0	0	0	26	704	0	0	331	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	182	0	192	0	0	0	26	704	0	0	331	236
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	1205	1324	704	xxxx	xxxx	xxxxx	567	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	205	158	440	xxxx	xxxx	xxxxx	1015	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	201	153	440	xxxx	xxxx	xxxxx	1015	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.90	0.00	0.44	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.2	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	19.3	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	201	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	89.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	53.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: D[34.8]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0

Volume Module:	Elm Ave. NB			Elm Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Base Vol:	32	10	45	4	4	6	6	638	28	36	479	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	10	45	4	4	6	6	638	28	36	479	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	11	47	4	4	6	6	672	30	38	505	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	34	11	47	4	4	6	6	672	30	38	505	40

Critical Gap Module:	Elm Ave. NB			Elm Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Elm Ave. NB			Elm Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
Cnflct Vol:	1306	1320	687	1329	1315	525	545	xxxx	xxxxx	702	xxxx	xxxxx
Potent Cap.:	138	158	450	133	159	557	1034	xxxx	xxxxx	905	xxxx	xxxxx
Move Cap.:	129	151	450	109	152	557	1034	xxxx	xxxxx	905	xxxx	xxxxx
Volume/Cap:	0.26	0.07	0.11	0.04	0.03	0.01	0.01	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:	Elm Ave. NB			Elm Ave. SB			Oak Valley Pkwy. EB			Oak Valley Pkwy. WB		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	210	xxxxx	xxxx	189	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.0	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	34.8	xxxxx	xxxxx	25.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	D	*	*	*	*	*	*	*
ApproachDel:	34.8			25.6			xxxxxx			xxxxxx		
ApproachLOS:	D			D			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.313
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 98.9
Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Base Vol:	36	40	14	44	36	50	53	674	44	12	531	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	40	14	44	36	50	53	674	44	12	531	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	37	42	15	46	37	52	55	701	46	12	553	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	42	15	46	37	52	55	701	46	12	553	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	42	15	46	37	52	55	701	46	12	553	72

Saturation Flow Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	1.00	1.00	1.00	0.07	0.93	1.00	0.02	0.98	1.00
Final Sat.:	205	228	488	401	425	463	42	534	642	13	567	647

Capacity Analysis Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.			Oak Valley Pkwy.		
Vol/Sat:	0.18	0.18	0.03	0.11	0.09	0.11	1.31	1.31	0.07	0.97	0.97	0.11
Crit Moves:	****			****			****			****		
Delay/Veh:	12.7	12.7	10.2	12.6	11.8	11.3	171.7	172	8.6	55.5	55.5	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	10.2	12.6	11.8	11.3	171.7	172	8.6	55.5	55.5	8.9
LOS by Move:	B	B	B	B	B	B	F	F	A	F	F	A
ApproachDel:	12.3			11.9			162.4			50.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.3			11.9			162.4			50.2		
LOS by Appr:	B			B			F			F		
AllWayAvgQ:	0.2	0.2	0.0	0.1	0.1	0.1	26.1	26.1	0.1	7.5	7.5	0.1

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 94.8 Worst Case Level Of Service: F[264.5]

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	411	0	0	466	0	0	0	0	225	0	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	411	0	0	466	0	0	0	0	225	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	476	0	0	540	0	0	0	0	261	0	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	476	0	0	540	0	0	0	0	261	0	307
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	1016	476
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	266	240	593
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	266	240	593
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.98	0.00	0.52
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	379	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	265	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			264.5		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.221
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 71.6
Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	0	0	0	0	1	0	1	0	0	1

Volume Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	0	0	0	170	0	59	102	645	0	0	466	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	170	0	59	102	645	0	0	466	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	185	0	64	111	703	0	0	508	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	64	111	703	0	0	508	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	185	0	64	111	703	0	0	508	137

Saturation Flow Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	450	0	528	522	576	0	0	568	632

Capacity Analysis Module:	Cherry Ave.			Cherry Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	xxxx	xxxx	xxxx	0.41	xxxx	0.12	0.21	1.22	xxxx	xxxx	0.89	0.22
Crit Moves:				****				****				
Delay/Veh:	0.0	0.0	0.0	15.8	0.0	10.3	11.2	136	0.0	0.0	40.8	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.8	0.0	10.3	11.2	136	0.0	0.0	40.8	9.9
LOS by Move:	*	*	*	C	*	B	B	F	*	*	E	A
ApproachDel:	xxxxxx				14.4				118.6			
Delay Adj:	xxxxxx				1.00				1.00			
ApprAdjDel:	xxxxxx				14.4				118.6			
LOS by Appr:	*				B				F			
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.0	0.1	0.3	20.3	0.0	0.0	5.0	0.3

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/ F Street

Average Delay (sec/veh): 56.4 Worst Case Level Of Service: F[227.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	355	526	35	277	0	0	0	0	367	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	355	526	35	277	0	0	0	0	367	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	355	526	35	277	0	0	0	0	367	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	355	526	35	277	0	0	0	0	367	0	24

Critical Gap Module:

Critical Gap:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	881	xxxx	xxxxx	xxxx	xxxx	xxxxx	965	965	618
Potent Cap.:	xxxx	xxxx	xxxxx	776	xxxx	xxxxx	xxxx	xxxx	xxxxx	285	257	493
Move Cap.:	xxxx	xxxx	xxxxx	776	xxxx	xxxxx	xxxx	xxxx	xxxxx	275	245	493
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	1.33	0.00	0.05

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	283	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	228	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			227.6		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.					Starlight Ave.							
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	145	1137	280	105	758	101	142	175	75	196	122	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1137	280	105	758	101	142	175	75	196	122	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	157	1228	302	113	819	109	153	189	81	212	132	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	157	1228	302	113	819	109	153	189	81	212	132	79

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	928	xxxx	xxxxxx	1530	xxxx	xxxxxx	2897	2943	873	2927	2847	1379
Potent Cap.:	745	xxxx	xxxxxx	441	xxxx	xxxxxx	10	15	352	10	17	179
Move Cap.:	745	xxxx	xxxxxx	441	xxxx	xxxxxx	0	9	352	0	10	179
Volume/Cap:	0.21	xxxx	xxxx	0.26	xxxx	xxxx	xxxxx21.90	0.23	xxxxx13.20	0.44		

Level Of Service Module:

2Way95thQ:	0.8	xxxx	xxxxxx	1.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	11.1	xxxx	xxxxxx	16.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	12	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	35.1	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10110	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 99.7 Worst Case Level Of Service: F[564.4]

Street Name:	C St.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	1	1	0	0
Volume Module:												
Base Vol:	1	0	0	98	0	171	245	492	4	0	397	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	98	0	171	245	492	4	0	397	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	0	0	109	0	191	273	549	4	0	443	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	0	109	0	191	273	549	4	0	443	156

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1715	xxxx	xxxxxx	1619	1622	521	599	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	72	xxxx	xxxxxx	84	104	559	988	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	35	xxxx	xxxxxx	63	70	559	988	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	xxxx	xxxx	1.75	0.00	0.34	0.28	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	110.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	10.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	144	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	24.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	564	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	110.2	564.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	F	F	*	*	*	*	*	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 88.3 Worst Case Level Of Service: F[236.1]

Street Name:	Highland Home Rd.						Northern Loop					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	315	67	0	0	79	351	245	0	220	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	67	0	0	79	351	245	0	220	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	67	0	0	79	351	245	0	220	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	315	67	0	0	79	351	245	0	220	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	430	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	952	952	255	xxxx	xxxx	xxxxxx
Potent Cap.:	1140	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	290	262	789	xxxx	xxxx	xxxxxx
Move Cap.:	1140	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	215	174	789	xxxx	xxxx	xxxxxx
Volume/Cap:	0.28	xxxx	xxxx	xxxx	xxxx	xxxx	1.14	0.00	0.28	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	328	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	1.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	24.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	9.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	236	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			236.1			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: D[26.2]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	245	649	0	0	449	35	24	0	171	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	649	0	0	449	35	24	0	171	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	649	0	0	449	35	24	0	171	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	245	649	0	0	449	35	24	0	171	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	484	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1606	1606	467	xxxx	xxxx	xxxxxx
Potent Cap.:	1089	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	117	106	600	xxxx	xxxx	xxxxxx
Move Cap.:	1089	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	94	79	600	xxxx	xxxx	xxxxxx
Volume/Cap:	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.28	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	360	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	26.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			26.2			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Highland Home Rd.						Wilson St.							
North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0
Volume Module:													
Base Vol:	158	358	40	298	247	76	111	331	104	30	297	426	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	158	358	40	298	247	76	111	331	104	30	297	426	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
PHF Volume:	180	407	45	339	281	86	126	376	118	34	338	484	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	180	407	45	339	281	86	126	376	118	34	338	484	
Critical Gap Module:													
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	
Capacity Module:													
Cnflct Vol:	1065	1577	247	1291	1394	411	822	xxxx	xxxxx	494	xxxx	xxxxx	
Potent Cap.:	180	111	759	123	143	596	817	xxxx	xxxxx	1080	xxxx	xxxxx	
Move Cap.:	0	91	759	0	117	596	817	xxxx	xxxxx	1080	xxxx	xxxxx	
Volume/Cap:	xxxx	4.49	0.06	xxxx	2.40	0.14	0.15	xxxx	xxxx	0.03	xxxx	xxxx	
Level Of Service Module:													
2Way95thQ:	xxxx	43.1	0.2	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	0.1	xxxx	xxxxx	
Control Del:	xxxxx	1666	10.0	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	8.4	xxxx	xxxxx	
LOS by Move:	*	F	B	*	*	*	B	*	*	A	*	*	
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	F			F			*			*			

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 95.4 Worst Case Level Of Service: F[443.5]

Highland Home Rd.						Ramsey St.							
North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0
Volume Module:													
Base Vol:	0	0	0	358	0	31	90	381	1	9	431	519	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	358	0	31	90	381	1	9	431	519	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
PHF Volume:	0	0	0	365	0	32	92	388	1	9	439	529	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	0	0	365	0	32	92	388	1	9	439	529	

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	810	1558	195	1099	1294	484	967	xxxx	xxxxx	389	xxxx	xxxxx
Potent Cap.:	275	114	820	210	164	534	720	xxxx	xxxxx	1181	xxxx	xxxxx
Move Cap.:	232	98	820	188	142	534	720	xxxx	xxxxx	1181	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	1.93	0.00	0.06	0.13	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.2	10.7	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	188	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	27.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	480.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			443.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.156
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 68.1
Optimal Cycle: 0 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7		7		7	7		7		7	7		7		7			
Lanes:	0	1	0	0	1	0	0	1	!	0	0	0	0	1	!	0	0	

Volume Module:	Sunset Ave.						Wilson St.					
Base Vol:	227	29	54	3	9	75	69	342	177	39	427	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	29	54	3	9	75	69	342	177	39	427	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	250	32	59	3	10	83	76	377	195	43	470	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	32	59	3	10	83	76	377	195	43	470	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	250	32	59	3	10	83	76	377	195	43	470	2

Saturation Flow Module:	Sunset Ave.						Wilson St.					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.89	0.11	1.00	0.03	0.10	0.87	0.12	0.58	0.30	0.08	0.91	0.01
Final Sat.:	384	49	502	15	45	376	66	326	169	45	492	2

Capacity Analysis Module:	Sunset Ave.						Wilson St.					
Vol/Sat:	0.65	0.65	0.12	0.22	0.22	0.22	1.16	1.16	1.16	0.96	0.96	0.96
Crit Moves:	****						****					
Delay/Veh:	24.5	24.5	10.7	13.0	13.0	13.0	112.1	112	112.1	53.4	53.4	53.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	10.7	13.0	13.0	13.0	112.1	112	112.1	53.4	53.4	53.4
LOS by Move:	C	C	B	B	B	B	F	F	F	F	F	F
ApproachDel:	22.1			13.0			112.1			53.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.1			13.0			112.1			53.4		
LOS by Appr:	C			B			F			F		
AllWayAvgQ:	1.6	1.6	0.1	0.3	0.3	0.3	16.0	16.0	16.0	6.6	6.6	6.6

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 38.8 Worst Case Level Of Service: F[79.4]

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	311	15	76	127	0	288	1	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	311	15	76	127	0	288	1	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	346	17	85	141	0	321	1	225	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	346	17	85	141	0	321	1	225	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxxx	363	xxxx	xxxxxx	665	674	141	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	1207	xxxx	xxxxxx	428	379	912	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	1207	xxxx	xxxxxx	404	351	912	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.79	0.00	0.25	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	524	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxxxx	15.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx	xxxxxx	79.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			79.4			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	1	0	0	1	0	0	1	0
Initial Vol:	0	0	0	174	0	30	0	250	117	300	326	0
ApproachDel:	xxxxxx			541.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=30.7]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=204]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1197]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	0		0		0	174		0		30	0	250		117		300	326		0	

Major Street Volume: 993
 Minor Approach Volume: 204
 Minor Approach Volume Threshold: 295

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0
Initial Vol:	85	1	125	0	0	0	0	59	365	0	0	546
ApproachDel:	30.8			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.8]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=211]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1727]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	
Initial Vol:	85		1		125	0		0	0	59	365		0	0	546	
Major Street Volume:					1516											
Minor Approach Volume:					211											
Minor Approach Volume Threshold:					195											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0
Initial Vol:	60	0	5	53	1	3	0	0	1	395	42	90
ApproachDel:	70.6			38.5			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=118]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1391]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=4]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1391]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0
Initial Vol:	60	5	53	1	3	0	1	395	42	90	740	1

Major Street Volume: 1269
 Minor Approach Volume: 118
 Minor Approach Volume Threshold: 203

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Lanes:	0	1	0	0	1	0	1	0	1	0	1	0	1
Initial Vol:	41	117	30	108	105	98	51	351	46	31	579	103	
Major Street Volume:	1161												
Minor Approach Volume:	311												
Minor Approach Volume Threshold:	310												

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0
Initial Vol:	0	279	0	0	507	0	0	0	0	125	0	174
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			45.0		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=299]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1085]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		279		0	0		507		0	0		0		0	125		0		174
Major Street Volume:					786															
Minor Approach Volume:					299															
Minor Approach Volume Threshold:					284															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	
Initial Vol:	0	0	0	0	289	0	181		124	361	0		0	545	229	

Major Street Volume: 1259
 Minor Approach Volume: 470
 Minor Approach Volume Threshold: 275

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #22 Highland Springs Avenue/ F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	283		233		16	335		0		0	0		0		456	0		30	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					175.1				

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=23.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=486]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1353]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Highland Springs Avenue/ F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		283		233	16		335		0	0		0		0	456		0		30
Major Street Volume:	867																			
Minor Approach Volume:	486																			
Minor Approach Volume Threshold:	257																			

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	26	551	124	47	1031	141	79	78	169	243	152	91
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=326]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2732]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=486]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2732]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	26	551	124	47	1031	141	79	78	169	243	152	91
Major Street Volume:	1920											
Minor Approach Volume:	486											
Minor Approach Volume Threshold: 60 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	1	0	0
Initial Vol:	6	0	0	121	0	213	109	380	1	0	423	62
ApproachDel:	69.4			264.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=6]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1315]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=24.5]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=334]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1315]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0
Initial Vol:	6		0		0	121		0		213	109		380		1	0		423		62

Major Street Volume: 975
 Minor Approach Volume: 334
 Minor Approach Volume Threshold: 294

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	140	74	0	0	50	155	304	0	273	0	0	0
ApproachDel:	xxxxxx			xxxxxx			41.0			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=6.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=577]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=996]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	140		74		0	0		50		155	304		0		273	0		0		0
Major Street Volume:					419															
Minor Approach Volume:					577															
Minor Approach Volume Threshold:					451															

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0
Initial Vol:	109	293	0	0	566	16	30	0	213	0	0	0
ApproachDel:	xxxxxx			xxxxxx			22.3			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=243]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1227]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	109		293		0	0		566		16	30		0		213	0		0		0
Major Street Volume:					984															
Minor Approach Volume:					243															
Minor Approach Volume Threshold:					224															

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1
Initial Vol:	76	156	30	369	311	98	57	271	139	41	268	188
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=262]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2004]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=778]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2004]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1
Initial Vol:	76	156	30	369	311	98	57	271	139	41	268	188
Major Street Volume:	964											
Minor Approach Volume:	778											
Minor Approach Volume Threshold:	297											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0
Initial Vol:	0	0	0	448	2	39	22	299	0	0	276	237	
ApproachDel:	xxxxxx			138.3			xxxxxx			xxxxxx			

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=18.8]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=489]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1323]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0
Initial Vol:	0	0	0	448	2	39	22	299	0	0	276	237	
Major Street Volume:	834												
Minor Approach Volume:	489												
Minor Approach Volume Threshold:	452												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 Sunset Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Initial Vol:	123	16	22	0	33	38	66	412	231	37	256	1
Major Street Volume:	1003											
Minor Approach Volume:	161											
Minor Approach Volume Threshold:	291											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	0	309	15	114	165	0	268	0	188	0	0	0
ApproachDel:	xxxxxx			xxxxxx			257.5			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=32.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=456]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1059]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Existing With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0		309		15	114		165		0	268		0		188	0		0		0
Major Street Volume:	603																			
Minor Approach Volume:	456																			
Minor Approach Volume Threshold:	354																			

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Average Delay (sec/veh): 94.8 Worst Case Level Of Service: F[541.8]

Street Name:	I-10 Eastbound Ramp						San Timeteo Canyon Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	1	0	0	1	0

Volume Module:												
Base Vol:	0	0	0	174	0	30	0	250	117	300	326	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	174	0	30	0	250	117	300	326	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	209	0	36	0	300	140	360	391	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	209	0	36	0	300	140	360	391	0

Critical Gap Module:												
Critical Gp:xxxxx	xxxxx	xxxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:xxxxx	xxxxx	xxxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	1482	1552	391	xxxxx	xxxxx	xxxxx	441	xxxxx	xxxxx
Potent Cap.:	xxxxx	xxxxx	xxxxx	139	115	662	xxxxx	xxxxx	xxxxx	1130	xxxxx	xxxxx
Move Cap.:	xxxxx	xxxxx	xxxxx	96	69	662	xxxxx	xxxxx	xxxxx	1130	xxxxx	xxxxx
Volume/Cap:	xxxxx	xxxxx	xxxxx	2.18	0.00	0.05	xxxxx	xxxxx	xxxxx	0.32	xxxxx	xxxxx

Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx
Control Del:xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	10.8	xxxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	96	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxx	18.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxx	633.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			541.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: D[30.8]

Street Name:	I-10 Westbound Ramps						Oak Valley Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	1	0	1	0	0	0	1
Volume Module:												
Base Vol:	85	1	125	0	0	0	59	365	0	0	546	546
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	1	125	0	0	0	59	365	0	0	546	546
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	89	1	130	0	0	0	62	381	0	0	570	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	89	1	130	0	0	0	62	381	0	0	570	570
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	1359	1644	381	xxxx	xxxx	xxxxx	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	165	101	671	xxxx	xxxx	xxxxx	620	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	152	90	671	xxxx	xxxx	xxxxx	620	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.58	0.01	0.19	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.7	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.7	xxxxx	xxxx	xxxxx	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	151	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	58.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	30.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: F[70.6]

Street Name:	Elm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	60	5	53	1	3	0	1	395	42	90	740	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	5	53	1	3	0	1	395	42	90	740	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	64	5	56	1	3	0	1	420	45	96	786	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	64	5	56	1	3	0	1	420	45	96	786	1

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1424	1423	442	1453	1445	xxxxx	787	xxxx	xxxxx	464	xxxx	xxxxx
Potent Cap.:	115	137	620	109	133	xxxxx	841	xxxx	xxxxx	1108	xxxx	xxxxx
Move Cap.:	105	125	620	90	121	xxxxx	841	xxxx	xxxxx	1108	xxxx	xxxxx
Volume/Cap:	0.61	0.04	0.09	0.01	0.03	xxxx	0.00	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	169	xxxxx	112	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.7	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	70.6	xxxxx	38.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	E	*	*	*	*	*	*	*	*
ApproachDel:	70.6			38.5			xxxxxx			xxxxxx		
ApproachLOS:	F			E			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.282
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 75.9
Optimal Cycle: 0 Level Of Service: F

Street Name:	Palm Ave.						Oak Valley Pkwy.-14th St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Base Vol:	41	117	30	108	105	98	51	351	46	31	579	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	117	30	108	105	98	51	351	46	31	579	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	42	121	31	112	109	102	53	364	48	32	600	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	121	31	112	109	102	53	364	48	32	600	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	121	31	112	109	102	53	364	48	32	600	107

Saturation Flow Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	1.00	1.00	1.00	1.00	0.13	0.87	1.00	0.05	0.95	1.00
Final Sat.:	106	302	449	381	402	436	60	415	522	25	468	533

Capacity Analysis Module:	Palm Ave.			Palm Ave.			Oak Valley Pkwy.-14th St.			Oak Valley Pkwy.-14th St.		
Vol/Sat:	0.40	0.40	0.07	0.29	0.27	0.23	0.88	0.88	0.09	1.28	1.28	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	16.5	16.5	11.0	15.5	14.4	12.9	42.6	42.6	10.1	163.8	164	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	16.5	11.0	15.5	14.4	12.9	42.6	42.6	10.1	163.8	164	10.9
LOS by Move:	C	C	B	C	B	B	E	E	B	F	F	B
ApproachDel:	15.7			14.3			39.3			141.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.7			14.3			39.3			141.7		
LOS by Appr:	C			B			E			F		
AllWayAvgQ:	0.6	0.6	0.1	0.4	0.3	0.3	4.3	4.3	0.1	21.1	21.1	0.2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Average Delay (sec/veh): 12.4 Worst Case Level Of Service: E[45.0]

Street Name:	Pennsylvania Ave.						I-10 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	279	0	0	507	0	0	0	0	125	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	279	0	0	507	0	0	0	0	125	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	344	0	0	625	0	0	0	0	154	0	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	344	0	0	625	0	0	0	0	154	0	215

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	969	969	344
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	255	703
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	255	703
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.54	0.00	0.31

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	434	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	45.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			45.0		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.274

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 69.2

Optimal Cycle: 0 Level Of Service: F

Street Name:	Cherry Ave.						Oak Valley Pkwy.-14th St.											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7						
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0			

Volume Module:												
Base Vol:	0	0	0	289	0	181	124	361	0	0	545	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	289	0	181	124	361	0	0	545	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	0	0	336	0	210	144	420	0	0	634	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	336	0	210	144	420	0	0	634	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	336	0	210	144	420	0	0	634	266

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	444	0	517	446	481	0	0	497	542

Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.76	xxxx	0.41	0.32	0.87	xxxx	xxxx	1.27	0.49
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	31.2	0.0	14.1	14.3	42.1	0.0	0.0	161	15.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.2	0.0	14.1	14.3	42.1	0.0	0.0	161	15.2
LOS by Move:	*	*	*	D	*	B	B	E	*	*	F	C
ApproachDel:	xxxxxx				24.6				35.0			
Delay Adj:	xxxxxx				1.00				1.00			
ApprAdjDel:	xxxxxx				24.6				35.0			
LOS by Appr:	*				C				D			
AllWayAvgQ:	0.0	0.0	0.0	2.5	0.0	0.6	0.5	4.3	0.0	0.0	20.8	0.9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Highland Springs Avenue/ F Street

Average Delay (sec/veh): 63.0 Worst Case Level Of Service: F[175.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	283	233	16	335	0	0	0	0	456	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	283	233	16	335	0	0	0	0	456	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	283	233	16	335	0	0	0	0	456	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	283	233	16	335	0	0	0	0	456	0	30

Critical Gap Module:

Critical Gap:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	516	xxxx	xxxxx	xxxx	xxxx	xxxxx	767	767	400
Potent Cap.:	xxxx	xxxx	xxxxx	1060	xxxx	xxxxx	xxxx	xxxx	xxxxx	373	335	655
Move Cap.:	xxxx	xxxx	xxxxx	1060	xxxx	xxxxx	xxxx	xxxx	xxxxx	369	330	655
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	1.24	0.00	0.05

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	379	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	175	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			175.1		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #24 Highland Springs Ave./Starlight Ave.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Springs Ave.				Starlight Ave.															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Rights:	Include				Include				Include				Include							
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	26	551	124	47	1031	141	79	78	169	243	152	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	551	124	47	1031	141	79	78	169	243	152	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	31	652	147	56	1220	167	93	92	200	288	180	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	652	147	56	1220	167	93	92	200	288	180	108

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1387	xxxx	xxxxxx	799	xxxx	xxxxxx	2346	2275	1304	2348	2285	725
Potent Cap.:	500	xxxx	xxxxxx	833	xxxx	xxxxxx	26	41	198	25	40	428
Move Cap.:	500	xxxx	xxxxxx	833	xxxx	xxxxxx	0	36	198	0	35	428
Volume/Cap:	0.06	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	2.60	1.01	xxxx	5.14	0.25

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	12.7	xxxx	xxxxxx	9.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	81	xxxx	0	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	30.1	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	1282	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	*			*			F			F					

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 C St./Wilson St.

Average Delay (sec/veh): 68.2 Worst Case Level Of Service: F[264.3]

C St.						Wilson St.							
North Bound			South Bound			East Bound			West Bound				
Approach:	L	T	R	L	T	R	L	T	R	L	T	R	
Movement:													
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0	
Volume Module:													
Base Vol:	6	0	0	121	0	213	109	380	1	0	423	62	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	6	0	0	121	0	213	109	380	1	0	423	62	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
PHF Volume:	7	0	0	142	0	249	127	444	1	0	495	73	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	7	0	0	142	0	249	127	444	1	0	495	73	
Critical Gap Module:													
Critical Gp:	7.1	xxxx	xxxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
FollowUpTim:	3.5	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Capacity Module:													
Cnflct Vol:	1356	xxxx	xxxxxx	1231	1232	531	567	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Potent Cap.:	128	xxxx	xxxxxx	156	179	552	1015	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Move Cap.:	63	xxxx	xxxxxx	140	155	552	1015	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Volume/Cap:	0.11	xxxx	xxxx	1.01	0.00	0.45	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	
Level Of Service Module:													
2Way95thQ:	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Control Del:	69.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
LOS by Move:	F	*	*	*	*	*	A	*	*	*	*	*	
Movement:	LT - LTR - RT	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	267	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	22.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	264	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*	
ApproachDel:	69.4			264.3			xxxxxx			xxxxxx			
ApproachLOS:	F			F			*			*			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32 Highland Home Rd./Northern Loop

Average Delay (sec/veh): 24.9 Worst Case Level Of Service: E[41.0]

Street Name:	Highland Home Rd.					Northern Loop							
Approach:	North Bound		South Bound		East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign						
Rights:	Include		Include		Include		Include						
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0
Volume Module:													
Base Vol:	140	74	0	0	50	155	304	0	273	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	140	74	0	0	50	155	304	0	273	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	140	74	0	0	50	155	304	0	273	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	140	74	0	0	50	155	304	0	273	0	0	0	

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	205	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	482	482	128	xxxx	xxxx	xxxxxx
Potent Cap.:	1378	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	547	487	928	xxxx	xxxx	xxxxxx
Move Cap.:	1378	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	501	434	928	xxxx	xxxx	xxxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.61	0.00	0.29	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	640	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	11.3	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	41.0	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	A	*	*	*	*	*	*	E	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			41.0			xxxxxx					
ApproachLOS:	*			*			E			*					

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35 Highland Home Rd./D St.

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: C[22.3]

Street Name:	Highland Home Rd.						D St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	109	293	0	0	566	16	30	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	293	0	0	566	16	30	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	293	0	0	566	16	30	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	109	293	0	0	566	16	30	0	213	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	582	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1085	1085	574	xxxx	xxxx	xxxxxx
Potent Cap.:	1002	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	242	218	522	xxxx	xxxx	xxxxxx
Move Cap.:	1002	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	220	193	522	xxxx	xxxx	xxxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.41	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	447	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	22.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			22.3			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #36 Highland Home Rd./Wilson St.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Highland Home Rd.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1

Volume Module:	Highland Home Rd.			Wilson St.		
Base Vol:	76	156	30	369	311	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	156	30	369	311	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	89	182	35	430	362	114
Reduct Vol:	0	0	0	0	0	0
Final Volume:	89	182	35	430	362	114

Critical Gap Module:	Highland Home Rd.			Wilson St.		
Critical Gp:	7.5	6.5	6.9	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	2.2	xxxx	xxxxx

Capacity Module:	Highland Home Rd.			Wilson St.		
Cnflct Vol:	963	1157	239	531	xxxx	xxxxx
Potent Cap.:	213	198	768	1046	xxxx	xxxxx
Move Cap.:	0	177	768	1046	xxxx	xxxxx
Volume/Cap:	xxxx	1.03	0.05	0.06	xxxx	xxxx

Level Of Service Module:	Highland Home Rd.			Wilson St.		
2Way95thQ:	xxxx	8.5	0.1	0.2	xxxx	xxxxx
Control Del:xxxxx	128	9.9	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	F	A	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	F	F	F	*	*	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Highland Home Rd./Ramsey St.

Average Delay (sec/veh): 51.3 Worst Case Level Of Service: F[138.3]

Highland Home Rd.						Ramsey St.							
North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0
Volume Module:													
Base Vol:	0	0	0	448	2	39	22	299	0	0	276	237	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	448	2	39	22	299	0	0	276	237	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
PHF Volume:	0	0	0	490	2	43	24	327	0	0	302	259	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Final Volume:	0	0	0	490	2	43	24	327	0	0	302	259	

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	527	936	163	643	806	280	561	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	439	267	859	411	318	723	1021	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	403	261	859	403	310	723	1021	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	1.21	0.01	0.06	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	403	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	20.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	149.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			138.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #38 Sunset Ave./Wilson St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.208
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 78.6
Optimal Cycle: 0 Level Of Service: F

Street Name:	Sunset Ave.						Wilson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	1	0	0	0	1	0	0	1	0	0	1

Volume Module:	Sunset Ave. NB			Sunset Ave. SB			Wilson St. EB			Wilson St. WB		
Base Vol:	123	16	22	0	33	38	66	412	231	37	256	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	16	22	0	33	38	66	412	231	37	256	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	144	19	26	0	39	45	77	483	271	43	300	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	19	26	0	39	45	77	483	271	43	300	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	19	26	0	39	45	77	483	271	43	300	1

Saturation Flow Module:	Sunset Ave. NB			Sunset Ave. SB			Wilson St. EB			Wilson St. WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.88	0.12	1.00	0.00	0.46	0.54	0.09	0.58	0.33	0.12	0.87	0.01
Final Sat.:	405	53	536	0	230	265	64	400	224	76	526	2

Capacity Analysis Module:	Sunset Ave. NB			Sunset Ave. SB			Wilson St. EB			Wilson St. WB		
Vol/Sat:	0.36	0.36	0.05	xxxx	0.17	0.17	1.21	1.21	1.21	0.57	0.57	0.57
Crit Moves:	****			****			****			****		
Delay/Veh:	14.3	14.3	9.5	0.0	11.1	11.1	126.0	126	126.0	16.1	16.1	16.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	9.5	0.0	11.1	11.1	126.0	126	126.0	16.1	16.1	16.1
LOS by Move:	B	B	A	*	B	B	F	F	F	C	C	C
ApproachDel:	13.7			11.1			126.0			16.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.7			11.1			126.0			16.1		
LOS by Appr:	B			B			F			C		
AllWayAvgQ:	0.5	0.5	0.0	0.2	0.2	0.2	22.5	22.5	22.5	1.2	1.2	1.2

Note: Queue reported is the number of cars per lane.

Butterfield Specific Plan
City of Banning, Riverside County
Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 8th St./I-10 Eastbound Ramps

Average Delay (sec/veh): 111.8 Worst Case Level Of Service: F[257.5]

Street Name:	8th St.						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	309	15	114	165	0	268	0	188	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	309	15	114	165	0	268	0	188	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	390	19	144	208	0	338	0	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	390	19	144	208	0	338	0	237	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxxx	409	xxxx	xxxxxx	895	904	208	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	1161	xxxx	xxxxxx	314	279	837	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	1161	xxxx	xxxxxx	281	241	837	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	1.20	0.00	0.28	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	388	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxxxx	30.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	257	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			257.5			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	1	0	0	1	0	0	1	0
Initial Vol:	0	0	0	262	0	234	0	700	353	334	885	0
ApproachDel:	xxxxxx			3411.2			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=470.0]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=496]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2768]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	
Initial Vol:	0	0	0	0	262	0	234		0	700	353		334	885	0	
Major Street Volume:					2272											
Minor Approach Volume:					496											
Minor Approach Volume Threshold: 34 [less than minimum of 150]																

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0
Initial Vol:	193	1	192	0	0	0	0	291	683	0	0	951
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3155.4]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=386]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3149]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1
Initial Vol:	193		1		192	0		0		0	291		683		0	0		951		838

Major Street Volume: 2763
 Minor Approach Volume: 386
 Minor Approach Volume Threshold: -63 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	130	31	53	15	43	89	50	466	92	90	758	15
ApproachDel:	1473.6			125.0			xxxxxx			xxxxxx		

 Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=87.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=214]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1832]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=5.1]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=147]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1832]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	130	31	53	15	43	89	50	466	92	90	758	15
Major Street Volume:	1471											
Minor Approach Volume:	214											
Minor Approach Volume Threshold:	152											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	17 2292 26	16 1543 136	117 12 2	56 22 85
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=131]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4324]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=163]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4324]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	1	0	1	0	0	0	1	0	0
Initial Vol:	17	2292	26	16	1543	136	117	12	2	56	22	85
Major Street Volume:	4030											
Minor Approach Volume:	163											
Minor Approach Volume Threshold:	-195 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0
Initial Vol:	283	2234	1	19	1552	1	1	5	129	7	31	63
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=135]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4326]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=101]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4326]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	283	2234			1	19	1552			1	1	5	129			7	31			63

Major Street Volume: 4090
 Minor Approach Volume: 135
 Minor Approach Volume Threshold: -232 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1
Initial Vol:	75		117		47	108		105		98	51		414		83	91		571		103

Major Street Volume: 1313
 Minor Approach Volume: 311
 Minor Approach Volume Threshold: 257

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Pennsylvania Ave./8th St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	1!	0	0	0	0	1!	0
Initial Vol:	29	171	27	83	273	32	25	190	21	37	200	53
Major Street Volume:	615											
Minor Approach Volume:	290											
Minor Approach Volume Threshold:	349											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	264	0	0	551	0	0	0	0	125	0	174
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			21.2		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=299]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1114]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		264		0	0		551		0	0		0		0	125		0		174

Major Street Volume: 815
 Minor Approach Volume: 299
 Minor Approach Volume Threshold: 274

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	0		8		0	289		22		269	124		414		0	2		474		229

Major Street Volume: 1243
 Minor Approach Volume: 580
 Minor Approach Volume Threshold: 281

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0
Initial Vol:	0	238	153	10	343	0	0	0	0	205	0	14
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			21.7		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=219]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=963]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		238		153	10		343		0	0		0		0	205		0		14

Major Street Volume: 744
 Minor Approach Volume: 219
 Minor Approach Volume Threshold: 298

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	92	508	82	31	813	141	60	51	224	109	68	41
ApproachDel:	xxxxxx			xxxxxx			657.4			5879.8		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=61.2]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=335]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2220]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=356.1]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=218]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2220]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	92	508	82	31	813	141	60	51	224	109	68	41
Major Street Volume:	1667											
Minor Approach Volume:	335											
Minor Approach Volume Threshold:	154											

 SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	0	0	1
Initial Vol:	6	0	0	55	0	96	72	395	1	0	572	41
ApproachDel:	34.3			29.1			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=6]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1238]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=151]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1238]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0
Initial Vol:	6		0		0	55		0		96	72	395		1		0	572		41	

Major Street Volume: 1081
 Minor Approach Volume: 151
 Minor Approach Volume Threshold: 258

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0
Initial Vol:	92	255	0	0	159	102	137	0	123	0	0	0
ApproachDel:	xxxxxx			xxxxxx			17.6			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=260]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=868]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	92	255			0	0	159	102			137	0	123			0	0			0
Major Street Volume:					608															
Minor Approach Volume:					260															
Minor Approach Volume Threshold:					352															

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Vol:	0	146	60	70	211	0	0	0	0	138	0	201
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.9		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=339]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=826]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		146		60	70		211		0	0		0		0	138		0		201
Major Street Volume:	487																			
Minor Approach Volume:	339																			
Minor Approach Volume Threshold:	411																			

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	1	0	0	1	1	0	1	0	1	1
Initial Vol:	55	125	30	253	232	66	76	261	87	67	477	141
ApproachDel:	xxxxxx			2174.8			xxxxxx			xxxxxx		

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=210]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1870]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=332.9]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=551]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1870]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0
Initial Vol:	55	125	30	253	232	66	76	261	87	67	477	141	

Major Street Volume: 1109
 Minor Approach Volume: 551
 Minor Approach Volume Threshold: 249

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	1	0	1	1	0	0
Initial Vol:	0	0	0	300	2	95	22	374	0	0	303	184
ApproachDel:	xxxxxx			28.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=397]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1280]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	1	0	1	1	0	0
Initial Vol:	0	0	0	300	2	95	22	374	0	0	303	184

Major Street Volume: 883
 Minor Approach Volume: 397
 Minor Approach Volume Threshold: 428

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 Sunset Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Initial Vol:	117	102	30	48	300	72	73	369	215	39	240	24
Major Street Volume:	960											
Minor Approach Volume:	420											
Minor Approach Volume Threshold:	230											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0
Initial Vol:	220	390	0	0	466	403	0	0	0	0	42	189
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			25.0		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=238]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1717]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	220		390		0	0		466		403	0		0		0	42		7		189
Major Street Volume:					1479															
Minor Approach Volume:					238															
Minor Approach Volume Threshold:					150															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0		394		82	246		263		0	222		2		136	0		0		0
ApproachDel:	xxxxxx					xxxxxx					166.3					xxxxxx				

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=16.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=360]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1345]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0		394		82	246		263		0	222		2		136	0		0		0
Major Street Volume:	985																			
Minor Approach Volume:	360																			
Minor Approach Volume Threshold:	290																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	1	0 1
Initial Vol:	27	10	20	7	43	18	13	376	70	31	283	3
ApproachDel:	17.9			17.5			xxxxxx			xxxxxx		

 Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.3]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=57]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=901]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.3]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=68]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=901]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	1
Initial Vol:	27	10	20	7	43	18	13	376	70	31	283	3

Major Street Volume: 776
 Minor Approach Volume: 68
 Minor Approach Volume Threshold: 372

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #44 8th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	118	48	19	63	153	47	21	333	68	41	234	17
Major Street Volume:	714											
Minor Approach Volume:	263											
Minor Approach Volume Threshold:	401											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	
Initial Vol:	328	482		0	0	297	440		0	0	0	0	31	2	84	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				53.6			

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=117]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1664]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	T	R		L	T	R		L	T	R		L	T	R			
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign					
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
Initial Vol:	328	482		0	0	297	440		0	0	0	0	31	2	84			
Major Street Volume:					1547													
Minor Approach Volume:					117													
Minor Approach Volume Threshold:					103													

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	1	0	0	0	0	0	0	0
Initial Vol:	0	457	50	173	165	0	344	0	314	0	0	0
ApproachDel:	xxxxxx			xxxxxx			399.6			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=73.0]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=658]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1503]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0		457		50	173		165		0	344		0		314	0		0		0
Major Street Volume:	845																			
Minor Approach Volume:	658																			
Minor Approach Volume Threshold:	264																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	1	0	0	1	0	0	1	0
Initial Vol:	0	0	0	711	1	268	0	822	287	182	897	0
ApproachDel:	xxxxxx			6270.6			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1707.0]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=980]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3168]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	
Initial Vol:	0	0	0	0	711	1	268	0	822	287	182	897	0	0	0	
Major Street Volume:	2188															
Minor Approach Volume:	980															
Minor Approach Volume Threshold:	46 [less than minimum of 150]															

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1
Initial Vol:	294	0	476	0	0	0	135	1390	0	0	758	430
ApproachDel:	2825.0			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=604.2]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=770]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3483]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	
Initial Vol:	294		0		476	0		0		0	135	1390		0	0	
						0		0		0				0	758	
															430	

Major Street Volume: 2713
 Minor Approach Volume: 770
 Minor Approach Volume Threshold: -55 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	112	97	45	20	72	79	99	802	131	36	600	47
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=254]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2140]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=171]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2140]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	112	97	45	20	72	79	99	802	131	36	600	47
Major Street Volume:	1715											
Minor Approach Volume:	254											
Minor Approach Volume Threshold: 99 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
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Peak Hour Delay Signal Warrant Report

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 1835 161	33 2390 161	144 154 5	124 76 55
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=303]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=5148]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=255]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=5148]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0
Initial Vol:	10	1835	161	33	2390	161	144	154	5	124	76	55
Major Street Volume:	4590											
Minor Approach Volume:	303											
Minor Approach Volume Threshold:	-240 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
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Peak Hour Delay Signal Warrant Report

Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0
Initial Vol:	208	1942	7	64	2434	1	1	43	218	3	21	34
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=262]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4976]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=58]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4976]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	208	1942			7	64	2434			1	1	43	218			3	21			34

Major Street Volume: 4656
 Minor Approach Volume: 262
 Minor Approach Volume Threshold: -287 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1
Initial Vol:	61	119			79	44	107			53	72	730			106	25	590			123
Major Street Volume:	1646																			
Minor Approach Volume:	259																			
Minor Approach Volume Threshold:	160																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Pennsylvania Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	1!	0	0	0	0	1!	0
Initial Vol:	60	280	219	61	158	16	19	329	20	67	367	87
Major Street Volume:	889											
Minor Approach Volume:	559											
Minor Approach Volume Threshold:	251											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	497	0	0	577	0	0	0	0	225	0	265
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			215.3		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=29.3]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=490]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1564]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
Initial Vol:	0	497	0	0	0	577	0	0	0	0	0	0	225	0	265	

Major Street Volume: 1074
 Minor Approach Volume: 490
 Minor Approach Volume Threshold: 200

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	0		23		2	207		13		98	209		690		0	1		583		128

Major Street Volume: 1611
 Minor Approach Volume: 318
 Minor Approach Volume Threshold: 169

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		406		251	17		276		0	0		0		0	205		0		14
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					32.6				

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=219]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1169]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		406		251	17		276		0	0		0		0	205		0		14
Major Street Volume:	950																			
Minor Approach Volume:	219																			
Minor Approach Volume Threshold:	233																			

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	0 0 1! 0 0	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	205 1023 134	50 743 121	129 84 124	109 68 41
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=337]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2831]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=218]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2831]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	205	1023	134	50	743	121	129	84	124	109	68	41
Major Street Volume:	2276											
Minor Approach Volume:	337											
Minor Approach Volume Threshold: 20 [less than minimum of 150]												

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0
Initial Vol:	1	0	0	55	0	96	117	698	4	0	588	67
ApproachDel:	63.9			87.2			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1626]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=151]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1626]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0
Initial Vol:	1	0	0	55	0	96	117	698	4	0	588	67

Major Street Volume: 1474
 Minor Approach Volume: 151
 Minor Approach Volume Threshold: 151

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0
Initial Vol:	151	318	0	0	386	167	137	0	123	0	0	0
ApproachDel:	xxxxxx			xxxxxx			59.3			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4.3]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=260]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1282]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	151	318			0	0	386	167			137	0	123			0	0			0
Major Street Volume:					1022															
Minor Approach Volume:					260															
Minor Approach Volume Threshold:					214															

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Vol:	0	315	126	261	248	0	0	0	0	105	0	154
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			53.7		

 Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=259]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1209]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		315		126	261		248		0	0		0		0	105		0		154

Major Street Volume: 950
 Minor Approach Volume: 259
 Minor Approach Volume Threshold: 233

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1
Initial Vol:	109	280	94	249	231	56	58	550	109	34	474	331
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=483]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2575]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=536]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2575]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	1	0	1	0	0	1	1	0	0	1	0	1	0
Initial Vol:	109	280	94	249	231	56	58	550	109	34	474	331	
Major Street Volume:	1556												
Minor Approach Volume:	536												
Minor Approach Volume Threshold:	133												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	1	0	1	1	0	0
Initial Vol:	0	0	0	306	0	55	172	578	1	9	621	366
ApproachDel:	xxxxxx			875.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=87.8]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=361]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2108]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	1	0	1	1	0	0
Initial Vol:	0	0	0	306	0	55	172	578	1	9	621	366

Major Street Volume: 1747

Minor Approach Volume: 361

Minor Approach Volume Threshold: 134 [less than minimum of 150]

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #38 Sunset Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Initial Vol:	242	295	54	50	158	107	136	449	167	92	544	62
Major Street Volume:	1450											
Minor Approach Volume:	591											
Minor Approach Volume Threshold:	175											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0
Initial Vol:	162	828	0	0	464	440	0	0	0	39	15	192
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			102.5		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=7.0]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=246]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2140]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	162		828		0	0		464		440	0		0		0	39		15		192
Major Street Volume:					1894															
Minor Approach Volume:					246															
Minor Approach Volume Threshold: 65 [less than minimum of 100]																				

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0		496		29	154		365		0	490		4		251	0		0		0
ApproachDel:	xxxxxx					xxxxxx					652.0					xxxxxx				

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=134.9]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=745]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1789]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0		496		29	154		365		0	490		4		251	0		0		0
Major Street Volume:	1044																			
Minor Approach Volume:	745																			
Minor Approach Volume Threshold:	270																			

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1
Initial Vol:	65	34	62	12	15	20	26	508	34	46	626	17
ApproachDel:	100.1			33.8			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4.5]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=161]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1465]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=47]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1465]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1!	0	0	1!	0	0	0	0	1	0	1
Initial Vol:	65	34	62	12	15	20	26	508	34	46	626	17	

Major Street Volume: 1257
 Minor Approach Volume: 161
 Minor Approach Volume Threshold: 206

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #44 8th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	97	142	56	59	81	55	45	387	32	46	447	55
Major Street Volume:	1012											
Minor Approach Volume:	295											
Minor Approach Volume Threshold:	281											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	
Initial Vol:	361	606	0		0	255	365		0	0	0	0	56	0	244	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				263.0			

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=21.9]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=300]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1887]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	361		606		0	0		255		365	0		0		0	56		0		244
Major Street Volume:					1587															
Minor Approach Volume:					300															
Minor Approach Volume Threshold: 96 [less than minimum of 100]																				

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	0	591	56	120	196	0	372	1	353	0	0	0
ApproachDel:	xxxxxx			xxxxxx			514.6			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=103.8]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=726]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1689]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2022 With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0		591		56	120		196		0	372		1		353	0		0		0
Major Street Volume:	963																			
Minor Approach Volume:	726																			
Minor Approach Volume Threshold:	229																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
Initial Vol:	0	0	0	0	59	1030	5	452			0	1728	12			19	1395	169		
ApproachDel:	70.5				xxxxxx				xxxxxx				xxxxxx							

 Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=59]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4869]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=57488.4]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=1487]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4869]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
Initial Vol:	0		0		59	1030		5		452	0	1728		12		19	1395		169	

Major Street Volume: 3323
 Minor Approach Volume: 1487
 Minor Approach Volume Threshold: -86 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0
Initial Vol:	389	0	715	0	0	0	0	2116	226	0	1799	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=7220.5]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=1104]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=5245]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
Initial Vol:	389		0		715	0		0		0	0	2116		226	0	
						0		0		0					0	
Major Street Volume:					4141											
Minor Approach Volume:					1104											
Minor Approach Volume Threshold:					-155 [less than minimum of 150]											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	178	169	45	33	128	139	176	1133	217	36	818	54
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

 Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=392]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=3126]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=300]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=3126]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	178	169	45	33	128	139	176	1133	217	36	818	54
Major Street Volume:	2434											
Minor Approach Volume:	392											
Minor Approach Volume Threshold:	-22 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Beaumont Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	158	708		33		40	419		36		51	305		111		20	440		47	

Major Street Volume: 1394
 Minor Approach Volume: 507
 Minor Approach Volume Threshold: 170

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0
Initial Vol:	18	682	295	61	732	295	264	282	9	228	139	101
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=555]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3106]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=468]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3106]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0
Initial Vol:	18	682	295	61	732	295	264	282	9	228	139	101
Major Street Volume:	2083											
Minor Approach Volume:	555											
Minor Approach Volume Threshold: 32 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	1	0	0	1	0	0	1	0
Initial Vol:	252	908	13	118	838	1	1	78	294	5	38	63
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=373]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2609]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=106]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2609]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	252		908		13	118		838		1	1		78		294	5		38		63

Major Street Volume: 2130
 Minor Approach Volume: 373
 Minor Approach Volume Threshold: 49 [less than minimum of 150]

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1
Initial Vol:	81	184		133		44	165		56		88	1023		158		35	783		168	

Major Street Volume: 2255
 Minor Approach Volume: 398
 Minor Approach Volume Threshold: 24 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Palm Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!
Initial Vol:	17	324	87	34	256	68	33	330	50	119	415	141
Major Street Volume:	1088											
Minor Approach Volume:	428											
Minor Approach Volume Threshold:	197											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Pennsylvania Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	0
Initial Vol:	88	296	378	84	166	24	20	517	20	95	588	118
Major Street Volume:	1358											
Minor Approach Volume:	762											
Minor Approach Volume Threshold:	138											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 932 259	241 726 0	0 0 0 0	225 0 265
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	3677.5

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=500.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=490]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2648]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	932		259		241	726		0		0	0	0	0		225	0		265	
Major Street Volume:	2158																			
Minor Approach Volume:	490																			
Minor Approach Volume Threshold: 14 [less than minimum of 100]																				

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	R	L	-	T	R	L	-	T	R	L	-	T	R				
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	928		89		173	713		0		266	0		322		0	0		0	0
ApproachDel:	xxxxxx				xxxxxx				2296.4				xxxxxx							

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=375.1]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=588]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2491]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	928		89		173	713		0		266	0	322			0	0		0	0

Major Street Volume: 1903
 Minor Approach Volume: 588
 Minor Approach Volume Threshold: 63 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	0		43		4	238		24		131	297		997		0	2		839		129

Major Street Volume: 2264
 Minor Approach Volume: 393
 Minor Approach Volume Threshold: 23 [less than minimum of 150]

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	200		79		13	83		32		49	79		800		197	4		685		107

Major Street Volume: 1872
 Minor Approach Volume: 292
 Minor Approach Volume Threshold: 104 [less than minimum of 150]

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #20 Highland Springs Ave./Brookside Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	170	503	336	328	279	64	142	298	139	206	276	266
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

 Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=579]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3007]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=748]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3007]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #20 Highland Springs Ave./Brookside Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign							
Lanes:	1	0	0	1	0	0	0	1	!	0	0	0	0	1	!	0	0	0	0	1	!	0	0
Initial Vol:	170		503		336	328		279		64	142		298		139	206		276		266			

Major Street Volume: 1680
 Minor Approach Volume: 748
 Minor Approach Volume Threshold: 106

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0
Initial Vol:	0	527	388	26	355	0	0	0	0	286	0	19
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			218.3		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=18.5]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=305]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1601]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Vol:	0	527	388	26	355	0	0	0	0	286	0	19
Major Street Volume:	1296											
Minor Approach Volume:	305											
Minor Approach Volume Threshold:	150											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	247	1314	207	78	976	195	217	129	166	153	95	57
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=512]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3834]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=305]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3834]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0
Initial Vol:	247	1314		207		78	976		195		217	129		166		153	95		57	

Major Street Volume: 3017
 Minor Approach Volume: 512
 Minor Approach Volume Threshold: -101 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #30 Highland Springs Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	2	0	1	0	0	0	1	0
Initial Vol:	82	562	0	0	655	249	176	0	98	0	0	0
ApproachDel:	xxxxxx			xxxxxx			64.7			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=274]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1822]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #30 Highland Springs Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	2	0	1	1	0	0	0
Initial Vol:	82	562	0	0	655	249	176	0	98	0	0	0
Major Street Volume:	1548											
Minor Approach Volume:	274											
Minor Approach Volume Threshold:	186											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0
Initial Vol:	1	0	0	76	0	133	181	956	4	0	813	104
ApproachDel:	264.0			1146.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2268]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=66.5]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=209]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2268]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0
Initial Vol:	1		0		0	76		0		133	181		956		4	0		813		104
Major Street Volume:					2058															
Minor Approach Volume:					209															
Minor Approach Volume Threshold:					36 [less than minimum of 100]															

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	233	556	0	0	691	259	191	0	172	0	0	0
ApproachDel:	xxxxxx			xxxxxx			1281.7			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=129.2]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=363]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2102]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	233	556	0	0	691	259	191	0	172	0	0	0
Major Street Volume:	1739											
Minor Approach Volume:	363											
Minor Approach Volume Threshold: 72 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 523 216	463 400 0	0 0 0 0	177 0 266
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	2574.0

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=316.7]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=443]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2045]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	523		216		463	400		0		0	0	0		0	177	0		266	
Major Street Volume:	1602																			
Minor Approach Volume:	443																			
Minor Approach Volume Threshold: 94 [less than minimum of 100]																				

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0
Initial Vol:	181	910	0	0	693	26	19	0	133	0	0	0
ApproachDel:	xxxxxx			xxxxxx			43.3			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=152]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1962]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	181	910	0	0	693	26	19	0	133	0	0	0
Major Street Volume:	1810											
Minor Approach Volume:	152											
Minor Approach Volume Threshold: 61 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1
Initial Vol:	165	460	139	382	361	83	88	746	170	38	645	545
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=764]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3822]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=826]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3822]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	1	0	1	0	0	1	1	0	0	1	0	1	0
Initial Vol:	165	460	139	382	361	83	88	746	170	38	645	545	
Major Street Volume:	2232												
Minor Approach Volume:	826												
Minor Approach Volume Threshold: 8 [less than minimum of 100]													

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1
Initial Vol:	0	0	0	465	0	74	241	772	1	9	828	581
ApproachDel:	xxxxxx			5406.5			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=809.5]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=539]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2971]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	1	0	0	0	1	0	0	1	1	0	1	1	0	
Initial Vol:	0	0	0	0	465	0	74	241	772	1	9	828	581			
Major Street Volume:	2432															
Minor Approach Volume:	539															
Minor Approach Volume Threshold:	-8 [less than minimum of 150]															

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 Sunset Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Initial Vol:	278	517	54	90	283	183	221	655	172	136	836	113
Major Street Volume:	2133											
Minor Approach Volume:	849											
Minor Approach Volume Threshold: 54 [less than minimum of 150]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0
Initial Vol:	266	1262	0	0	630	705	0	0	0	66	15	220
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			2240.1		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=187.3]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=301]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3164]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	266	1262			0	0	630	705			0	0			0	66	15	220		
Major Street Volume:					2863															
Minor Approach Volume:					301															
Minor Approach Volume Threshold:					-78 [less than minimum of 100]															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	1	0	0	0	1	0	0	0	0
Initial Vol:	0	813	50	170	558	0	714	4	418	0	0	0
ApproachDel:	xxxxxx			xxxxxx			2434.3			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=768.2]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1136]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2727]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0		813		50	170		558		0	714		4		418	0		0		0
Major Street Volume:	1591																			
Minor Approach Volume:	1136																			
Minor Approach Volume Threshold:	125																			

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	0	1	0	0
Initial Vol:	110	57	98	20	23	33	40	728	47	74	963	31
ApproachDel:	2280.2			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=167.8]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=265]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2224]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=76]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2224]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	1
Initial Vol:	110	57	98	20	23	33	40	728	47	74	963	31
Major Street Volume:	1883											
Minor Approach Volume:	265											
Minor Approach Volume Threshold: 67 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #43 16th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	45	0	110	0	0	0	0	0	671	111	66	931
ApproachDel:	27.5			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=155]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1934]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #43 16th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1
Initial Vol:	45	0	110	0	0	0	0	0	671	111	66	931
Major Street Volume:	1779											
Minor Approach Volume:	155											
Minor Approach Volume Threshold: 86 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #44 8th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	169	151	56	103	81	71	52	603	35	46	717	96
Major Street Volume:	1549											
Minor Approach Volume:	376											
Minor Approach Volume Threshold:	134											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	0	0	1	0
Initial Vol:	510	811	0	0	330	417	0	0	0	77	0	348
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			2891.6		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=341.4]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=425]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2493]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	510	811			0	0	330	417			0	0			0	77	0			348

Major Street Volume: 2068
 Minor Approach Volume: 425
 Minor Approach Volume Threshold: 26 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	R	L	-	T	R	L	-	T	R	L	-	T	R				
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	848		91		156	253		0		472	1	493			0	0		0	0
ApproachDel:	xxxxxx				xxxxxx				1674.9				xxxxxx							

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=449.4]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=966]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2314]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	848		91		156	253		0		472	1	493			0	0		0	0
Major Street Volume:	1348																			
Minor Approach Volume:	966																			
Minor Approach Volume Threshold:	140																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #48 4th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign										
Lanes:	0	1	0	0	1	0	0	1	!	0	0	0	0	1	!	0	0	0	0	1	!	0	0
Initial Vol:	15	112			76	53	33			8	42	678			14	14	810			83			
Major Street Volume:					1641																		
Minor Approach Volume:					203																		
Minor Approach Volume Threshold:					137 [less than minimum of 150]																		

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #49 San Gorgonio/Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	60		169		41	10		72		176	250		437		91	39		647		69
Major Street Volume:	1533																			
Minor Approach Volume:	270																			
Minor Approach Volume Threshold:	158																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	1	0	0	1	0	0	0	1
Initial Vol:	0	0	19	351	7	398	0	1652	16	31	1419	362
ApproachDel:	40.0			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=19]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4255]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4370.8]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=756]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4255]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0	0	19	351	7	398		0	1652	16		31	1419	362	

Major Street Volume: 3480
 Minor Approach Volume: 756
 Minor Approach Volume Threshold: -100 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0
Initial Vol:	282	0	248	0	0	0	0	991	484	0	2503	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2072.9]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=530]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4508]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
Initial Vol:	282		0		248	0		0		0	0	991		484	0	
						0		0		0					0	
Major Street Volume:	3978															
Minor Approach Volume:	530															
Minor Approach Volume Threshold:	-142 [less than minimum of 150]															

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	188	53	53	26	76	163	90	581	134	90	952	26
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

 Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=294]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=2432]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=265]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=2432]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	188	53	53	26	76	163	90	581	134	90	952	26
Major Street Volume:	1873											
Minor Approach Volume:	294											
Minor Approach Volume Threshold: 69 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Beaumont Ave./8th St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	13	247		22		53	568		31		20	119		12		16	218		23	

Major Street Volume: 934
 Minor Approach Volume: 257
 Minor Approach Volume Threshold: 308

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Lanes:	0	1	0	1	0	0	0	1	0	0	0	1	0
Initial Vol:	32	623	48	29	704	249	214	22	4	102	40	156	
ApproachDel:	xxxxxx			xxxxxx			1523.7			313.7			

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=101.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=240]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2223]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=26.0]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=298]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2223]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0
Initial Vol:	32	623	48	29	704	249	214	22	4	102	40	156

Major Street Volume: 1685
 Minor Approach Volume: 298
 Minor Approach Volume Threshold: 105

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	1	0	0	0	1	0	0	1	0
Initial Vol:	325	532	3	35	754	1	1	9	183	13	56	116
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			650.3		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=193]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2028]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=33.4]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=185]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2028]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	325		532		3	35		754		1	1		9		183	13		56		116
Major Street Volume:	1650																			
Minor Approach Volume:	193																			
Minor Approach Volume Threshold:	159																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1
Initial Vol:	103		117		61	108		105		98	51		537		115	141		787		103

Major Street Volume: 1734
 Minor Approach Volume: 311
 Minor Approach Volume Threshold: 137 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Palm Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	0
Initial Vol:	19	140	78	56	281	12	30	146	43	110	260	27
Major Street Volume:	616											
Minor Approach Volume:	349											
Minor Approach Volume Threshold:	349											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Pennsylvania Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	1!	0	0	0	0	1!	0
Initial Vol:	29	171	30	83	312	35	25	242	22	45	278	53
Major Street Volume:	665											
Minor Approach Volume:	430											
Minor Approach Volume Threshold:	328											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	475	180			371	676		0		0	0		0		125	0		174	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					1148.6				

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=95.4]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=299]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2001]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		475		180	371		676		0	0		0		0	125		0		174

Major Street Volume: 1702
 Minor Approach Volume: 299
 Minor Approach Volume Threshold: 78 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0		465		112	215		585		0	195		0		224	0		0		0
ApproachDel:	xxxxxx					xxxxxx					616.4					xxxxxx				

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=71.7]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=419]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1796]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	0	1	0	1	0	0	0	1	0	0
Initial Vol:	0	465	112	215	585	0	0	195	0	224	0	0
Major Street Volume:	1377											
Minor Approach Volume:	419											
Minor Approach Volume Threshold:	175											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	0		15		1	289		40		343	124		538		0	4		659		229

Major Street Volume: 1554
 Minor Approach Volume: 672
 Minor Approach Volume Threshold: 185

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	160		10		9	81		64		78	28		469		162	15		500		46

Major Street Volume: 1220
 Minor Approach Volume: 223
 Minor Approach Volume Threshold: 289

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #20 Highland Springs Ave./Brookside Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	198	126	71	170	258	71	29	144	198	178	272	233
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=371]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1948]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=683]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1948]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #20 Highland Springs Ave./Brookside Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	198	126		71		170	258		71		29	144		198		178	272		233	

Major Street Volume: 894
 Minor Approach Volume: 683
 Minor Approach Volume Threshold: 323

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	261		193		13	410			0	0	0			0	330		0		22
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					70.6				

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=6.9]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=352]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1229]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		261		193	13		410		0	0		0		0	330		0		22
Major Street Volume:	877																			
Minor Approach Volume:	352																			
Minor Approach Volume Threshold:	254																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	147	591	103	39	1008	229	72	64	270	176	110	66
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=406]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2875]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=352]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2875]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	147	591	103	39	1008	229	72	64	270	176	110	66
Major Street Volume:	2117											
Minor Approach Volume:	406											
Minor Approach Volume Threshold: 52 [less than minimum of 150]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #30 Highland Springs Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	2	0	1	0	0	0	1	0
Initial Vol:	61	573	0	0	387	83	218	0	52	0	0	0
ApproachDel:	xxxxxx			xxxxxx			33.0			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=270]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1374]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #30 Highland Springs Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	2	0	1	1	0	0	0
Initial Vol:	61	573	0	0	387	83	218	0	52	0	0	0
Major Street Volume:	1104											
Minor Approach Volume:	270											
Minor Approach Volume Threshold:	332											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	1	0	0
Initial Vol:	6	0	0	88	0	154	90	449	1	0	772	52
ApproachDel:	77.7			193.9			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=6]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1612]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=13.0]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=242]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1612]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0
Initial Vol:	6		0		0	88		0		154	90		449		1	0		772		52
Major Street Volume:					1364															
Minor Approach Volume:					242															
Minor Approach Volume Threshold:					178															

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	116	452	0	0	264	129	220	0	198	0	0	0
ApproachDel:	xxxxxx			xxxxxx			136.2			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=15.8]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=418]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1379]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	116	452	0	0	264	129	220	0	198	0	0	0
Major Street Volume:	961											
Minor Approach Volume:	418											
Minor Approach Volume Threshold:	230											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Vol:	0	210	96	114	348	0	0	0	0	242	0	357
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			142.7		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=23.7]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=599]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1367]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		210		96	114		348		0	0		0		0	242		0		357

Major Street Volume: 768
 Minor Approach Volume: 599
 Minor Approach Volume Threshold: 290

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0
Initial Vol:	90	379	0	0	764	13	22	0	154	0	0	0
ApproachDel:	xxxxxx			xxxxxx			26.7			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=176]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1422]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	90	379	0	0	764	13	22	0	154	0	0	0
Major Street Volume:	1246											
Minor Approach Volume:	176											
Minor Approach Volume Threshold:	161											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1
Initial Vol:	66	170	30	423	389	106	113	274	131	89	659	187
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=266]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2637]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=918]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2637]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0
Initial Vol:	66	170	30	423	389	106	113	274	131	89	659	187	
Major Street Volume:	1453												
Minor Approach Volume:	918												
Minor Approach Volume Threshold:	156												

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0
Initial Vol:	0	0	0	486	2	141	22	481	0	0	341	239	
ApproachDel:	xxxxxx			179.6			xxxxxx			xxxxxx			

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=31.4]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=629]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1712]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0
Initial Vol:	0	0	0	486	2	141	22	481	0	0	341	239	

Major Street Volume: 1083
 Minor Approach Volume: 629
 Minor Approach Volume Threshold: 340

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 Sunset Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Initial Vol:	120	174	36	88	522	115	124	511	223	41	283	42
Major Street Volume:	1224											
Minor Approach Volume:	725											
Minor Approach Volume Threshold:	165											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0
Initial Vol:	371	540	0	0	684	599	0	0	0	0	71	248
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			892.1		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=80.8]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=326]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2520]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	371		540		0	0		684		599	0		0		0	0		71		248
Major Street Volume:	2194																			
Minor Approach Volume:	326																			
Minor Approach Volume Threshold: 14 [less than minimum of 100]																				

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	1	1	0	0	0	1	0	0
Initial Vol:	0	626	146	344	412	0	0	287	2	224	0	0
ApproachDel:	xxxxxx			xxxxxx			1390.2			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=198.1]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=513]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2041]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0		626		146	344		412		0	287		2		224	0		0		0

Major Street Volume: 1528
 Minor Approach Volume: 513
 Minor Approach Volume Threshold: 139

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1
Initial Vol:	42	15	26	13	72	23	18	520	119	31	321	5
ApproachDel:	34.2			30.1			xxxxxx			xxxxxx		

 Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=83]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1205]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=108]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1205]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1!	0	0	1!	0	0	0	0	1	0	1
Initial Vol:	42	15	26	13	72	23	18	520	119	31	321	5	
Major Street Volume:	1014												
Minor Approach Volume:	108												
Minor Approach Volume Threshold:	280												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #43 16th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	33	0	38	0	0	0	0	1	462	34	105	289
ApproachDel:	15.0			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=71]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=962]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #43 16th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1
Initial Vol:	33	0	38	0	0	0	0	0	1	462	34	105
												289
												0

Major Street Volume: 891
 Minor Approach Volume: 71
 Minor Approach Volume Threshold: 325

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #44 8th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	118	48	19	110	171	47	21	454	68	41	275	29
Major Street Volume:	888											
Minor Approach Volume:	328											
Minor Approach Volume Threshold:	326											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	489	556		0		0	331	593			0	0		0		44	2		108	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				1828.2							

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=78.2]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=154]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2123]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	489	556			0	0	331	593			0	0			0	44	2	108		

Major Street Volume: 1969
 Minor Approach Volume: 154
 Minor Approach Volume Threshold: 39 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	0	588	79	222	165	0	452	0	441	0	0	0
ApproachDel:	xxxxxx			xxxxxx			1124.1			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=278.8]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=893]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1947]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	588		79		222	165		0		452	0	441			0	0		0	0

Major Street Volume: 1054
 Minor Approach Volume: 893
 Minor Approach Volume Threshold: 205

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #48 4th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Initial Vol:	16	21	16	72	132	33	9	546	24	45	280	23

Major Street Volume: 927
 Minor Approach Volume: 237
 Minor Approach Volume Threshold: 240

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #49 San Gorgonio/Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign							
Lanes:	1	0	0	1	0	0	0	1	!	0	0	0	0	1	!	0	0	0	0	1	!	0	0
Initial Vol:	40		37		33	13		166		137	72		471		95	19		166		3			

Major Street Volume: 826
 Minor Approach Volume: 316
 Minor Approach Volume Threshold: 270

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	1	0	1	0	0	0	1	0	0	0	1
Initial Vol:	0	0	0	19	439	10	565		0	2251	16		31	1963	391	
ApproachDel:	107.4				xxxxxx				xxxxxx				xxxxxx			

 Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=19]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=5685]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=69607.6]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=1014]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=5685]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
Initial Vol:	0		0		19	439		10		565	0	2251		16		31	1963		391	

Major Street Volume: 4652
 Minor Approach Volume: 1014
 Minor Approach Volume Threshold: -191 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0
Initial Vol:	372	0	303	0	0	0	0	1298	677	0	3217	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=20594.6]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=675]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=5867]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
Initial Vol:	372		0		303	0		0		0	0	1298		677	0	
Major Street Volume:					5192											
Minor Approach Volume:					675											
Minor Approach Volume Threshold:					-226 [less than minimum of 150]											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	247	75	53	38	109	238	131	697	175	90	1146	38
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

 Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=375]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=3037]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=385]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=3037]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	247	75	53	38	109	238	131	697	175	90	1146	38
Major Street Volume:	2277											
Minor Approach Volume:	385											
Minor Approach Volume Threshold: 1 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Beaumont Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	14	262		22		56	666		31		20	141		15		16	300		23	

Major Street Volume: 1051
 Minor Approach Volume: 339
 Minor Approach Volume Threshold: 268

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Lanes:	0	1	0	1	0	0	0	1	0	0	0	1	0
Initial Vol:	46	799	69	42	920	362	312	32	5	149	58	227	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			2957.8			

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=349]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3021]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=356.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=434]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3021]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0
Initial Vol:	46	799	69	42	920	362	312	32	5	149	58	227
Major Street Volume:	2238											
Minor Approach Volume:	434											
Minor Approach Volume Threshold: 7 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	1	0	0	1	0	0	1	0
Initial Vol:	366	683	4	51	988	1	1	13	237	18	81	168
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=251]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2611]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1145.1]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=267]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2611]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	1	0
Initial Vol:	366		683		4	51		988		1	1		13		237	18		81		168

Major Street Volume: 2093
 Minor Approach Volume: 267
 Minor Approach Volume Threshold: 30 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1
Initial Vol:	131		117		76	108		105		98	51		660		146	191		1003		103
Major Street Volume:					2154															
Minor Approach Volume:					324															
Minor Approach Volume Threshold:					44 [less than minimum of 150]															

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Palm Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	1!	0	0	0	0	1!	0
Initial Vol:	19	149	96	77	358	13	30	174	43	118	351	32
Major Street Volume:	748											
Minor Approach Volume:	448											
Minor Approach Volume Threshold:	297											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Pennsylvania Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!
Initial Vol:	29	171	33	83	351	38	25	295	23	53	357	53

Major Street Volume: 806
 Minor Approach Volume: 472
 Minor Approach Volume Threshold: 277

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	534		261		539	801		0		0	0		0		125	0		174	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					9835.7				

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=816.9]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=299]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2434]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		534		261	539		801		0	0		0		0	125		0		174
Major Street Volume:	2135																			
Minor Approach Volume:	299																			
Minor Approach Volume Threshold: 17 [less than minimum of 100]																				

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	557		116		215	709		0		240	0		0	285	0	0		0	0
ApproachDel:	xxxxxx					xxxxxx					1294.5					xxxxxx				

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=188.8]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=525]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2122]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0		557		116	215		709		0	240		0		285	0		0		0
Major Street Volume:	1597																			
Minor Approach Volume:	525																			
Minor Approach Volume Threshold:	124																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	0		22		1	289		58		417	124		660		0	6		844		229

Major Street Volume: 1863
 Minor Approach Volume: 764
 Minor Approach Volume Threshold: 107 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	160		12		9	115		90		110	37		551		177	15		631		65

Major Street Volume: 1476
 Minor Approach Volume: 315
 Minor Approach Volume Threshold: 207

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #20 Highland Springs Ave./Brookside Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	206	169	96	221	342	103	42	203	201	256	392	325
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

 Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=446]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2556]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=973]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2556]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #20 Highland Springs Ave./Brookside Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	206		169		96	221		342		103	42		203		201	256		392		325

Major Street Volume: 1137
 Minor Approach Volume: 973
 Minor Approach Volume Threshold: 241

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #21 Highland Springs Ave./16th St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0
Initial Vol:	32	295	0	0	416	44	23	0	17	0	0	0
ApproachDel:	xxxxxx			xxxxxx			14.2			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=827]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #21 Highland Springs Ave./16th St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	32	295	0	0	416	44	23	0	17	0	0	0
Major Street Volume:	787											
Minor Approach Volume:	40											
Minor Approach Volume Threshold:	283											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	283		233		16	477		0		0	0		0		456	0		30	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					290.1				

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=39.2]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=486]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1495]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	283		233		16	477		0		0	0	0	0		456	0		30	
Major Street Volume:	1009																			
Minor Approach Volume:	486																			
Minor Approach Volume Threshold:	217																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	202	675	124	47	1205	317	84	78	316	243	152	91
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=478]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3534]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=486]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3534]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	202	675	124	47	1205	317	84	78	316	243	152	91
Major Street Volume:	2570											
Minor Approach Volume:	486											
Minor Approach Volume Threshold:	-40 [less than minimum of 100]											

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #30 Highland Springs Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Lanes:	1	0	2	0	2	0	1	0	0	0	1	0	0
Initial Vol:	87	774	0	0	548	116	300	0	74	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			259.2			xxxxxx			

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=26.9]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=374]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1899]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #30 Highland Springs Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	2	0	1	1	0	0	0
Initial Vol:	87	774	0	0	548	116	300	0	74	0	0	0
Major Street Volume:	1525											
Minor Approach Volume:	374											
Minor Approach Volume Threshold:	193											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0
Initial Vol:	6	0	0	121	0	213	109	504	1	0	971	62
ApproachDel:	369.9			836.5			xxxxxx			xxxxxx		

 Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=6]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1987]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=77.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=334]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1987]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0
Initial Vol:	6	0	0	121	0	213	109	504	1	0	971	62

Major Street Volume: 1647
 Minor Approach Volume: 334
 Minor Approach Volume Threshold: 113

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	140	648	0	0	369	155	304	0	273	0	0	0
ApproachDel:	xxxxxx			xxxxxx			745.4			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=119.5]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=577]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1889]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	140	648	0	0	369	155	304	0	273	0	0	0
Major Street Volume:	1312											
Minor Approach Volume:	577											
Minor Approach Volume Threshold:	147											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	274		131		157	484		0		0	0		0		346	0		514	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					689.5				

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=164.7]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=860]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1906]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		274		131	157		484		0	0		0		0	346		0		514

Major Street Volume: 1046
 Minor Approach Volume: 860
 Minor Approach Volume Threshold: 207

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #34 Highland Home Rd./F St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	
Initial Vol:	124	393		0	0	855		0	0	0		243	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				33.3				xxxxxx			

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=243]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1615]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #34 Highland Home Rd./F St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	0	0	0	0
Initial Vol:	124	393	0	0	855	0	0	0	243	0	0	0
Major Street Volume:	1372											
Minor Approach Volume:	243											
Minor Approach Volume Threshold:	135											

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0
Initial Vol:	109	488	0	0	1073	16	30	0	213	0	0	0
ApproachDel:	xxxxxx			xxxxxx			168.2			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=11.4]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=243]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1929]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	109	488	0	0	1073	16	30	0	213	0	0	0
Major Street Volume:	1686											
Minor Approach Volume:	243											
Minor Approach Volume Threshold: 80 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1
Initial Vol:	76	215	30	593	546	146	150	287	176	111	841	231
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

 Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=321]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3402]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1285]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3402]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1
Initial Vol:	76	215	30	593	546	146	150	287	176	111	841	231
Major Street Volume:	1796											
Minor Approach Volume:	1285											
Minor Approach Volume Threshold: 83 [less than minimum of 100]												

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0
Initial Vol:	0	0	0	674	2	187	22	589	0	0	377	294	
ApproachDel:	xxxxxx			495.9			xxxxxx			xxxxxx			

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=118.9]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=863]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2145]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0
Initial Vol:	0	0	0	674	2	187	22	589	0	0	377	294	

Major Street Volume: 1282
 Minor Approach Volume: 863
 Minor Approach Volume Threshold: 267

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 Sunset Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Initial Vol:	123	245	42	128	744	158	176	653	231	43	326	61
Major Street Volume:	1490											
Minor Approach Volume:	1030											
Minor Approach Volume Threshold:	113											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0
Initial Vol:	521	691	0	0	903	794	0	0	0	0	100	7
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=414]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3323]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	521		691		0	0		903		794	0		0		0	100		7		307

Major Street Volume: 2909
 Minor Approach Volume: 414
 Minor Approach Volume Threshold: -83 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	859	210			441	562			0	352	2	312			0	0	0		0
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1927.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=666]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2738]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	859	210			441	562		0		352	2	312			0	0			0
Major Street Volume:	2072																			
Minor Approach Volume:	666																			
Minor Approach Volume Threshold:	34 [less than minimum of 100]																			

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1
Initial Vol:	56	20	32	19	102	28	23	665	169	31	360	7
ApproachDel:	205.9			89.9			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=6.2]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=108]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1512]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=149]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1512]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1!	0	0	1!	0	0	0	0	1	0	1
Initial Vol:	56	20	32	19	102	28	23	665	169	31	360	7	

Major Street Volume: 1255
 Minor Approach Volume: 149
 Minor Approach Volume Threshold: 207

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #43 16th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0
Initial Vol:	41	0	44	0	0	0	1	582	44	146	322	0
ApproachDel:	20.8			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=85]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1180]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #43 16th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1
Initial Vol:	41	0	44	0	0	0	0	0	1	582	44	146
												322
												0
Major Street Volume:	1095											
Minor Approach Volume:	85											
Minor Approach Volume Threshold:	254											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #44 8th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	118	48	19	157	190	47	21	576	68	41	318	41
Major Street Volume:	1065											
Minor Approach Volume:	394											
Minor Approach Volume Threshold:	263											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	
Initial Vol:	651	630	0		0	365	745		0	0	0	0	56	2	131	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=189]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2580]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	651		630		0	0		365		745	0		0		0	56		2		131
Major Street Volume:					2391															
Minor Approach Volume:					189															
Minor Approach Volume Threshold:					-13 [less than minimum of 100]															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	720		108		271	165			0	561	0		567		0	0			0
ApproachDel:	xxxxxx					xxxxxx					2496.3					xxxxxx				

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=782.2]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1128]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2392]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	720		108		271	165		0	0	561	0		567		0	0		0	0
Major Street Volume:											1264									
Minor Approach Volume:											1128									
Minor Approach Volume Threshold:											157									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #48 4th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Initial Vol:	16	28	18	99	184	45	11	710	29	60	319	28

Major Street Volume: 1157
 Minor Approach Volume: 328
 Minor Approach Volume Threshold: 181

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #49 San Gorgonio/Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign							
Lanes:	1	0	0	1	0	0	0	1	!	0	0	0	0	1	!	0	0	0	0	1	!	0	0
Initial Vol:	41		42		33	15		217		185	97		609		119	22		181		3			
Major Street Volume:	1031																						
Minor Approach Volume:	417																						
Minor Approach Volume Threshold:	211																						

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	1	0	0	1	0	0	0	1
Initial Vol:	0	0	59	1307	7	630	0	2417	12	19	1924	197
ApproachDel:	434.0			xxxxxxx			xxxxxxx			xxxxxxx		

 Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=7.1]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=59]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=6572]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=1944]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=6572]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
Initial Vol:	0		0		59	1307		7		630	0	2417		12		19	1924		197	

Major Street Volume: 4569
 Minor Approach Volume: 1944
 Minor Approach Volume Threshold: -186 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0
Initial Vol:	484	0	954	0	0	0	0	2843	317	0	2410	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=89946.1]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=1438]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=7008]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Initial Vol:	484		0		954	0		0		0	0		2843		317	0		2410		0
Major Street Volume:					5570															
Minor Approach Volume:					1438															
Minor Approach Volume Threshold:					-248 [less than minimum of 150]															

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	1	0	0	1	0	0
Initial Vol:	245	241	45	46	184	200	254	1465	302	36	1034	61
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=531]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4113]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=430]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4113]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	245	241	45	46	184	200	254	1465	302	36	1034	61
Major Street Volume:	3152											
Minor Approach Volume:	531											
Minor Approach Volume Threshold:	-111 [less than minimum of 100]											

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Beaumont Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	223	841		38		45	484		36		51	416		153		20	609		47	

Major Street Volume: 1667
 Minor Approach Volume: 676
 Minor Approach Volume Threshold: 109

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0
Initial Vol:	26	897	429	89	929	429	384	411	14	331	202	147
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=809]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4288]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=680]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4288]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0
Initial Vol:	26	897	429	89	929	429	384	411	14	331	202	147
Major Street Volume:	2799											
Minor Approach Volume:	809											
Minor Approach Volume Threshold:	-70 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	1	0	0	1	0	0	1	0
Initial Vol:	297	1203	18	171	1068	1	1	113	371	7	55	91
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=485]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3396]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=153]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3396]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	297	1203		18		171	1068		1		1	113	371			7	55		91	

Major Street Volume: 2758
 Minor Approach Volume: 485
 Minor Approach Volume Threshold: -62 [less than minimum of 150]

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1
Initial Vol:	102		249		187	44		224		58	104		1315		210	46		976		213
Major Street Volume:	2864																			
Minor Approach Volume:	538																			
Minor Approach Volume Threshold:	-78 [less than minimum of 150]																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Palm Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!
Initial Vol:	18	441	116	39	342	96	47	438	62	162	550	197
Major Street Volume:	1456											
Minor Approach Volume:	575											
Minor Approach Volume Threshold:	119											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Pennsylvania Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!
Initial Vol:	116	312	537	106	174	32	21	705	20	122	810	149
Major Street Volume:	1827											
Minor Approach Volume:	965											
Minor Approach Volume Threshold: 59 [less than minimum of 100]												

 SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Vol:	0	1177	377	350	876	0	0	0	0	225	0	265
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=490]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3270]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	1177		377		350	876		0		0	0	0	0		225	0		265	
Major Street Volume:	2780																			
Minor Approach Volume:	490																			
Minor Approach Volume Threshold:	-53 [less than minimum of 100]																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	R	L	-	T	R	L	-	T	R	L	-	T	R				
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	1213		89		173	832		0		341	0		405		0	0		0	0
ApproachDel:	xxxxxx				xxxxxx				5956.4				xxxxxx							

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1234.3]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=746]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3053]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	1213			89	173	832			0	341	0			405	0	0			0
Major Street Volume:	2307																			
Minor Approach Volume:	746																			
Minor Approach Volume Threshold:	-3 [less than minimum of 100]																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	0		62		5	269		35		164	386		1303		0	3		1095		131

Major Street Volume: 2918
 Minor Approach Volume: 468
 Minor Approach Volume Threshold: -86 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	261		114		15	118		45		68	111		1045		256	4		872		151
Major Street Volume:	2439																			
Minor Approach Volume:	390																			
Minor Approach Volume Threshold:	-9 [less than minimum of 150]																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #20 Highland Springs Ave./Brookside Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	175	683	483	456	377	93	206	427	148	293	395	360
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

 Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=781]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4096]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1048]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4096]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #20 Highland Springs Ave./Brookside Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	175	683	483	456	377	93	206	427	148	293	395	360

Major Street Volume: 2267
 Minor Approach Volume: 1048
 Minor Approach Volume Threshold: 3 [less than minimum of 100]

 SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #21 Highland Springs Ave./16th St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0
Initial Vol:	25	577	0	0	391	101	185	0	36	0	0	0
ApproachDel:	xxxxxx			xxxxxx			58.8			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=221]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1315]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #21 Highland Springs Ave./16th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	25	577			0	0	391	101			185	0	36			0	0			0
Major Street Volume:	1094																			
Minor Approach Volume:	221																			
Minor Approach Volume Threshold:	195																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	648	526	35	432	0	0	0	0	367	0	24
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			775.1		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=84.2]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=391]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2032]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	648		526		35	432		0		0	0	0	0	0	367	0		24	
Major Street Volume:	1641																			
Minor Approach Volume:	391																			
Minor Approach Volume Threshold: 87 [less than minimum of 100]																				

 SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	302	1658	280	105	1209	269	303	175	207	196	122	73
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=685]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4899]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=391]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4899]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	302	1658	280	105	1209	269	303	175	207	196	122	73
Major Street Volume:	3823											
Minor Approach Volume:	685											
Minor Approach Volume Threshold:	-203 [less than minimum of 150]											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #30 Highland Springs Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	2	0	1	0	0	0	1	0
Initial Vol:	118	792	0	0	917	349	246	0	142	0	0	0
ApproachDel:	xxxxxx			xxxxxx			571.9			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=61.6]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=388]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2564]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #30 Highland Springs Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Initial Vol:	118		792		0	0		917		349	246		0		142	0		0		0
Major Street Volume:	2176																			
Minor Approach Volume:	388																			
Minor Approach Volume Threshold: 40 [less than minimum of 150]																				

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0
Initial Vol:	1	0	0	98	0	171	245	1213	4	0	1039	140
ApproachDel:	2177.9			6231.9			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2911]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=465.7]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=269]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2911]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0
Initial Vol:	1		0		0	98		0		171	245	1213		4		0	1039		140	
Major Street Volume:					2641															
Minor Approach Volume:					269															
Minor Approach Volume Threshold:					-50 [less than minimum of 100]															

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	315	794	0	0	995	351	245	0	220	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1319.4]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=465]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2920]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	315	794	0	0	995	351	245	0	220	0	0	0
Major Street Volume:	2455											
Minor Approach Volume:	465											
Minor Approach Volume Threshold:	-20 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Vol:	0	731	304	665	552	0	0	0	0	248	0	378
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=626]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2878]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	731		304		665	552		0		0	0	0	0		248	0		378	
Major Street Volume:	2252																			
Minor Approach Volume:	626																			
Minor Approach Volume Threshold: 3 [less than minimum of 100]																				

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #34 Highland Home Rd./F St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	
Initial Vol:	280	972		0	0	799		0	0	0		196	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				23.3				xxxxxx			

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=196]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2247]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #34 Highland Home Rd./F St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	0	0	1	0
Initial Vol:	280	972	0	0	799	0	0	0	196	0	0	0
Major Street Volume:	2051											
Minor Approach Volume:	196											
Minor Approach Volume Threshold: 28 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0
Initial Vol:	245	1269	0	0	945	35	24	0	171	0	0	0
ApproachDel:	xxxxxx			xxxxxx			578.5			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=31.3]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=195]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2689]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	245	1269	0	0	945	35	24	0	171	0	0	0
Major Street Volume:	2494											
Minor Approach Volume:	195											
Minor Approach Volume Threshold:	-24 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1
Initial Vol:	221	640	184	515	492	109	117	942	232	42	816	759
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=1045]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=5069]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1116]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=5069]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	1	0	1	0	0	1	1	0	0	1	0	1	0
Initial Vol:	221	640	184	515	492	109	117	942	232	42	816	759	
Major Street Volume:	2908												
Minor Approach Volume:	1116												
Minor Approach Volume Threshold:	-83 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0
Initial Vol:	0	0	0	622	0	94	309	966	1	9	1035	797	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			

 Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=10932.4]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=716]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3833]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	1	0	0	0	1	0	0	1	1	0	1	0	1	0
Initial Vol:	0	0	0	0	622	0	94	309	966	1	9	1035	797			

Major Street Volume: 3117
 Minor Approach Volume: 716
 Minor Approach Volume Threshold: -115 [less than minimum of 150]

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 Sunset Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Initial Vol:	315	739	54	129	408	259	307	859	177	180	1128	163
Major Street Volume:	2814											
Minor Approach Volume:	1108											
Minor Approach Volume Threshold:	-33 [less than minimum of 150]											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0
Initial Vol:	370	1698	0	0	795	970	0	0	0	93	15	247
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=355]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4188]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0
Initial Vol:	370	1698	0	0	795	970	0	0	0	0	93	15
Major Street Volume:	3833											
Minor Approach Volume:	355											
Minor Approach Volume Threshold:	-178 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	1	0	0	0	0	1	0	0	0
Initial Vol:	0	1131	70	186	751	0	937	4	585	0	0	0
ApproachDel:	xxxxxx			xxxxxx			6857.8			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2907.0]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1526]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3664]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	1131			70	186	751			0	937	4		585		0		0		0

Major Street Volume: 2138

Minor Approach Volume: 1526

Minor Approach Volume Threshold: 23 [less than minimum of 100]

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	155	80	133	29	32	45	54	946	61	102	1301	46
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

 Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=368]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=2984]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=106]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=2984]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1!	0	0	1!	0	0	0	0	1	0	1
Initial Vol:	155	80	133	29	32	45	54	946	61	102	1301	46	
Major Street Volume:	2510												
Minor Approach Volume:	368												
Minor Approach Volume Threshold:	-32 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #43 16th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	57	0	151	0	0	0	0	0	875	152	89	1261
ApproachDel:	151.4			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=8.7]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=208]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2585]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #43 16th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1
Initial Vol:	57	0	151	0	0	0	0	0	875	152	89	1261
Major Street Volume:	2377											
Minor Approach Volume:	208											
Minor Approach Volume Threshold:	-13 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #44 8th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	240	160	56	148	81	86	59	818	38	46	988	137
Major Street Volume:	2086											
Minor Approach Volume:	456											
Minor Approach Volume Threshold: 32 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	0	0	0	0	0	1	0
Initial Vol:	659	1017	0	0	405	468	0	0	0	98	0	451
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=549]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3098]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	659	1017			0	0	405	468			0	0			0	98	0	451		
Major Street Volume:					2549															
Minor Approach Volume:					549															
Minor Approach Volume Threshold:					-30 [less than minimum of 100]															

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	1106		126		192	311			0	571	1		633		0	0			0
ApproachDel:	xxxxxx					xxxxxx					4500.7					xxxxxx				

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1506.5]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1205]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2940]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	1106		126		192	311		0		571	1	633			0	0		0	0
Major Street Volume:	1735																			
Minor Approach Volume:	1205																			
Minor Approach Volume Threshold: 72 [less than minimum of 100]																				

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #48 4th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Initial Vol:	15	156	104	74	39	8	57	909	14	15	1113	118
Major Street Volume:	2226											
Minor Approach Volume:	275											
Minor Approach Volume Threshold:	41 [less than minimum of 150]											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 Year 2042 Without Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #49 San Gorgonio/Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	76	220		41		11	87		242		352	584		121		41	894		95	

Major Street Volume: 2087
 Minor Approach Volume: 340
 Minor Approach Volume Threshold: 23 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
Initial Vol:	0	0	0	19		464	11	615			0	2428	16			31	2117	399		
ApproachDel:	152.8					xxxxxx					xxxxxx					xxxxxx				

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=19]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=6100]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=170090.2]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=1090]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=6100]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0	0	19	464	11	615		0	2428	16		31	2117	399	

Major Street Volume: 4991
 Minor Approach Volume: 1090
 Minor Approach Volume Threshold: -214 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0
Initial Vol:	399	0	320	0	0	0	0	1386	735	0	3416	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=39008.2]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=719]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=6256]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
Initial Vol:	399		0	320		0	0	0	0		0	1386	735		0	3416
Major Street Volume:					5537											
Minor Approach Volume:					719											
Minor Approach Volume Threshold:					-246 [less than minimum of 150]											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	264	82	53	41	119	260	143	725	188	90	1184	41
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=399]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3190]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=420]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3190]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	264	82	53	41	119	260	143	725	188	90	1184	41
Major Street Volume:	2371											
Minor Approach Volume:	420											
Minor Approach Volume Threshold:	-13 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Beaumont Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	14		267		22	57		695		31	20		143		16	16		312		23
Major Street Volume:	1086																			
Minor Approach Volume:	351																			
Minor Approach Volume Threshold:	256																			

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Lanes:	0	1	0	1	0	0	0	1	0	0	0	1	0
Initial Vol:	51	850	76	46	979	396	341	35	6	163	63	248	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=382]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3254]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=474]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3254]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0
Initial Vol:	51	850	76	46	979	396	341	35	6	163	63	248
Major Street Volume:	2398											
Minor Approach Volume:	474											
Minor Approach Volume Threshold:	-16 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0
Initial Vol:	378	727	4	56	1056	1	1	14	253	20	89	184
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=268]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2783]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=293]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2783]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	378		727		4	56	1056			1	1	14		253		20		89		184

Major Street Volume: 2222
 Minor Approach Volume: 293
 Minor Approach Volume Threshold: 10 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1		1	0	1	0	1	0
Initial Vol:	139	117	80	108	105	98	51	689	155	206	1043	103

Major Street Volume: 2247
 Minor Approach Volume: 336
 Minor Approach Volume Threshold: 26 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Palm Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!
Initial Vol:	19	152	100	83	381	13	30	178	43	118	363	34
Major Street Volume:	766											
Minor Approach Volume:	477											
Minor Approach Volume Threshold:	290											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0
Initial Vol:	100	0	94	0	0	0	0	0	765	96	164	1148
Major Street Volume:	2173											
Minor Approach Volume:	194											
Minor Approach Volume Threshold: 17 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Pennsylvania Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	1!	0	0	0	0	1!	0
Initial Vol:	29	171	33	83	363	39	25	305	23	53	363	53
Major Street Volume:	822											
Minor Approach Volume:	485											
Minor Approach Volume Threshold:	272											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0
Initial Vol:	0	549	286		590	829	0		0	0	0	0	125	0	174	
ApproachDel:	275.5				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=63.9]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=835]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2553]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1419]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2553]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		549		286	590		829		0	0		0		0	125		0		174
Major Street Volume:	299																			
Minor Approach Volume:	1419																			
Minor Approach Volume Threshold:	541																			

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	1	0	0	0	1	0	0	0
Initial Vol:	0	582	117	215	736	0	253	0	304	0	0	0
ApproachDel:	652.5			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=126.7]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=699]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2207]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=951]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2207]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	582		117		215	736		0		253	0		304		0	0		0	0
Major Street Volume:	557																			
Minor Approach Volume:	951																			
Minor Approach Volume Threshold:	477																			

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	0		24		1	289		63		439	124		688		0	7		872		229
Major Street Volume:						1920														
Minor Approach Volume:						791														
Minor Approach Volume Threshold: 94 [less than minimum of 150]																				

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	160		13		9	124		98		120	40		566		182	15		640		68

Major Street Volume: 1511
 Minor Approach Volume: 342
 Minor Approach Volume Threshold: 197

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #20 Highland Springs Ave./Brookside Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	206	180	102	230	366	113	46	219	201	274	423	333
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=466]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2693]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=1030]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2693]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #20 Highland Springs Ave./Brookside Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign							
Lanes:	1	0	0	1	0	0	0	1	!	0	0	0	0	1	!	0	0	0	0	1	!	0	0
Initial Vol:	206		180		102	230		366		113	46		219		201	274		423		333			

Major Street Volume: 1197
 Minor Approach Volume: 1030
 Minor Approach Volume Threshold: 223

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #21 Highland Springs Ave./16th St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	
Initial Vol:	32	295	0		0	423	48		25	0	17		0	0	0	
ApproachDel:	xxxxxx				xxxxxx				14.5				xxxxxx			

 Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=42]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=840]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #21 Highland Springs Ave./16th St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	
Initial Vol:	32	295		0	0	423		48	25	0	17		0	0	0	
Major Street Volume:					798											
Minor Approach Volume:					42											
Minor Approach Volume Threshold:					280											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	283		233		16	490		0		0	0		0		456	0		30	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					302.1				

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=40.8]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=486]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1508]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		283		233	16		490		0	0		0		0	456		0		30
Major Street Volume:	1022																			
Minor Approach Volume:	486																			
Minor Approach Volume Threshold:	214																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	219	687	124	47	1221	333	84	78	330	243	152	91
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=492]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3609]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=486]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3609]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0
Initial Vol:	219		687		124	47		1221		333	84		78		330	243		152		91
Major Street Volume:	2631																			
Minor Approach Volume:	492																			
Minor Approach Volume Threshold:	-42 [less than minimum of 150]																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #30 Highland Springs Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	2	0	1	0	0	0	1	0
Initial Vol:	95	832	0	0	588	124	323	0	80	0	0	0
ApproachDel:	xxxxxx			xxxxxx			390.9			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=43.8]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=403]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2042]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #30 Highland Springs Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	T	R		L	T	R		L	T	R		L	T	R			
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign					
Lanes:	1	0	2	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0
Initial Vol:	95	832		0	0	588	124		323	0	80		0	0	0	0		0
Major Street Volume:	1639																	
Minor Approach Volume:	403																	
Minor Approach Volume Threshold:	162																	

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0
Initial Vol:	6	0	0	121	0	213	109	516	1	0	1022	62
ApproachDel:	546.4			966.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=6]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2050]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=89.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=334]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2050]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled				
Lanes:	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
Initial Vol:	6		0		0	121		0		213	109	516		1	0	1022	62
Major Street Volume:					1710												
Minor Approach Volume:					334												
Minor Approach Volume Threshold:					100												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Initial Vol:	140	702	0	0	399	155	304	0	273	0	0	0
ApproachDel:	xxxxxx			xxxxxx			878.4			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=140.8]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=577]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1973]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	
Initial Vol:	140	702		0	0	399	155		304	0	273		0	0	0	
Major Street Volume:	1396															
Minor Approach Volume:	577															
Minor Approach Volume Threshold:	130															

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	287		138		166	505		0		0	0		0		371	0		555	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					856.3				

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=220.3]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=926]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2022]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		287		138	166		505		0	0		0		0	371		0		555
Major Street Volume:	1096																			
Minor Approach Volume:	926																			
Minor Approach Volume Threshold:	195																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #34 Highland Home Rd./F St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	
Initial Vol:	124	411		0	0	903		0	0	0		243	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				38.5				xxxxxx			

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=243]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1681]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #34 Highland Home Rd./F St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	124	411		0		0	903		0		0	0	243		0
Major Street Volume:				1438											
Minor Approach Volume:				243											
Minor Approach Volume Threshold:				123											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0
Initial Vol:	109	506	0	0	1120	16	30	0	213	0	0	0
ApproachDel:	xxxxxx			xxxxxx			206.4			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=13.9]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=243]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1994]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0
Initial Vol:	109	506		0	0	1120		16	30	0	213		0	0	0	0
Major Street Volume:	1751															
Minor Approach Volume:	243															
Minor Approach Volume Threshold: 70 [less than minimum of 100]																

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1
Initial Vol:	76	220	30	614	568	150	159	289	179	118	895	235
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=326]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3533]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1332]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3533]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	1	0	1	0	0	1	1	0	0	1	0	1	0
Initial Vol:	76	220	30	614	568	150	159	289	179	118	895	235	
Major Street Volume:	1875												
Minor Approach Volume:	1332												
Minor Approach Volume Threshold: 68 [less than minimum of 100]													

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1	0
Initial Vol:	0	0	0	695	2	201	22	616	0	0	387	299	
ApproachDel:	xxxxxx			549.7			xxxxxx			xxxxxx			

 Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=137.1]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=898]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2222]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	1	0	0	0	1	0	0	1	1	0	1	0	1	0
Initial Vol:	0	0	0	0	695	2	201	22	616	0	0	387	299			

Major Street Volume: 1324
 Minor Approach Volume: 898
 Minor Approach Volume Threshold: 253

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 Sunset Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Initial Vol:	123	267	44	140	811	169	186	676	231	44	333	67
Major Street Volume:	1554											
Minor Approach Volume:	1093											
Minor Approach Volume Threshold:	133											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0
Initial Vol:	566	732	0	0	948	853	0	0	0	109	7	322
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=438]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3537]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	2	0	0	0	1	1	0	0	0	0	0	0	0	
Initial Vol:	566	732		0	0	948	853		0	0	0	0	109	7	322	
Major Street Volume:					3099											
Minor Approach Volume:					438											
Minor Approach Volume Threshold:					-105 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	925	229			463	594			0	372	2	338			0	0	0		0
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=712]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2923]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	925		229		463	594		0		372	2		338		0		0		0
Major Street Volume:	2211																			
Minor Approach Volume:	712																			
Minor Approach Volume Threshold: 11 [less than minimum of 100]																				

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1
Initial Vol:	60	22	34	21	111	30	25	688	181	31	365	8
ApproachDel:	408.8			128.8			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=13.2]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=116]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1576]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=5.8]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=162]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1576]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0	1
Initial Vol:	60	22	34	21	111	30	25	688	181	31	365	8	

Major Street Volume: 1298
 Minor Approach Volume: 162
 Minor Approach Volume Threshold: 195

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #43 16th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1
Initial Vol:	43	0	46	0	0	0	1	603	45	158	327	0
ApproachDel:	22.7			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=89]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1223]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #43 16th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1
Initial Vol:	43	0	46	0	0	0	1	603	45	158	327	0
Major Street Volume:	1134											
Minor Approach Volume:	89											
Minor Approach Volume Threshold:	242											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #44 8th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	118	48	19	171	195	47	21	600	68	41	327	45
Major Street Volume:	1102											
Minor Approach Volume:	413											
Minor Approach Volume Threshold:	251											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	
Initial Vol:	699	647	0		0	375	789		0	0	0	0	60	2	138	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=200]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2710]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	0	0	0	0
Initial Vol:	699	647	0	0	375	789	0	0	0	60	2	138
Major Street Volume:	2510											
Minor Approach Volume:	200											
Minor Approach Volume Threshold:	-26 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	758		117		286	165			0	588	0		603		0	0			0
ApproachDel:	xxxxxx					xxxxxx					3099.5					xxxxxx				

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1025.4]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1191]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2517]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0		758		117	286		165		0	588		0		603	0		0		0
Major Street Volume:											1326									
Minor Approach Volume:											1191									
Minor Approach Volume Threshold:											144									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #48 4th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Initial Vol:	16	30	19	107	200	49	12	746	30	65	326	30
Major Street Volume:	1209											
Minor Approach Volume:	356											
Minor Approach Volume Threshold:	169											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #49 San Gorgonio/Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign							
Lanes:	1	0	0	1	0	0	0	1	!	0	0	0	0	1	!	0	0	0	0	1	!	0	0
Initial Vol:	41		43		33	16		232		199	102		641		126	23		183		3			

Major Street Volume: 1078
 Minor Approach Volume: 447
 Minor Approach Volume Threshold: 199

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	1	0	1	0	0	0	1	0	0	1	
Initial Vol:	0	0	0	59	1385	8	683		0	2613	12		19	2076	205	
ApproachDel:	677.8				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=11.1]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=59]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=7060]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=2076]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=7060]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 I-10 Eastbound Ramps/San Timeteo Canyon Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
Initial Vol:	0	0	0	0	59	1385	8	683	0	2613	12	19	2076	205						

Major Street Volume: 4925
 Minor Approach Volume: 2076
 Minor Approach Volume Threshold: -209 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0
Initial Vol:	513	0	1026	0	0	0	0	3044	344	0	2584	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=184998.4]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=1539]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=7511]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 I-10 Westbound Ramps/Oak Valley Pkwy.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
Initial Vol:	513		0		1026	0		0		0	0	3044		344	0	
						0		0		0					0	
Major Street Volume:	5972															
Minor Approach Volume:	1539															
Minor Approach Volume Threshold:	-270 [less than minimum of 150]															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	265	263	45	50	201	218	277	1542	328	36	1086	63
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=573]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4374]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=469]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4374]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #3 Elm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	265	263	45	50	201	218	277	1542	328	36	1086	63
Major Street Volume:	3332											
Minor Approach Volume:	573											
Minor Approach Volume Threshold:	-130 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Beaumont Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	243		881		39	47		503		36	51		436		166	20		651		47

Major Street Volume: 1749
 Minor Approach Volume: 718
 Minor Approach Volume Threshold: 92 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0
Initial Vol:	29	956	469	97	985	469	420	449	15	362	221	161
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=884]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4633]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=744]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=4633]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Beaumont Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	1	0	0	0	0	1	0	0	0
Initial Vol:	29	956	469	97	985	469	420	449	15	362	221	161
Major Street Volume:	3005											
Minor Approach Volume:	884											
Minor Approach Volume Threshold:	-94 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 1 0	0 1 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	310 1289 20	187 1135 1	1 124 394	8 60 100
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=519]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3629]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=168]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3629]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #10 California Ave./Lamb Canyon Rd.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	310	1289		20		187	1135		1		1	124	394			8	60		100	
Major Street Volume:	2942																			
Minor Approach Volume:	519																			
Minor Approach Volume Threshold:	-90 [less than minimum of 150]																			

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Palm Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1
Initial Vol:	108	269	203			44	242	59			109	1375	226	49	1018
Major Street Volume:							3004								
Minor Approach Volume:							580								
Minor Approach Volume Threshold:							-99 [less than minimum of 150]								

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Palm Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!
Initial Vol:	19	476	122	41	368	104	51	454	66	173	581	214
Major Street Volume:	1539											
Minor Approach Volume:	617											
Minor Approach Volume Threshold:	104											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #13 Pennsylvania Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0
Initial Vol:	131	0	271	0	0	0	0	0	1507	69	186	1141
Major Street Volume:	2903											
Minor Approach Volume:	402											
Minor Approach Volume Threshold:	-82 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Pennsylvania Ave./8th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	1!	0	0	0	0	1!	0
Initial Vol:	124	317	582	113	176	34	21	742	20	129	865	158
Major Street Volume:	1935											
Minor Approach Volume:	1023											
Minor Approach Volume Threshold: 43 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	1239		412		383	914		0		0	0		0		225	0		265	
ApproachDel:	1962.8				xxxxxx				xxxxxx				xxxxxx							

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=900.2]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1651]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3438]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1297]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3438]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Pennsylvania Ave./I-10 Westbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	1239		412		383	914		0		0	0	0	0	0	225	0		265	
Major Street Volume:	490																			
Minor Approach Volume:	1651																			
Minor Approach Volume Threshold:	410																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	1	0	0	1	0	0	0	0
Initial Vol:	0	1288	89	173	861	0	0	364	0	430	0	0
ApproachDel:	4100.5			xxxxxx				xxxxxx			xxxxxx	

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1568.5]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1377]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3205]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=1034]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3205]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Pennsylvania Ave/I-10 Eastbound Ramp

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	1288		89		173	861		0		364	0	430			0	0		0	0
Major Street Volume:	794																			
Minor Approach Volume:	1377																			
Minor Approach Volume Threshold:	281																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #18 Cherry Ave./Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	0		68		6	278		38		174	413		1365		0	3		1154		131
Major Street Volume:	3066																			
Minor Approach Volume:	490																			
Minor Approach Volume Threshold:	-108 [less than minimum of 150]																			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 Starlight Ave/ Oak Valley Pkwy.-14th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	280		124		16	126		49		74	121		1086		274	4		908		163

Major Street Volume: 2556
 Minor Approach Volume: 420
 Minor Approach Volume Threshold: -29 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #20 Highland Springs Ave./Brookside Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0
Initial Vol:	175	736	522	472	404	102	225	461	148	316	427	375
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=834]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4363]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=1118]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4363]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #20 Highland Springs Ave./Brookside Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	175		736		522	472		404		102	225		461		148	316		427		375

Major Street Volume: 2411
 Minor Approach Volume: 1118
 Minor Approach Volume Threshold: -18 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #21 Highland Springs Ave./16th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0
Initial Vol:	25	597	0	0	400	111	202	0	36	0	0	0
ApproachDel:	xxxxxx			xxxxxx			81.7			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=5.4]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=238]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1371]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #21 Highland Springs Ave./16th St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound						
Movement:	L	T	R		L	T	R		L	T	R		L	T	R				
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign						
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	25	597		0	0	400	111		202	0	36		0	0	0	0	0		0
Major Street Volume:	1133																		
Minor Approach Volume:	238																		
Minor Approach Volume Threshold:	186																		

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	675	526			35	447		0		0	0		0		367	0		24	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					848.4				

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=92.1]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=391]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2074]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Highland Springs Avenue/F Street

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	675	526			35	447	0			0	0	0	0	0	367	0		24	
Major Street Volume:	1683																			
Minor Approach Volume:	391																			
Minor Approach Volume Threshold: 81 [less than minimum of 100]																				

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	319	1715	280	105	1251	285	318	175	219	196	122	73
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=712]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=5058]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=391]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=5058]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #24 Highland Springs Ave./Starlight Ave.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0
Initial Vol:	319	1715		280		105	1251		285		318	175		219		196	122		73	

Major Street Volume: 3955
 Minor Approach Volume: 712
 Minor Approach Volume Threshold: -217 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #30 Highland Springs Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	2	0	1	1	0	0	0
Initial Vol:	129	852	0	0	990	378	264	0	155	0	0	0
ApproachDel:	xxxxxx			xxxxxx			853.8			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=99.4]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=419]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2768]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #30 Highland Springs Ave./Mellon Lane

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Initial Vol:	129		852		0	0		990		378	264		0		155	0		0		0
Major Street Volume:					2349															
Minor Approach Volume:					419															
Minor Approach Volume Threshold:					7 [less than minimum of 150]															

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
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Peak Hour Delay Signal Warrant Report

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0
Initial Vol:	1	0	0	98	0	171	245	1281	4	0	1099	140
ApproachDel:	3458.0			8060.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3039]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=602.3]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=269]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3039]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 C St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	
Initial Vol:	1	0	0	0	98	0	171		245	1281	4		0	1099	140	
Major Street Volume:					2769											
Minor Approach Volume:					269											
Minor Approach Volume Threshold:					-66 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	315	862			0	0	1081			351	245	0			220	0	0			0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1940.0]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=465]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3074]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Highland Home Rd./Northern Loop

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	315 862 0	0 1081 351	245 0 220	0 0 0 0
Major Street Volume:	2609			
Minor Approach Volume:	465			
Minor Approach Volume Threshold:	-36 [less than minimum of 100]			

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	0	1	0	0	0	1	0	0	0	0
Initial Vol:	0	772	324	718	584	0	0	0	0	263	0	406
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=669]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3067]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #33 Highland Home Rd./Beaumont Rd.-G St

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	772		324		718	584		0		0	0		0		263	0		406	
Major Street Volume:	2398																			
Minor Approach Volume:	669																			
Minor Approach Volume Threshold:	-14 [less than minimum of 100]																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #34 Highland Home Rd./F St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	280	1026			0	0	847			0	0	0	0	196		0	0	0		0
ApproachDel:	xxxxxx				xxxxxx				25.8				xxxxxx							

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=196]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2349]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #34 Highland Home Rd./F St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	280	1026			0	0	847			0	0	0	0	196		0	0	0		0

Major Street Volume: 2153
 Minor Approach Volume: 196
 Minor Approach Volume Threshold: 15 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0
Initial Vol:	245	1327	0	0	991	35	24	0	171	0	0	0
ApproachDel:	xxxxxx			xxxxxx			731.2			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=39.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=195]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2793]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #35 Highland Home Rd./D St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0
Initial Vol:	245	1327		0	0	991		35		24	0	171		0	0	0
Major Street Volume:					2598											
Minor Approach Volume:					195											
Minor Approach Volume Threshold:					-35 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1
Initial Vol:	227	666	198	535	515	112	118	999	244	43	865	790
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=1091]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=5312]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1162]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=5312]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #36 Highland Home Rd./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	1	0	1	0	0	1	1	0	0	1	0	1	0
Initial Vol:	227	666	198	535	515	112	118	999	244	43	865	790	
Major Street Volume:	3059												
Minor Approach Volume:	1162												
Minor Approach Volume Threshold:	-100 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

 Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	1	0	1	1	0
Initial Vol:	0	0	0	0	647	0	0	100	330	1021	1	9
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=747]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4023]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #37 Highland Home Rd./Ramsey St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	1	0	1	1	0
Initial Vol:	0	0	0	647	0	100	330	1021	1	9	1092	823

Major Street Volume: 3276
 Minor Approach Volume: 747
 Minor Approach Volume Threshold: -136 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 Sunset Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0
Initial Vol:	323	806		54	141	445		276	329	908		177	193	1194	178
Major Street Volume:	2979														
Minor Approach Volume:	1183														
Minor Approach Volume Threshold:	-51 [less than minimum of 150]														

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0
Initial Vol:	401	1815	0	0	832	1049	0	0	0	101	15	247
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=363]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4460]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #40 Sunset Ave./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0
Initial Vol:	401	1815	0	0	832	1049	0	0	0	0	101	247
Major Street Volume:	4097											
Minor Approach Volume:	363											
Minor Approach Volume Threshold:	-201 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	1213			76	186	801			0	1004	4			635	0	0			0
ApproachDel:	xxxxxx				xxxxxx				8770.9				xxxxxx							

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4003.0]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1643]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3919]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #41 Sunset Ave./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	1213			76	186	801			0	1004	4		635		0		0		0

Major Street Volume: 2276

Minor Approach Volume: 1643

Minor Approach Volume Threshold: 2 [less than minimum of 100]

 SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
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Peak Hour Delay Signal Warrant Report

Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	0	1	0	1
Initial Vol:	166	87	144	32	35	49	58	999	64	110	1380	50
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=397]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3174]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=116]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3174]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #42 Sunrise Ave./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1!	0	0	1!	0	0	0	0	1	0	1
Initial Vol:	166	87	144	32	35	49	58	999	64	110	1380	50	
Major Street Volume:	2661												
Minor Approach Volume:	397												
Minor Approach Volume Threshold:	-52 [less than minimum of 100]												

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #43 16th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	1	0	1	1	0	0
Initial Vol:	58	0	163	0	0	0	0	927	163	96	1343	0
ApproachDel:	241.2			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=14.8]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=221]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2750]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #43 16th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	1	0	1	1	0	1
Initial Vol:	58	0	163	0	0	0	0	927	163	96	1343	0
Major Street Volume:	2529											
Minor Approach Volume:	221											
Minor Approach Volume Threshold:	-35 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #44 8th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	261	163	56	161	81	91	61	875	39	46	1056	149
Major Street Volume:	2226											
Minor Approach Volume:	480											
Minor Approach Volume Threshold:	9 [less than minimum of 100]											

SIGNAL WARRANT DISCLAIMER

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	701	1075		0		0	428	478			0	0		0		104	0		482	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=586]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3268]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #46 8th St./I-10 Westbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	701	1075			0	0	428	478			0	0			0	104	0	482		
Major Street Volume:					2682															
Minor Approach Volume:					586															
Minor Approach Volume Threshold:					-44 [less than minimum of 100]															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Butterfield Specific Plan
City of Banning, Riverside County
General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	1180		136		203	328		0		598	1	673			0	0		0	0
ApproachDel:	xxxxxx					xxxxxx					5998.7					xxxxxx				

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2119.5]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1272]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3119]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #47 8th St./I-10 Eastbound Ramps

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	1180		136		203	328		0		598	1	673			0	0		0	0
Major Street Volume:	1847																			
Minor Approach Volume:	1272																			
Minor Approach Volume Threshold: 56 [less than minimum of 100]																				

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #48 4th St./Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign										
Lanes:	0	1	0	0	1	0	0	1	!	0	0	0	0	1	!	0	0	0	0	1	!	0	0
Initial Vol:	15		169		113	81		41		8	62		970		14	15		1190		128			
Major Street Volume:					2379																		
Minor Approach Volume:					297																		
Minor Approach Volume Threshold: 20 [less than minimum of 150]																							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Butterfield Specific Plan
 City of Banning, Riverside County
 General Plan Build-Out Year With Project Conditions - PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #49 San Gorgonio/Wilson St.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	81	235		41		11	92	259			381	621	130			42	957	103		
Major Street Volume:	2234																			
Minor Approach Volume:	362																			
Minor Approach Volume Threshold:	5 [less than minimum of 100]																			

SIGNAL WARRANT DISCLAIMER

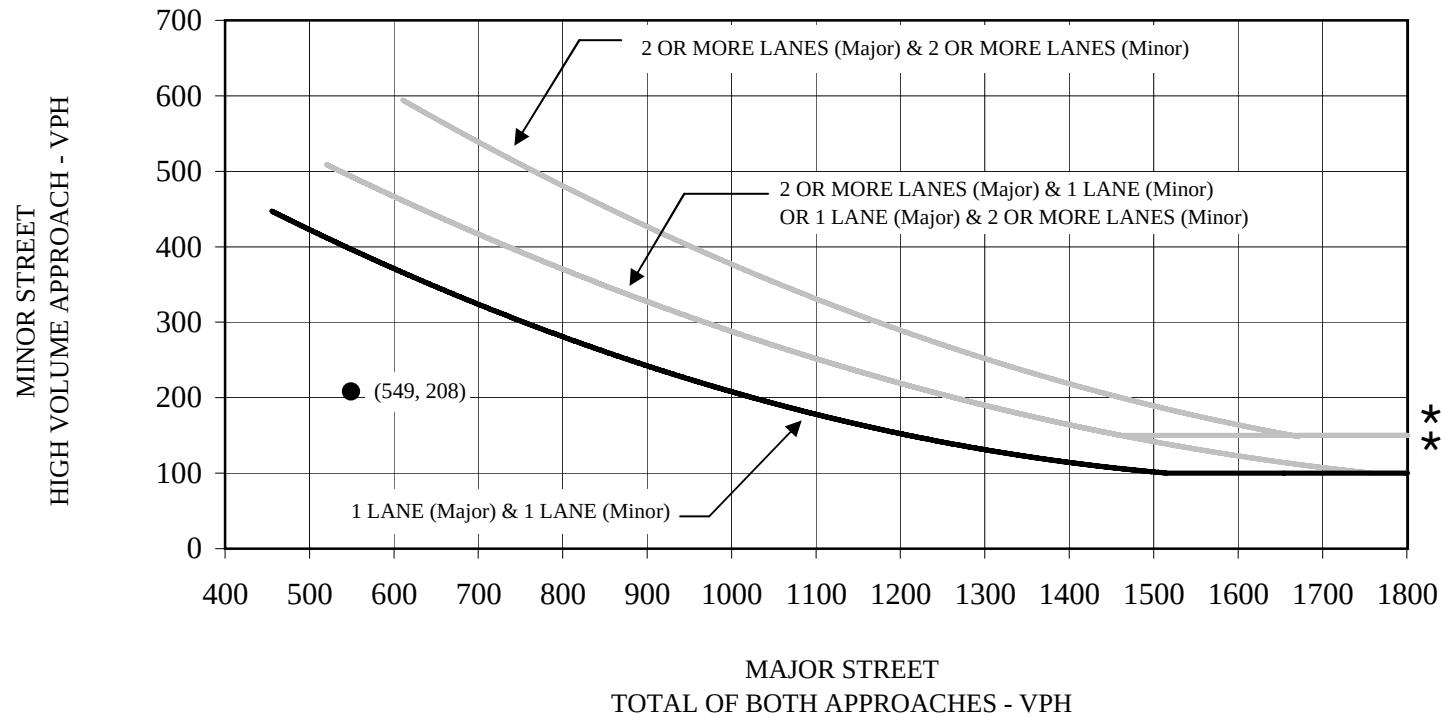
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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APPENDIX H

INTERNAL CIRCULATION HCM WORKSHEETS

WARRANT 3, PEAK HOUR



LSA

EXHIBIT 1

● Weekday Peak Hour

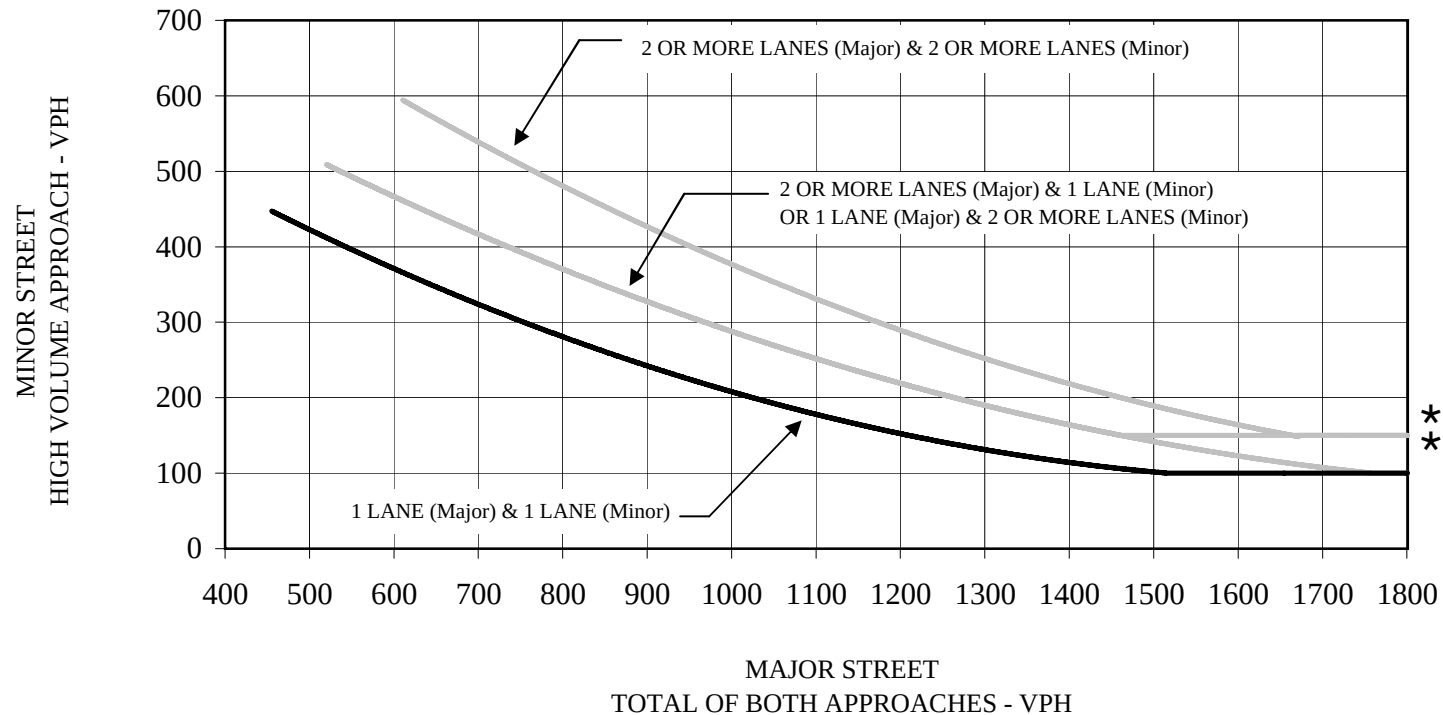
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Butterfield Specific Plan
A Street/Southern Loop
Peak Hour Warrant

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

C:\DOCUME~1\jurzua\LOCALS~1\Temp\Temporary Directory 2 for Peak Hour Warrants.zip\Peak Hour Warrants\A Street-Southern Loop.xls (7/15/2010)

WARRANT 3, PEAK HOUR



★ 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 1

● Weekday Peak Hour

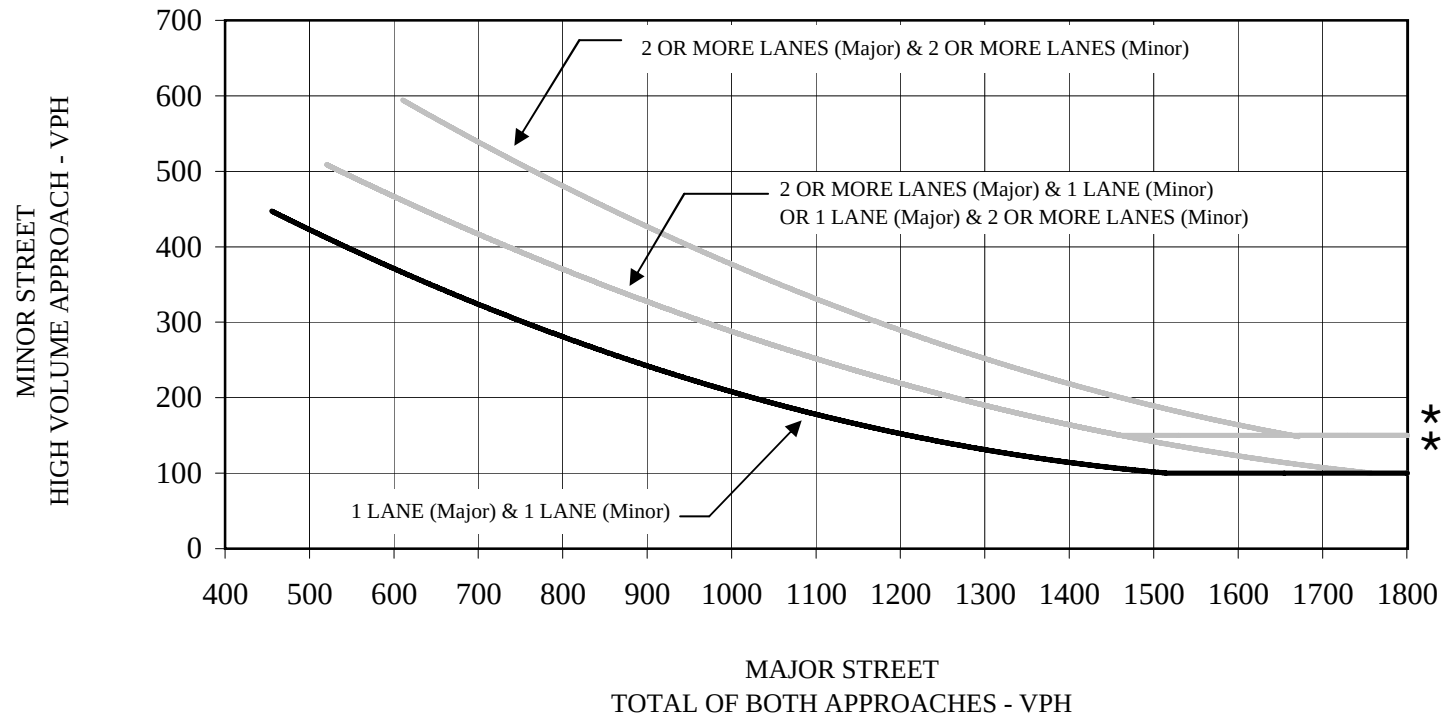
■ 0

Butterfield Specific Plan
B Street/Southern Loop
Peak Hour Warrant

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

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WARRANT 3, PEAK HOUR



LSA

EXHIBIT 1

● Weekday Peak Hour

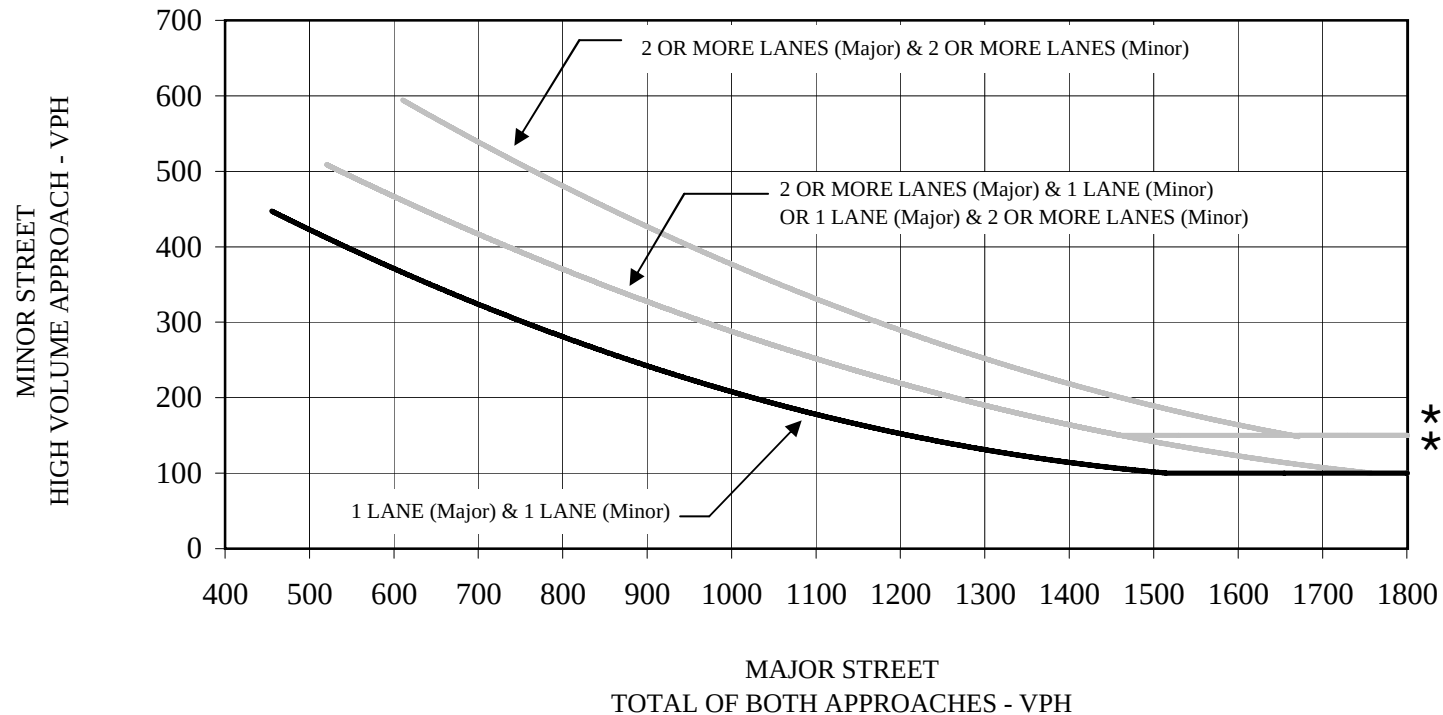
■ 0

Butterfield Specific Plan
C Street/Southern Loop
Peak Hour Warrant

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

C:\DOCUME~1\jurzua\LOCALS~1\Temp\Temporary Directory 4 for Peak Hour Warrants.zip\Peak Hour Warrants\C Street-Southern Loop.xls (7/15/2010)

WARRANT 3, PEAK HOUR



★ 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 1

● Weekday Peak Hour

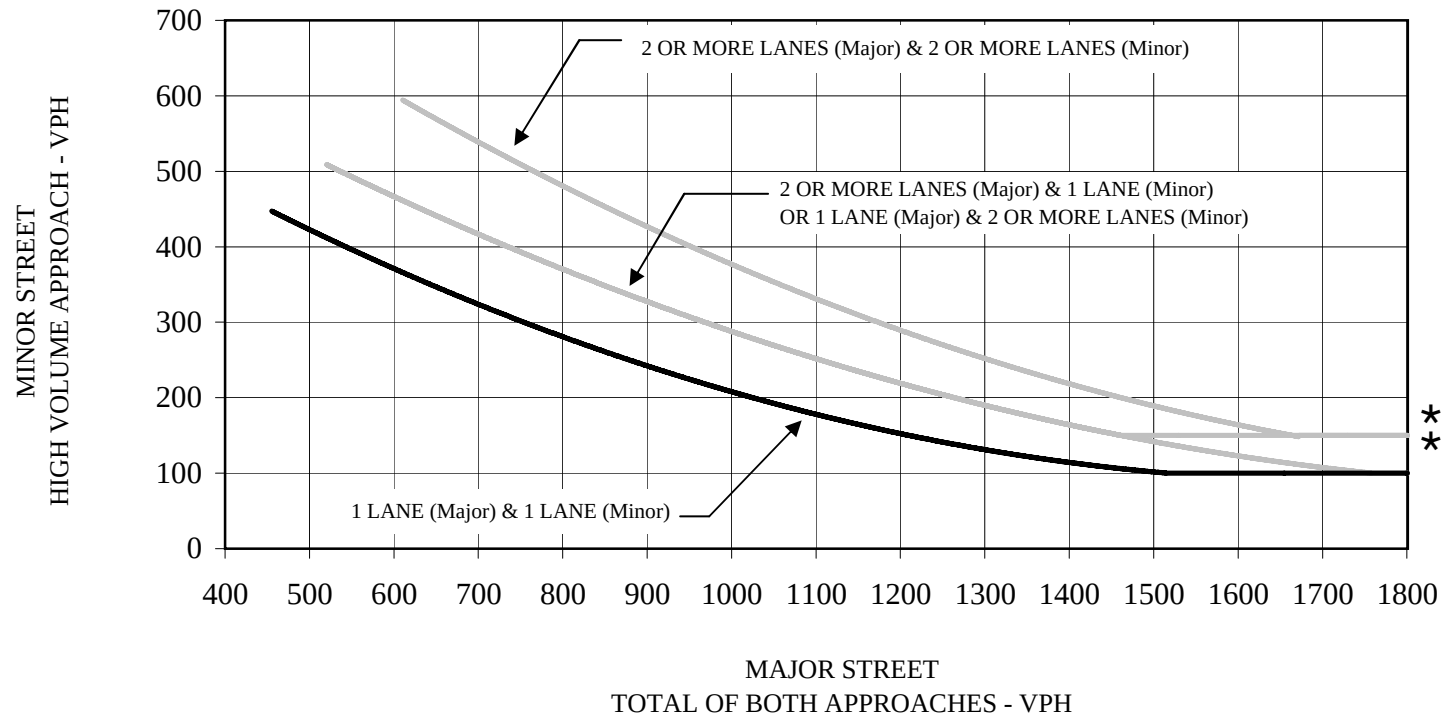
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Butterfield Specific Plan
D Street/Southern Loop
Peak Hour Warrant

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

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WARRANT 3, PEAK HOUR



★ 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 1

● Weekday Peak Hour

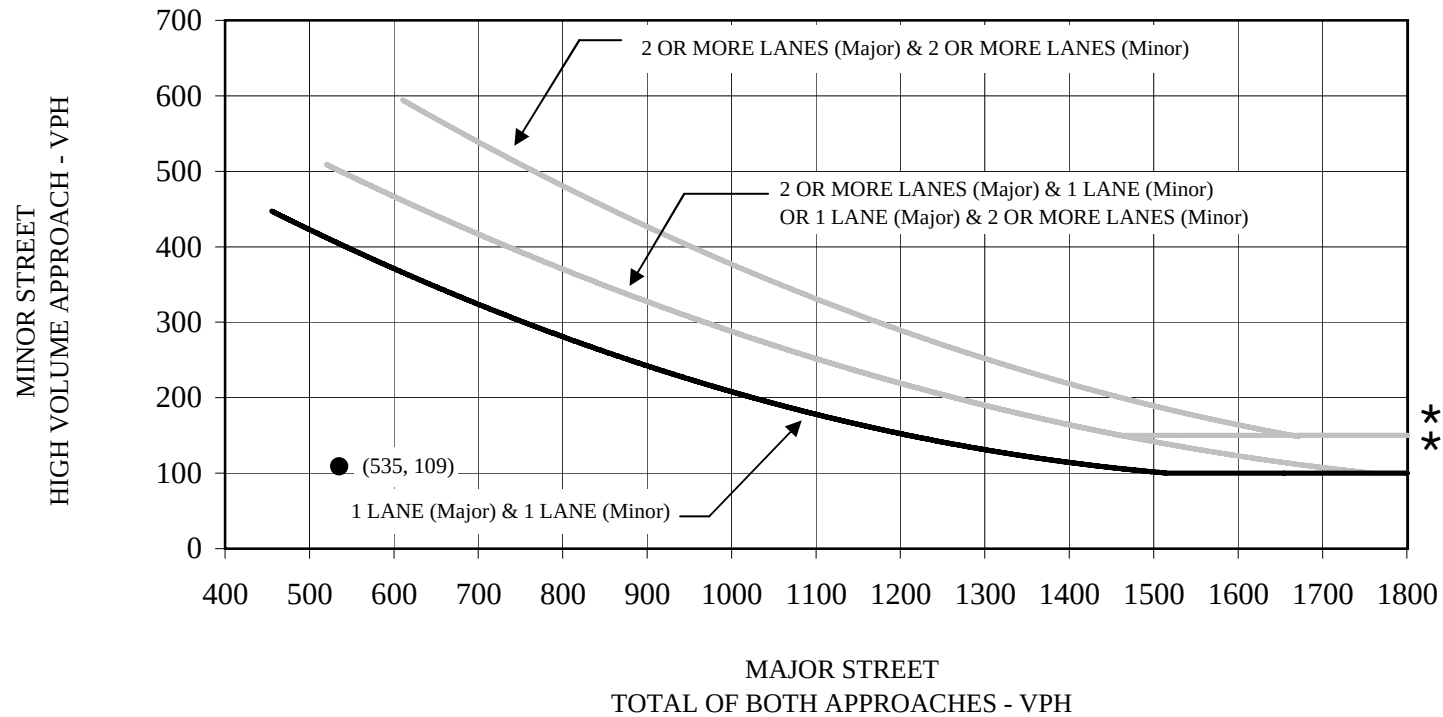
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Butterfield Specific Plan
E Street/F Street
Peak Hour Warrant

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

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WARRANT 3, PEAK HOUR



LSA

EXHIBIT 1

● Weekday Peak Hour

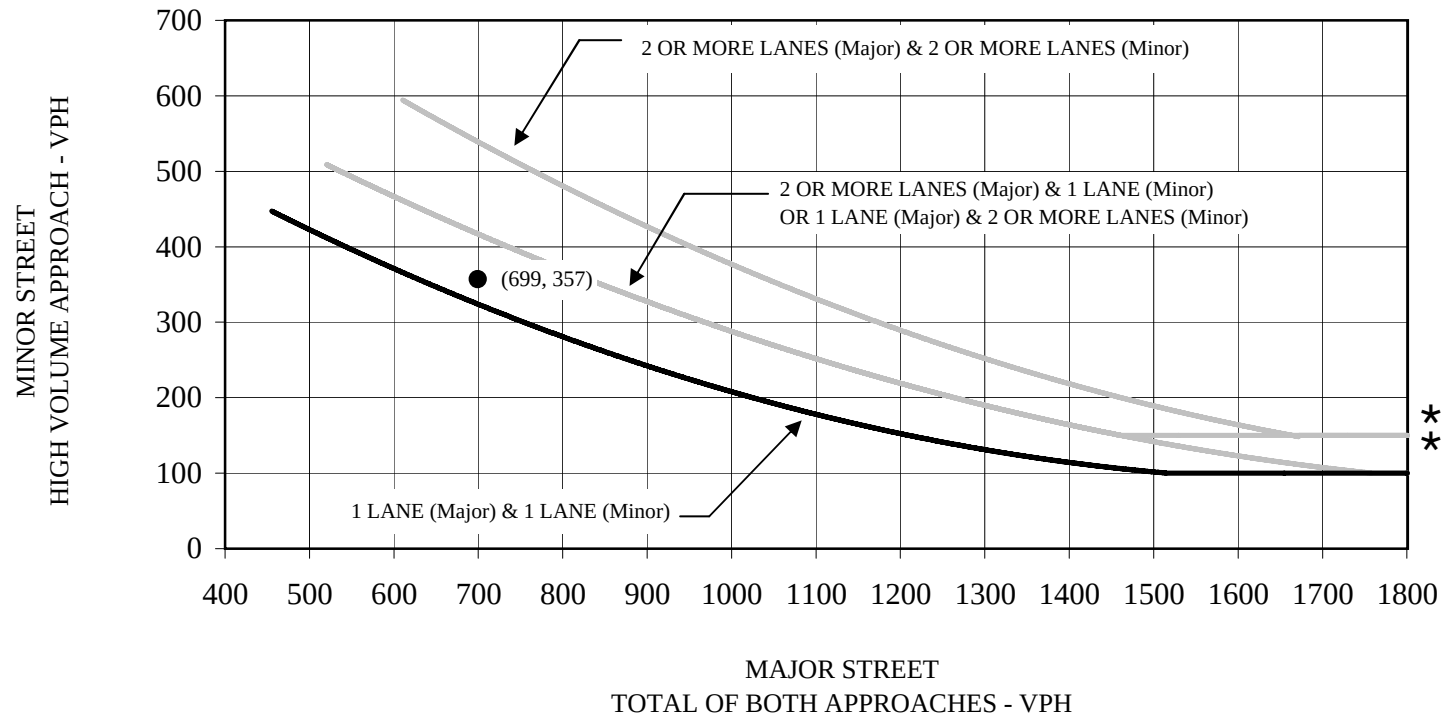
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Butterfield Specific Plan
E Street/Southern Loop
Peak Hour Warrant

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

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WARRANT 3, PEAK HOUR



★ 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

EXHIBIT 1

● Weekday Peak Hour

■ 0

Butterfield Specific Plan
F Street/Northern Loop
Peak Hour Warrant

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

C:\DOCUME~1\jurzua\LOCALS~1\Temp\Temporary Directory 8 for Peak Hour Warrants.zip\Peak Hour Warrants\F Street-Northern Loop.xls (7/15/2010)