Appendix I

Traffic Impact Analysis

BAKER RANCH
30 ACRE RESIDENTIAL
TRAFFIC IMPACT ANALYSIS

City of Lake Forest

Prepared for

BAKER RANCH PROPERTIES

Prepared by

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EXECUTIVE SUMMARY

This study analyzes forecast traffic conditions associated with the proposed Baker Ranch 30 acre residential project in the City of Lake Forest planned to open in 2015. The proposed project consists of 250 single-family dwelling units at the project site located between the SR-241 Tollroad and Rancho Parkway at Portola Parkway. Site access for the project site is provided at the Sports Park at Rancho Parkway intersection.

The existing project site is currently occupied by a variety of yard uses that will be displaced by the proposed project. The Baker Ranch Planned Community Text contemplates that the site could be developed with 341,499 square feet of commercial uses, so if the proposed project is not approved by the City, the currently allowed commercial use should be assumed as the project site will not remain vacant or with current yard uses indefinitely.

For existing plus project conditions, the net trip generation of the proposed project in addition to the number of trips presently generated by the existing yard uses, is approximately 1,350 trips, which includes approximately 138 a.m. peak hour trips and approximately 148 p.m. peak hour trips.

For year 2015 with project conditions, the net trip generation of the proposed project in addition to the number of trips presently generated by existing yard uses is approximately 1,350 trips, which includes approximately 138 a.m. peak hour trips and approximately 148 p.m. peak hour trips (same as existing plus project conditions).

The proposed residential use of the project site, rather than the currently allowed commercial land use of 341,449 square feet, would result in the project site generating 83% fewer average daily trips than is presently contemplated at buildout of a commercial project. So for year 2030 with project conditions, the net trip generation of the proposed project, when compared to buildout of the currently allocated commercial land use, is approximately 12,200 fewer trips, which includes approximately 140 fewer a.m. peak hour trips and approximately 1,016 fewer p.m. peak hour trips.

Based on City of Lake Forest thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for the evaluated analysis scenarios.

No traffic mitigation measures are required for the proposed project since no significant traffic impacts are forecast to occur as a result of the proposed project. Table 10 summarizes the intersection LOS results for the evaluated analysis scenarios.

INTRODUCTION

This study analyzes forecast traffic conditions associated with the proposed Baker Ranch 30 acre residential project in the City of Lake Forest planned to open in 2015. The proposed project consists of 250 single-family dwelling units at the project site located between the SR-241 Tollroad and Rancho Parkway at Portola Parkway. Site access for the project site is provided at the Sports Park at Rancho Parkway intersection.

The existing project site is currently occupied by a variety of yard uses that will be displaced by the proposed project.

Exhibit 1 shows the regional location of the project site. Exhibit 2 shows the project site location.

Study Area

This study analyzes the following four (4) intersections in the vicinity of the project site identified by City staff:

1. Lake Forest Drive/Rancho Parkway (signalized);
2. Portola Parkway/Rancho Parkway (signalized);
3. Portola Parkway/El Toro Road (signalized); and
4. Sports Park/Rancho Parkway (unsignalized).

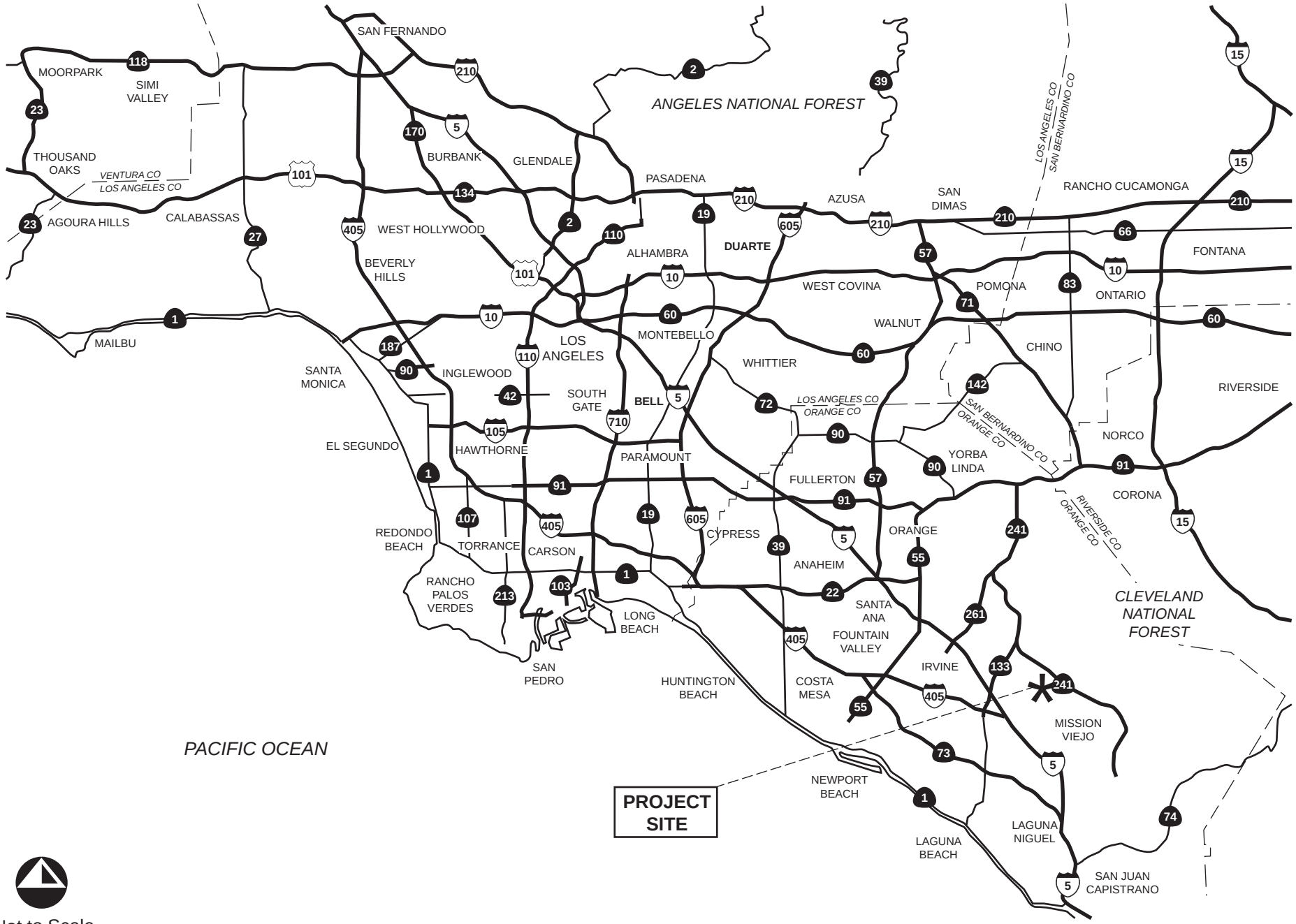
Exhibit 3 shows the location of the study intersections, which are analyzed for the following six study scenarios:

- Existing Conditions;
- Forecast Existing Plus Project Conditions;
- Forecast Year 2015 Without Project Conditions;
- Forecast Year 2015 With Project Conditions;
- Forecast Year 2030 Without Project Conditions; and
- Forecast Year 2030 With Project Conditions.

INTERSECTION ANALYSIS METHODOLOGY

Traffic Model Background

The traffic forecast data utilized in this analysis was provided by *Stantec Consulting Services Inc.* using the Lake Forest Traffic Analysis Model (LFTAM), which assumes 341,449 square feet of commercial land use currently allocated to the project site. Traffic forecast data with the currently allocated commercial land use was provided by the City for No-Project conditions and trips generated by the proposed project were manually added to the forecast traffic volumes to determine With-Project conditions. The LFTAM traffic forecasting model is a focused sub-area model derived from the Orange County Transportation Analysis Model (OCTAM) and was specially designed to provide detailed forecasting capability within the City of Lake Forest,



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Regional Project Location

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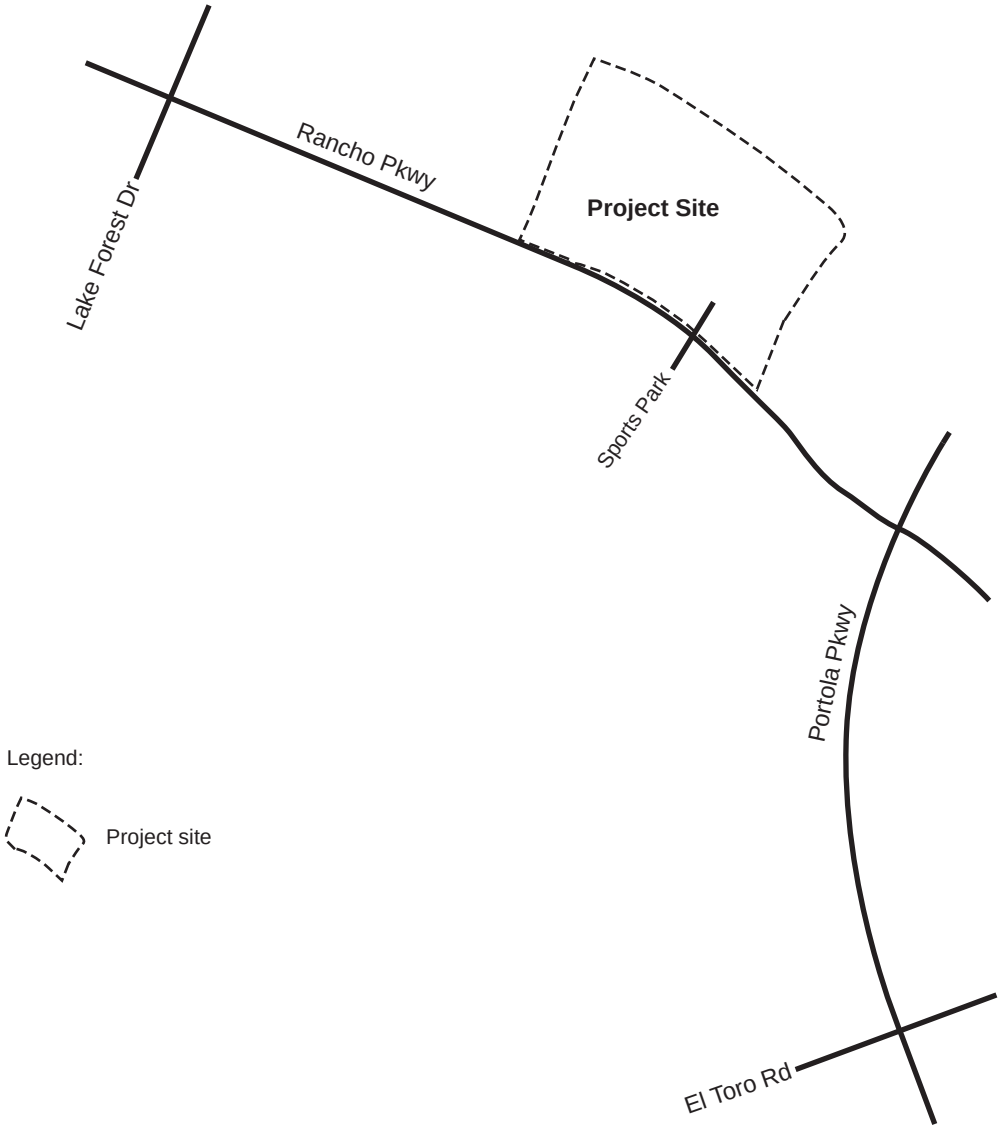
Exhibit 1



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Proposed Project Site Location

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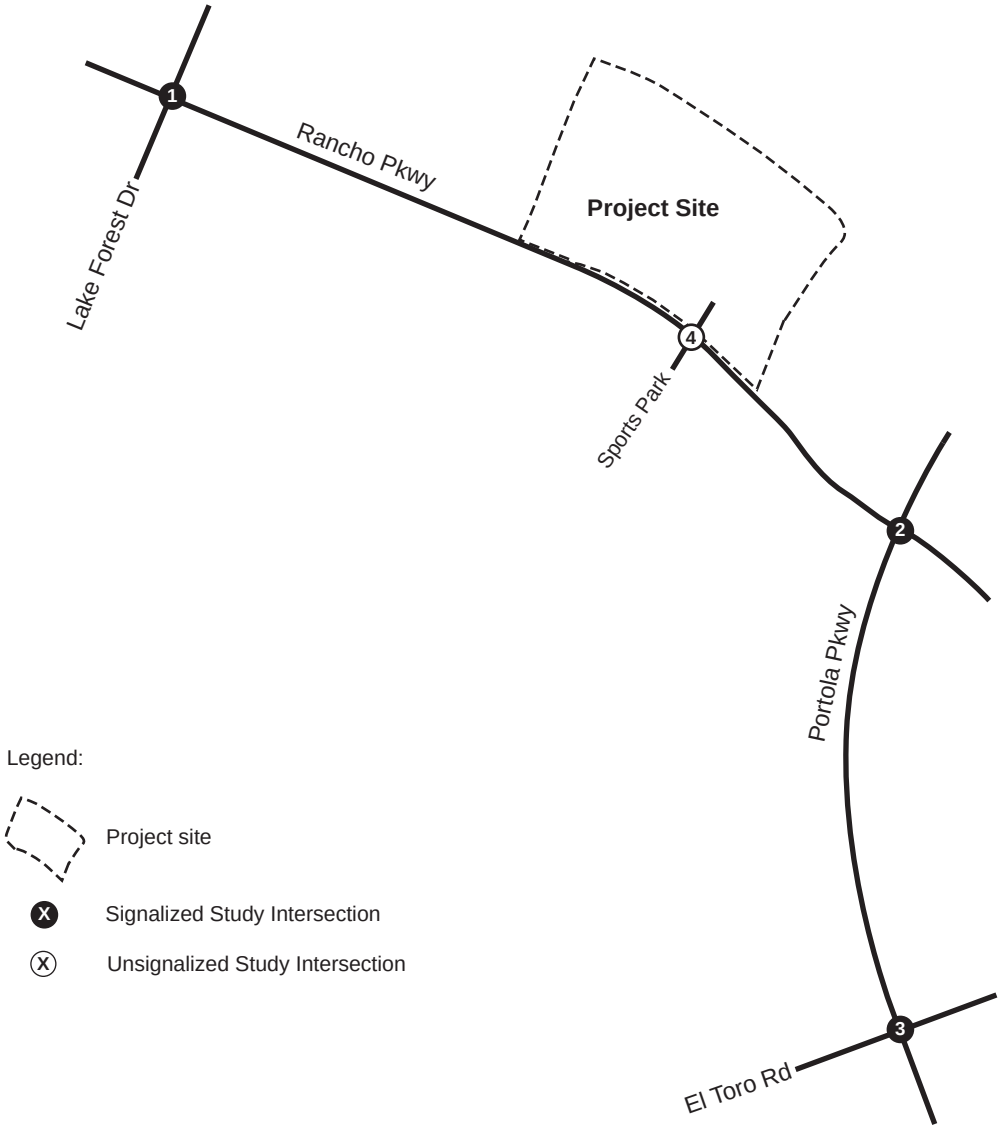
Exhibit 2



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Study Intersection Locations

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Exhibit 3

including the study area. The OCTAM is maintained by the Orange County Transportation Authority (OCTA), and has been developed according to the Orange County sub-area traffic modeling guidelines adopted by the OCTA. The OCTA has certified the LFTAM traffic model as being consistent with the OCTAM regional model.

At locations where forecast data was not available, the traffic volumes were derived based on discussions with and the approval of City of Lake Forest staff. Appendix A includes the LFTAM traffic forecast data provided by the City of Lake Forest.

The City uses the LFTAM data as part of its protocol to determine whether operational characteristics of intersection throughout the City require detailed analysis due to trips expected to be generated by each project proposed for development. Accordingly, the City used LFTAM data plus trip generation expected from the project site to review the potential of the proposed project to affect the operation of an intersection anywhere in the City in an unacceptable manner. In the case of the project site, two intersections were identified by the City protocol for further analysis due to the addition of project trips (Portola Parkway at Rancho Parkway and Lake Forest at Rancho Parkway). In addition, to be conservative, Portola Parkway at El Toro Road and Rancho Parkway at the future Sports Park entrance were also subjected to more rigorous analysis at the request of the City. This Traffic Impact Analysis reports the results of such detailed analysis.

Level of Service Methodology

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The *Intersection Capacity Utilization (ICU)* analysis method is utilized by the City of Lake Forest to determine the operating LOS of signalized intersections. The *ICU* analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding volume to capacity (V/C) ratios shown in Table 1.

Table 1
Study Intersection V/C Ratio & LOS Ranges

V/C Ratio	LOS
≤ 0.60	A
0.61 to ≤ 0.70	B
0.71 to ≤ 0.80	C
0.81 to ≤ 0.90	D
0.91 to ≤ 1.00	E
> 1.00	F

Note: V/C Ratio = Volume to Capacity Ratio.
Source: *1990 Transportation Research Board.*

The *2000 HCM* analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions). The *HCM* analysis in this report is provided for informational purposes only and is based on the corresponding ranges of stopped delay experienced per vehicle for signalized and unsignalized intersections shown in Table 2.

Table 2
LOS & Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	**Unsignalized Intersections**
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: *2000 Highway Capacity Manual*

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach.

Performance Criteria

As stated in the City of Lake Forest General Plan Circulation Element, the City goal for peak hour intersection operation is LOS D or better.

City of Lake Forest Thresholds of Significance

The City of Lake Forest requires the *ICU* analysis methodology be utilized to determine potential significant traffic impacts of proposed projects; the *HCM* analysis is provided for informational purposes only at State Highway intersections and unsignalized intersections.

To determine whether the addition of project-generated trips results in a significant impact at a study intersection, and thus requires mitigation, the City of Lake Forest utilizes the following thresholds of significance:

- A significant project impact occurs at a study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F); or
- A significant project impact occurs at a study intersection when the addition of project-generated trips causes an ICU increase of 0.02 or more at an intersection operating deficiently (LOS E or F).

Existing Conditions Traffic Volumes

To determine existing operation of the study intersections, a.m. peak period and p.m. peak period traffic movement counts were collected in July 2013 during typical weekday conditions, except for the traffic movement counts at the Lake Forest Drive/Rancho Parkway intersection, which were collected in May 2013 and provided by the City of Lake Forest for use in this analysis. The a.m. peak period intersection counts were collected from 7:00 a.m. to 9:00 a.m.; the p.m. peak period intersection counts were collected from 4:00 p.m. to 6:00 p.m. The traffic

volumes used in this analysis were taken from the highest hour within the two-hour peak period counted. Detailed traffic count data sheets are contained in Appendix B.

Exhibit 4 shows existing conditions average daily traffic (ADT) volumes on the roadways in the vicinity of the project site. Existing ADT volumes have been estimated based on the average of the existing two-way a.m. peak hour and p.m. peak hour volumes times a factor of 10. Exhibit 5 shows a.m. and p.m. peak hour volumes at the study intersections. Exhibit 6 shows existing study intersection geometry and control.

Existing Conditions Intersection Peak Hour Level of Service

Table 3 summarizes existing conditions a.m. peak hour and p.m. peak hour LOS of the City study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 3
Existing Conditions AM & PM Peak Hour Intersection LOS

Study Intersection	V/C (Delay) – LOS	
	AM Peak Hour	PM Peak Hour
1. Lake Forest Dr / Rancho Pkwy	0.40 – A	0.56 – A
2. Portola Pkwy / Rancho Pkwy	0.39 – A	0.41 – A
3. Portola Pkwy / El Toro Rd	0.51 – A	0.64 – B
4. Sports Park / Rancho Pkwy	(13.3) – B	(18.7) – C

Notes: V/C = volume to capacity ratio; delay (in seconds) shown for informational purposes at unsignalized intersections only.

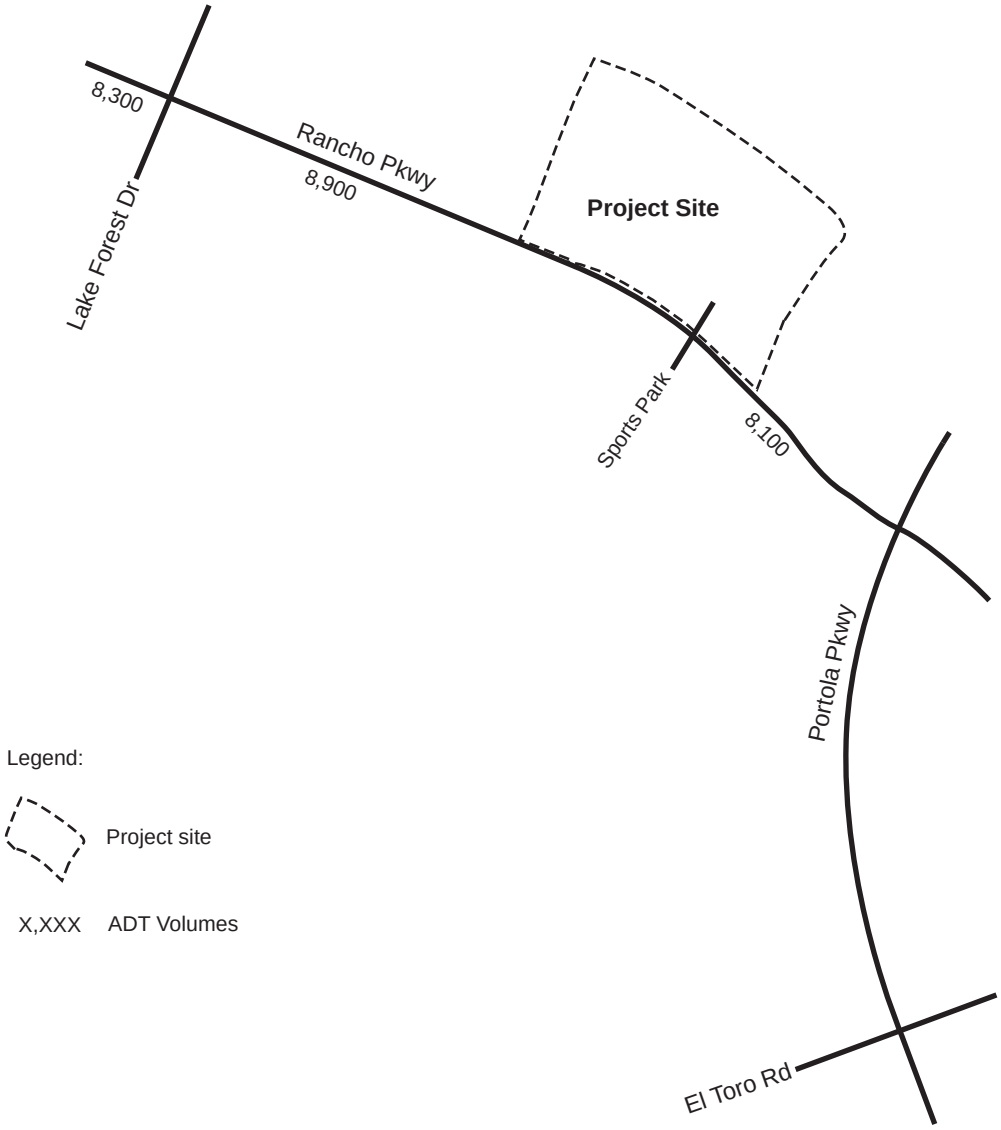
As shown in Table 3, the study intersections are currently operating at an acceptable LOS (LOS D or better) according to City of Lake Forest performance criteria.

PROPOSED PROJECT

This study analyzes forecast traffic conditions associated with the proposed Baker Ranch 30 acre residential project in the City of Lake Forest planned to open in 2015. The proposed project consists of 250 single-family dwelling units at the project site located between the SR-241 Tollroad and Rancho Parkway at Portola Parkway. Site access for the project site is provided at the Sports Park at Rancho Parkway intersection.

The existing project site is currently occupied by a variety of yard uses that will be displaced by the proposed project.

Exhibit 7 shows the proposed project site plan; this analysis conservatively assumes 250 single-family dwelling units, which is the maximum number of units that could be built onsite pursuant to project entitlement.



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Existing Conditions Roadway Segment ADT Volumes

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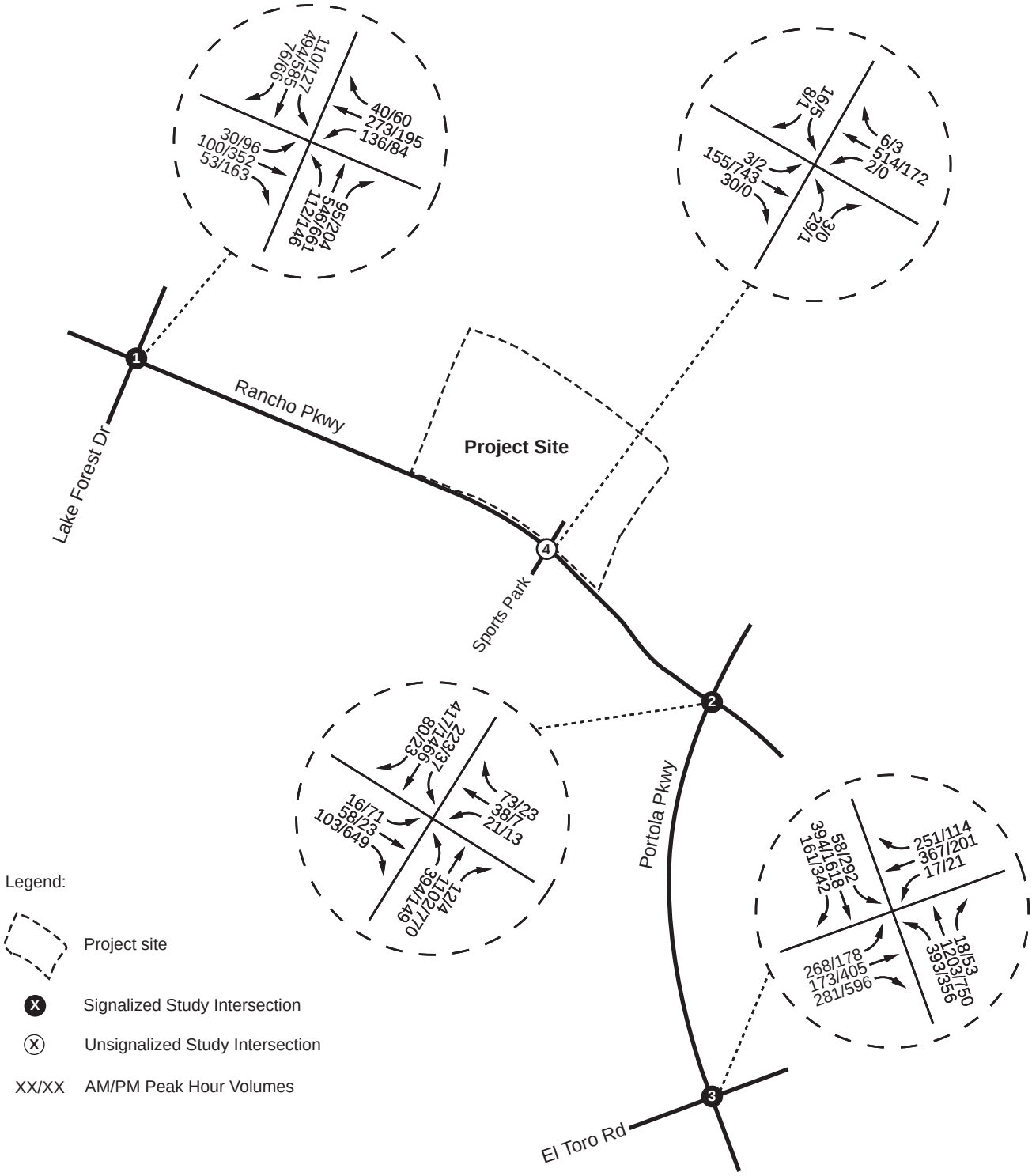
Exhibit 4



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Existing Conditions AM/PM Peak Hour Intersection Volumes

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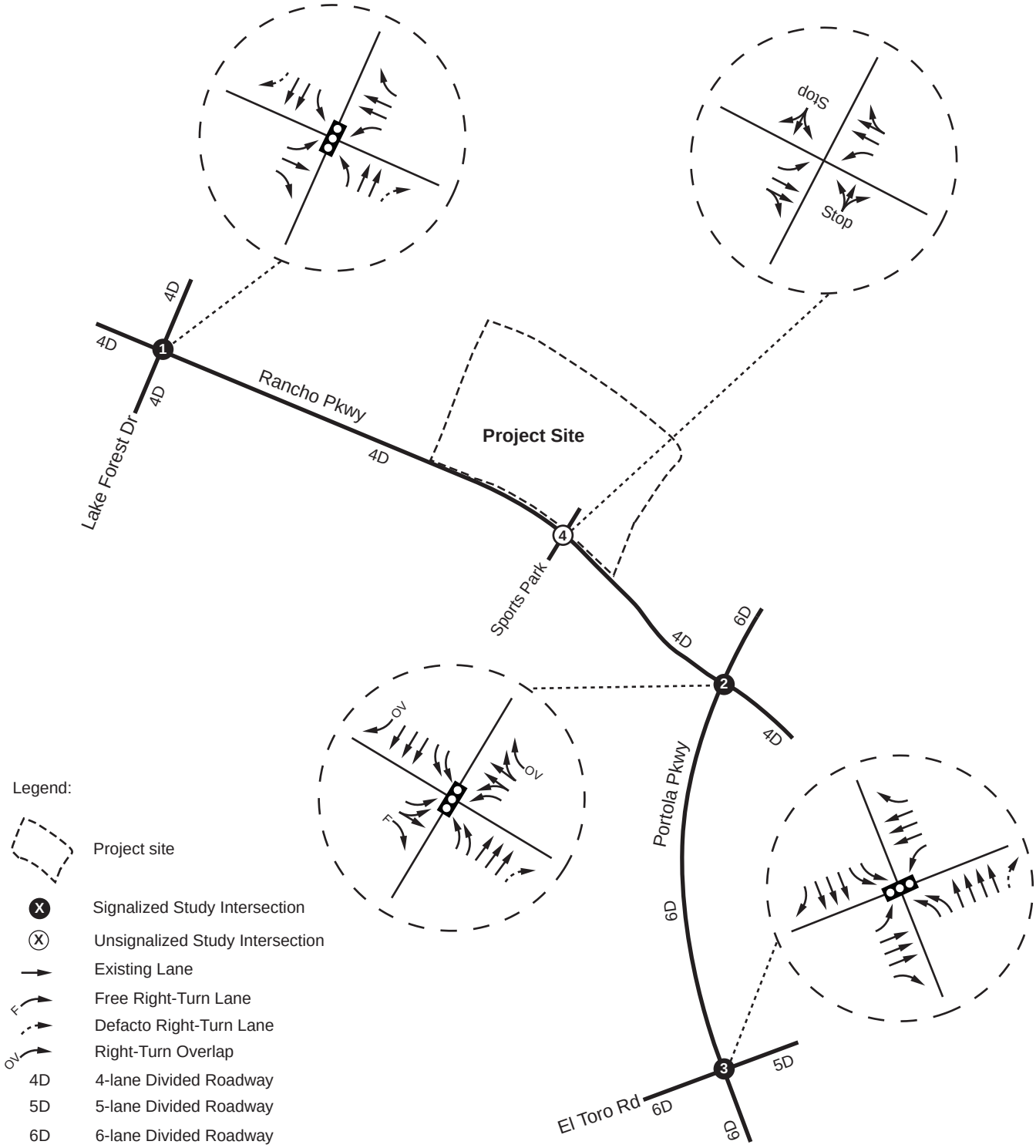
Exhibit 5



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Existing Conditions Intersection Geometry and Control

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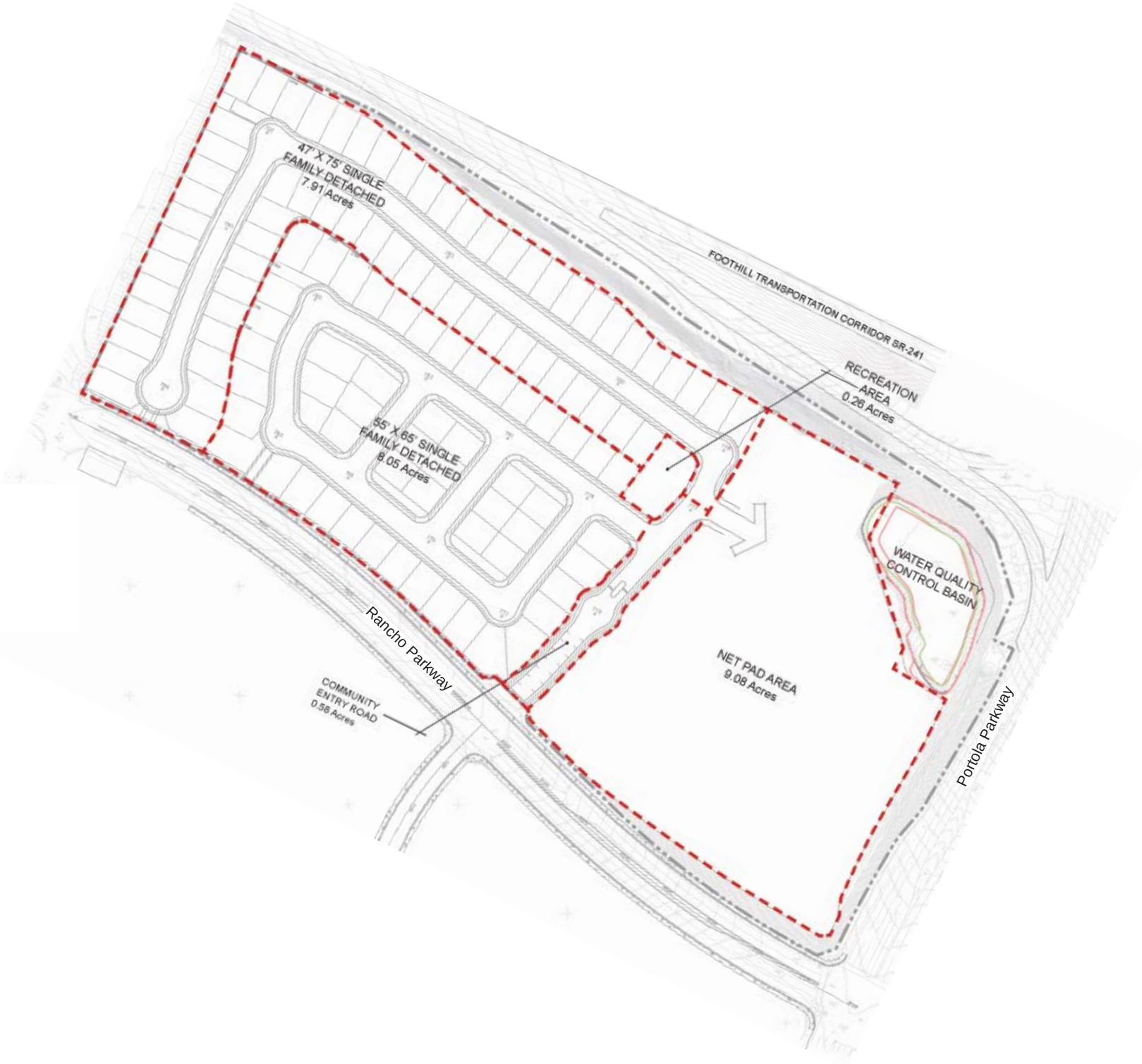
Exhibit 6



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Source: Baker Ranch Properties

Proposed Project Site Plan

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SEP/2013

Exhibit 7

Forecast Project Trip Generation

To determine the number of trips currently generated by the existing land uses that will be displaced by the proposed project, traffic counts were collected at the project site in July 2013 during typical weekday conditions. To calculate trips forecast to be generated by the currently allocated land use and the proposed project, *Institute of Transportation Engineers (ITE)* trip generation rates were utilized.

Table 4 summarizes the number of trips generated by the project site for each analysis scenario. As shown in Table 4, the proposed project (250 single-family detached residential dwelling units) is forecast to generate approximately 2,380 trips, which includes approximately 188 a.m. peak hour trips and approximately 251 p.m. peak hour trips.

For existing plus project conditions, the net trip generation of the proposed project in addition to the number of trips presently generated by the existing yard uses, is approximately 1,350 trips, which includes approximately 138 a.m. peak hour trips and approximately 148 p.m. peak hour trips.

For year 2015 without project conditions, it is assumed that the currently allocated commercial land use will not yet be developed and the project site will continue to generate trips from the existing yard uses.

For year 2015 with project conditions, the net trip generation of the proposed project in addition to the number of trips presently generated by the existing yard uses, is approximately 1,350 trips, which includes approximately 138 a.m. peak hour trips and approximately 148 p.m. peak hour trips (same as existing plus project conditions).

For year 2030 without project conditions, it is assumed that the project site will generate trips from buildout of the currently allocated commercial land use.

For year 2030 with project conditions, the net trip generation of the proposed project replacing the currently allocated commercial land use, is approximately 12,200 fewer trips, which includes approximately 140 fewer a.m. peak hour trips and approximately 1,016 fewer p.m. peak hour trips.

Table 4
Project Trip Generation Summary

Land Use	Quantity	Units	AM Peak Hour			PM Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Existing									
Yard Uses[1]	-	-	18	32	50	36	67	103	1,030
Existing Plus Project									
Yard Uses	-	-	-18	-32	-50	-36	-67	-103	-1,030
Single-Family Detached Residential[2]	250	du	48	140	188	158	93	251	2,380
Net Trip Generation			**30**	**108**	**138**	**122**	**26**	**148**	**1,350**
Year 2015 Without Project									
Yard Uses	-	-	18	32	50	36	67	103	1030
Year 2015 With Project									
Yard Uses	-	-	-18	-32	-50	-36	-67	-103	-1,030
Single-Family Detached Residential	250	du	48	140	188	158	93	251	2,380
Net Trip Generation			**30**	**108**	**138**	**122**	**26**	**148**	**1,350**
Year 2030 Without Project									
Shopping Center[2]	341.449	tsf	205	123	328	608	659	1,267	14,580
Year 2030 With Project									
Shopping Center	341.449	tsf	-205	-123	-328	-608	-659	-1,267	-14,580
Single-Family Detached Residential	250	du	48	140	188	158	93	251	2,380
Net Trip Generation			**-157**	**17**	**-140**	**-450**	**-566**	**-1,016**	**-12,200**
Trip Rates									
Single-Family Detached Residential	250	du	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Shopping Center	341.449	tsf	0.60	0.36	0.96	1.78	1.93	3.71	42.70

Source: 1) Based on existing traffic count observations conducted on July 30, 2013. Daily trips have been estimated as ten times the PM Peak Hour trips.
2) *2012 ITE Trip Generation Manual*, 9th Edition, Single-Family Detached Residential (210) Land Use and Shopping Center (820) Land Use.

Notes: du = dwelling units; tsf = thousand square feet.

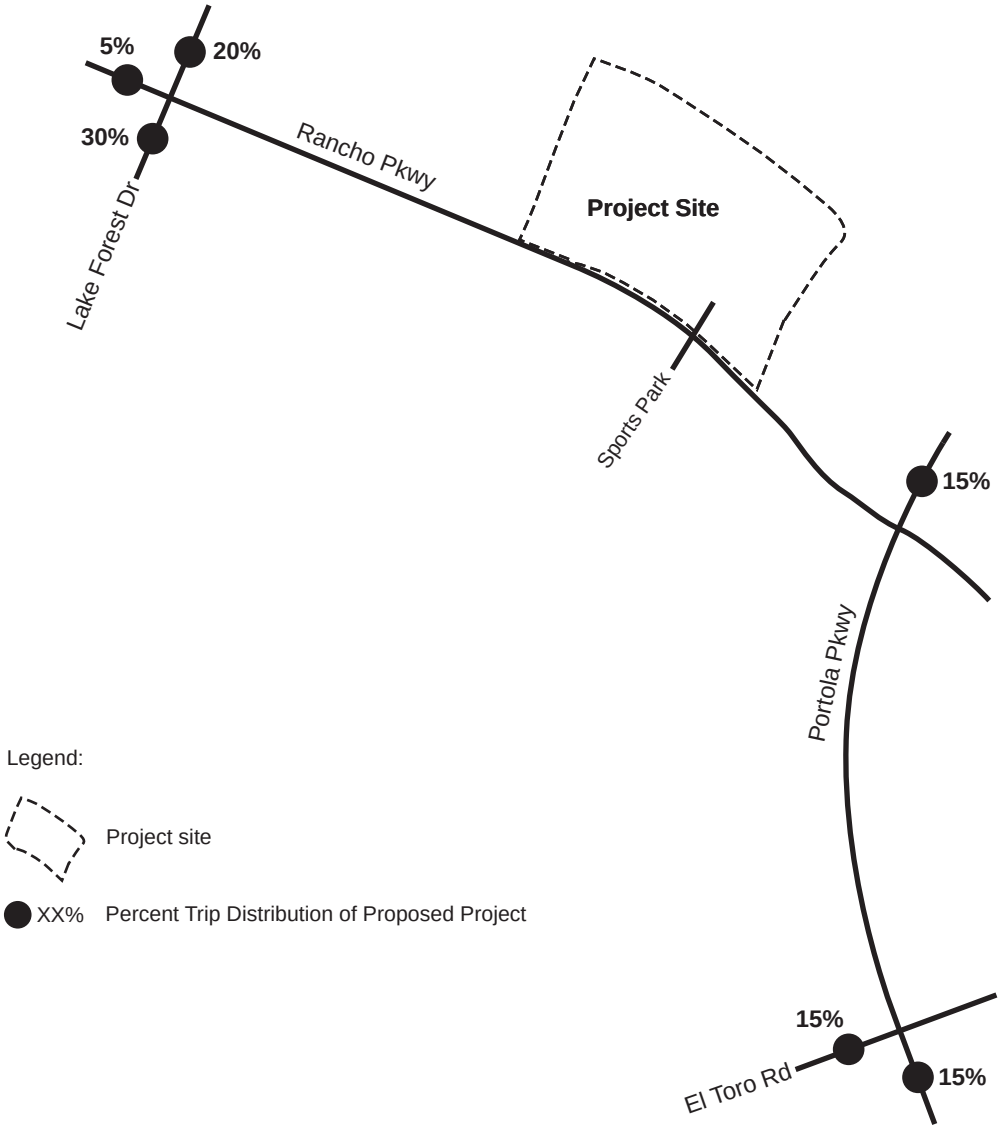
Forecast Project Trip Distribution

Exhibit 8 shows the forecast trip percent distribution of project-generated trips.

Forecast Project Trip Assignment

Exhibit 9 shows the corresponding roadway segment ADT trip assignment of the proposed project assuming the trip percent distributions shown in Exhibit 8.

Based on the trip generation for existing plus project and year 2015 with project conditions, Exhibit 10 shows the corresponding ADT and a.m./p.m. peak hour assignment of project-generated net trips assuming the trip percent distributions shown in Exhibit 8. Based on the trip generation for year 2030 with project conditions, Exhibit 11 shows the corresponding ADT and a.m./p.m. peak hour assignment of project-generated net trips assuming the trip percent distributions shown in Exhibit 8.



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Forecast Trip Percent Distribution of Proposed Project

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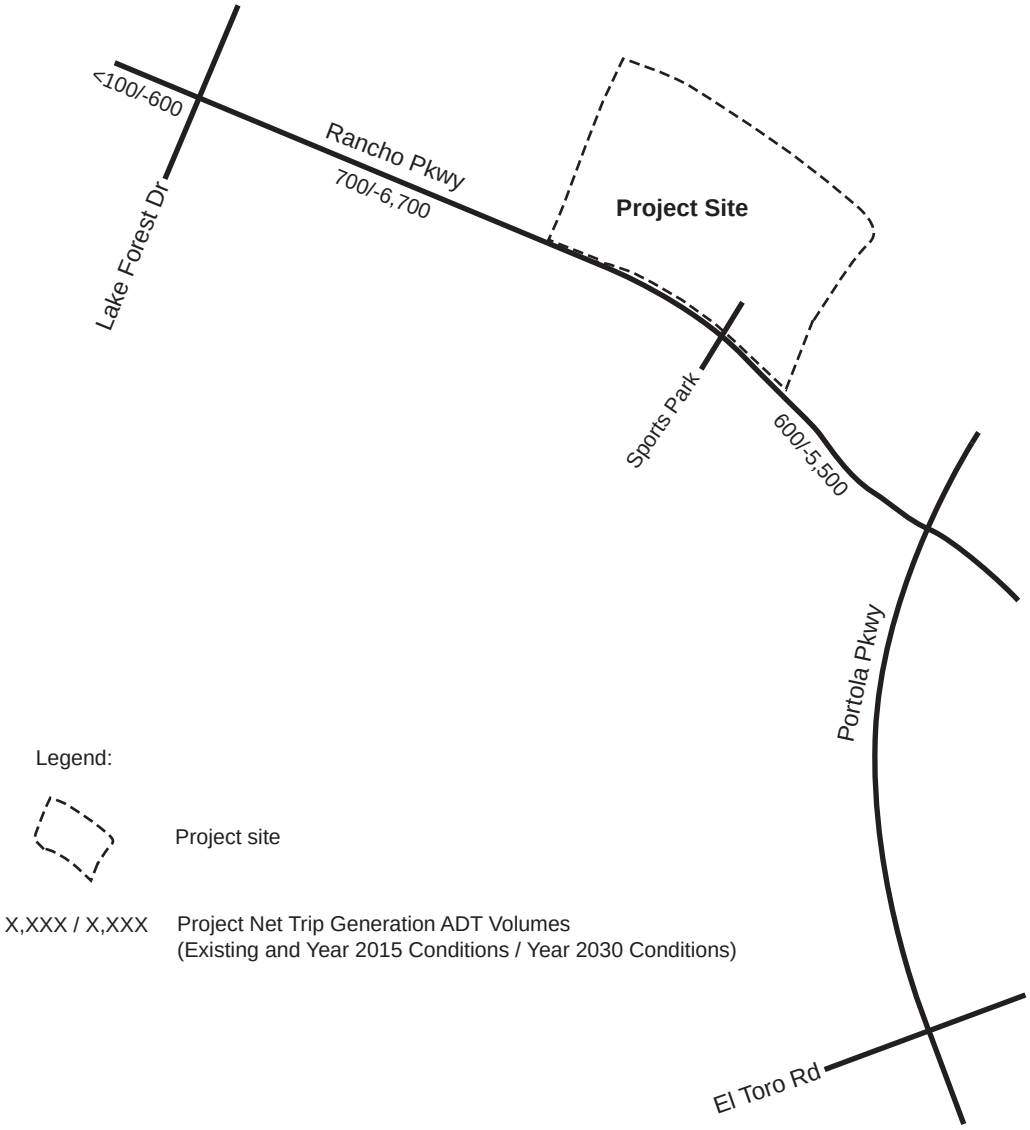
Exhibit 8



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Forecast Roadway Segment
ADT Trip Assigment of Proposed Project

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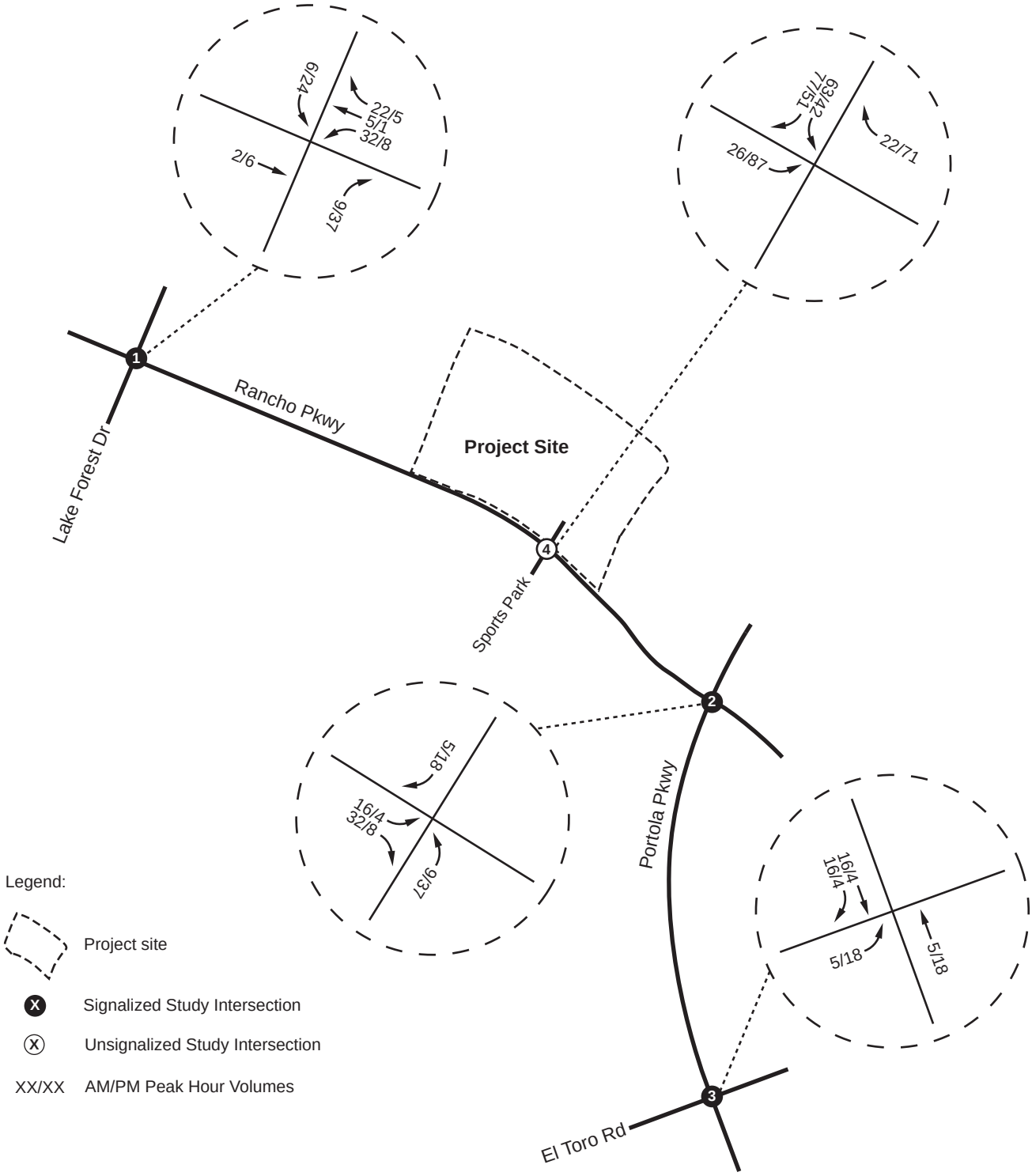
Exhibit 9



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Forecast AM & PM Peak Hour Trip Assignment of Proposed Project (Existing and Year 2015 Net Trip Generation)

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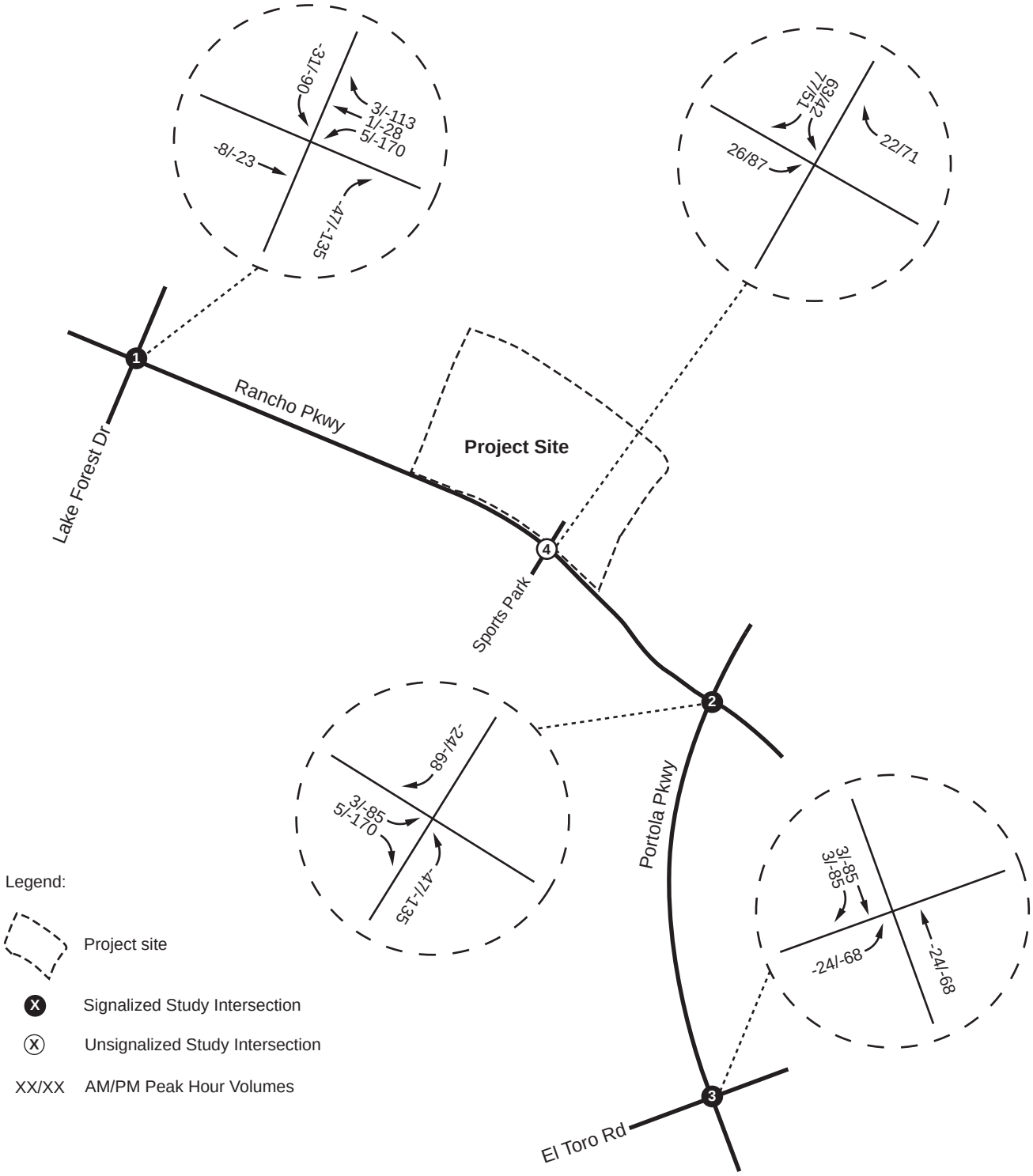
Exhibit 10



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Forecast AM & PM Peak Hour Trip Assignment of Proposed Project (Year 2030 Net Trip Generation)

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Exhibit 11

FORECAST EXISTING PLUS PROJECT CONDITIONS

Forecast existing plus project conditions a.m. and p.m. peak hour volumes were derived by adding forecast project-generated trips to existing conditions traffic volumes. It should be noted, no adjustment was made to existing traffic count data to account for any current and temporary uses near the project site; therefore, this analysis may slightly overestimate traffic conditions under the existing plus project analysis scenario. Specifically, the future sports park located on the south side of Rancho Parkway opposite the proposed project is currently under construction and generating temporary construction trips.

Forecast Existing Plus Project Traffic Volumes

Exhibits 12 and 13 show forecast existing plus project conditions ADT and a.m. and p.m. peak hour volumes at the study intersections.

Forecast Existing Plus Project Conditions Intersection Peak Hour Level of Service

Table 5 summarizes forecast existing plus project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 5
Forecast Existing Plus Project Conditions AM & PM Peak Hour Intersection LOS

Study Intersection	Existing Conditions		Forecast Existing Plus Project Conditions		Change in V/C (Delay)		Significant Impact?
	V/C (Delay) – LOS		V/C (Delay) – LOS		AM Peak Hour	PM Peak Hour	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
1. Lake Forest Dr / Rancho Pkwy	0.40 – A	0.56 – A	0.44 – A	0.60 – A	0.04	0.04	No
2. Portola Pkwy / Rancho Pkwy	0.39 – A	0.41 – A	0.39 – A	0.43 – A	0.00	0.02	No
3. Portola Pkwy / El Toro Rd	0.51 – A	0.64 – B	0.52 – A	0.65 – B	0.01	0.01	No
4. Sports Park / Rancho Pkwy	(13.3) – B	(18.7) – C	(15.3) – C	(25.3) – D	(2.0)	(6.6)	No

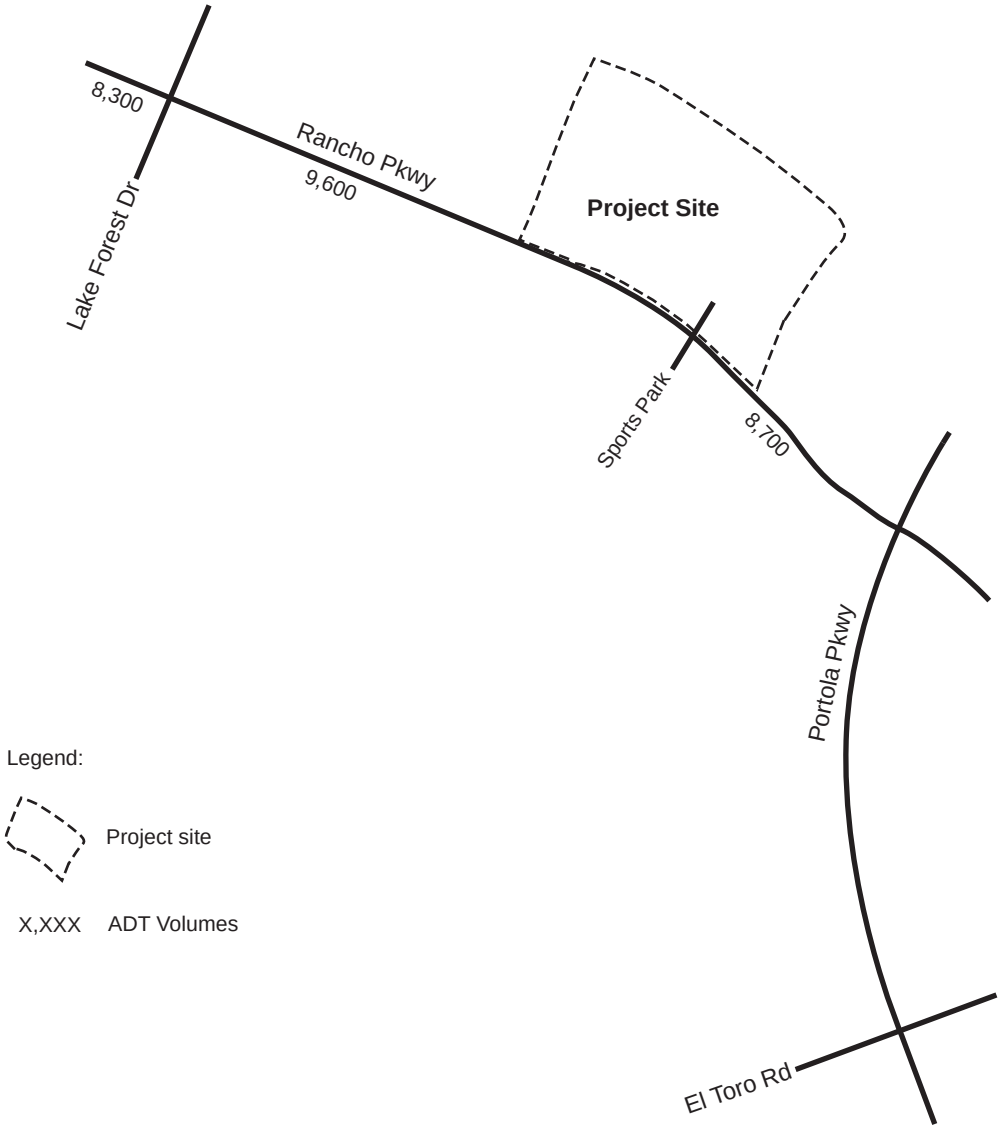
Notes: V/C = volume to capacity ratio; delay (in seconds) shown for informational purposes at unsignalized intersections only.

As shown in Table 5, with the addition of project generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to City of Lake Forest performance criteria for forecast existing plus project conditions.

As also shown in Table 5, based on City of Lake Forest established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for forecast existing plus project conditions.

FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS

To determine potential traffic impacts of the proposed project at the planned 2015 opening year, forecast year 2015 without project conditions are examined prior to forecast year 2015 with project conditions. It is assumed that the currently allocated commercial land use will not be



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Forecast Existing Plus Project Conditions Roadway Segment ADT Volumes

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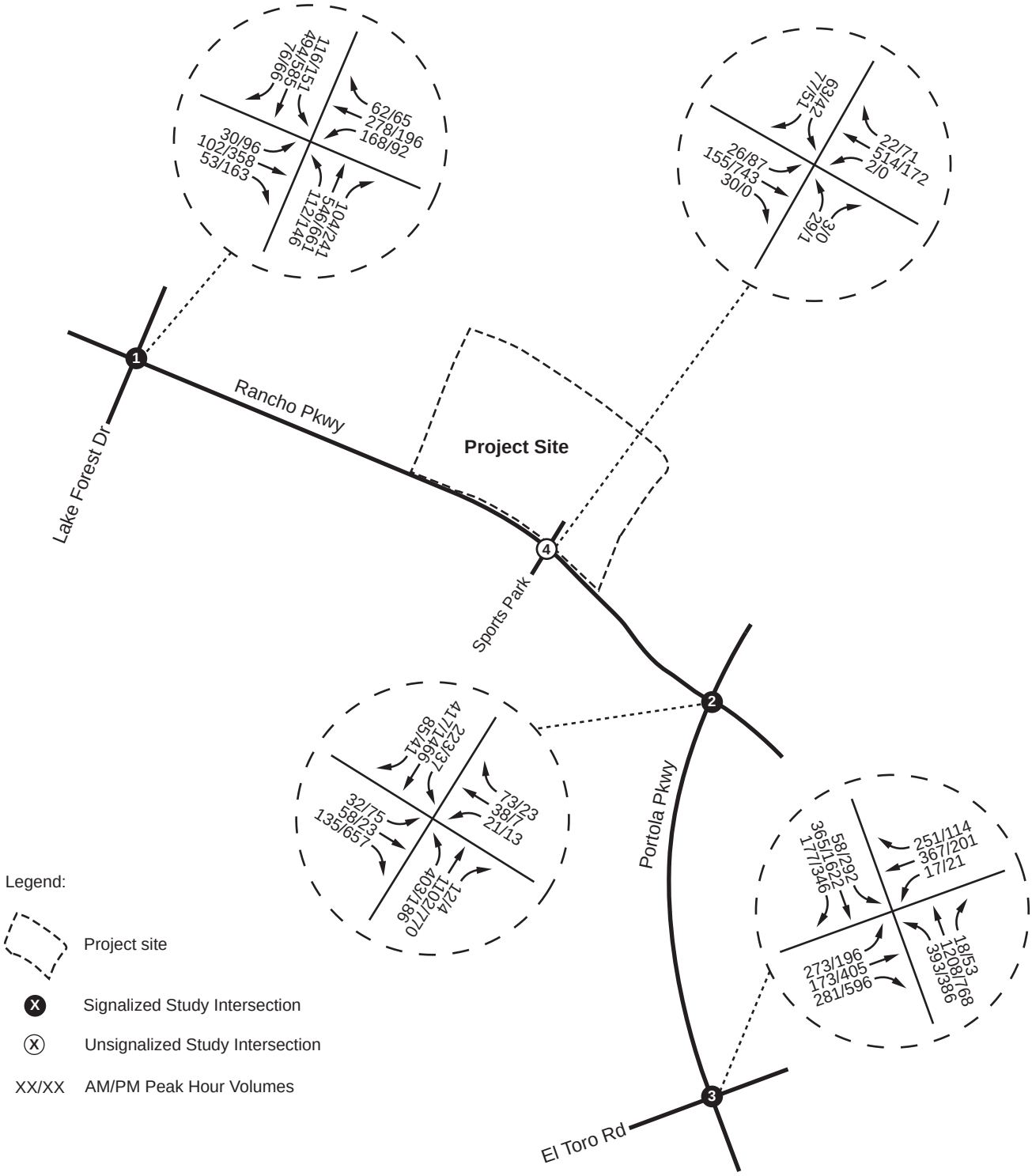
Exhibit 12



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Forecast Existing Plus Project Conditions AM/PM Peak Hour Study Intersection Volumes

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SEP/2013

Exhibit 13

generating trips by year 2015 and the project site will continue to generate trips from the existing yard uses. This is a conservative assumption because the net trip generation between the proposed project and the yard uses is greater than the net trip generation between the proposed project and the allocated commercial land use.

The Sports Park and Recreation Center Traffic Study (*Austin-Foust Associates, Inc.,* March 2010) indicates that a traffic signal is likely to be warranted at the Sports Park/Rancho Parkway intersection by the Sports Park opening year in 2015.

Forecast year 2015 without project conditions assumes the following improvements within the study area are installed as part of the Sports Park project currently under construction:

- **Sports Park/Rancho Parkway** – A new traffic signal is assumed to be installed at the Sports Park/Rancho Parkway intersection.

Exhibits 14 and 15 show forecast year 2015 without project conditions ADT and a.m. and p.m. peak hour volumes at the study intersections as provided by the City of Lake Forest.

Forecast Year 2015 Without Project Conditions Intersection Peak Hour Level of Service

Table 6 summarizes forecast year 2015 without project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix A.

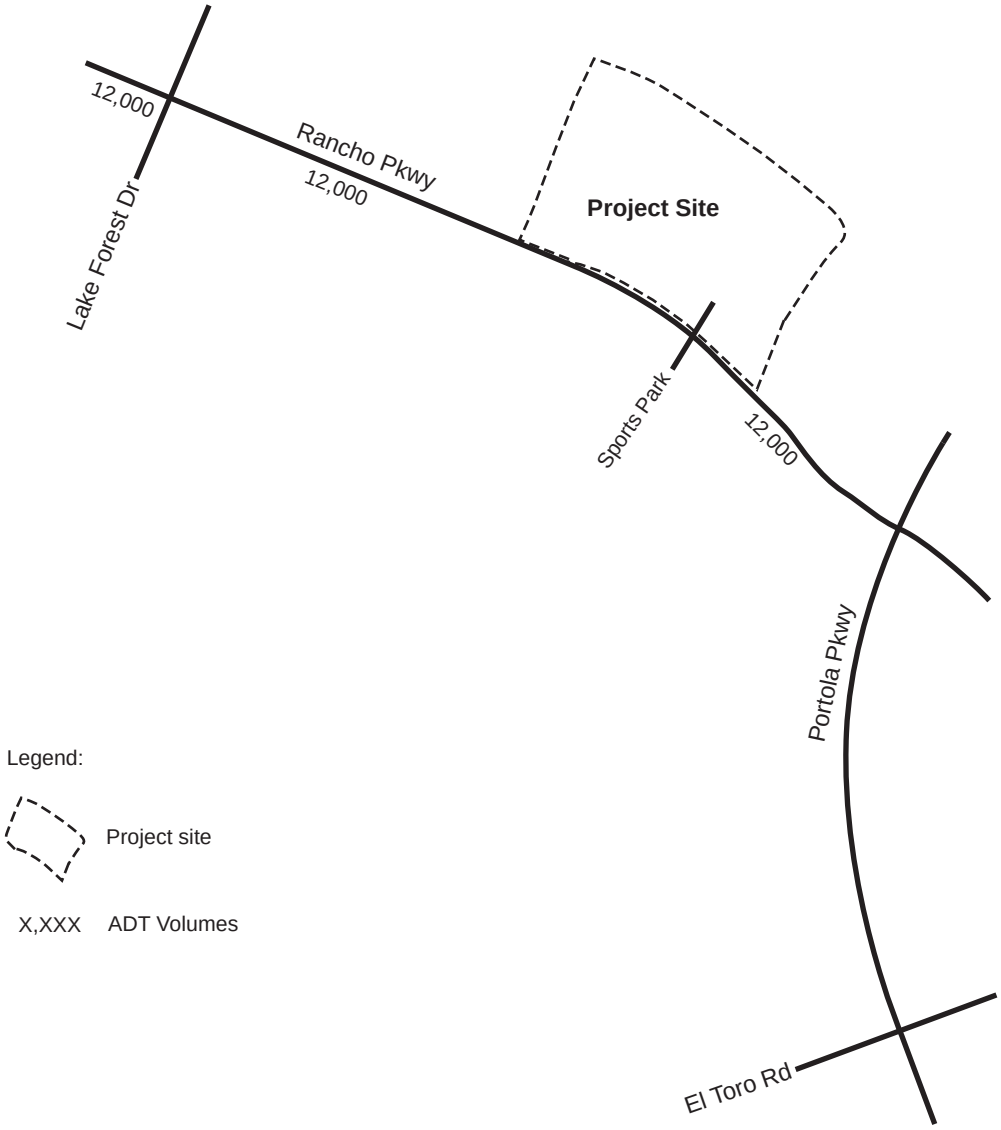
Table 6
Forecast Year 2015 Without Project Conditions
AM & PM Peak Hour Intersection LOS

Study Intersection	V/C – LOS	
	AM Peak Hour	PM Peak Hour
1. Lake Forest Dr / Rancho Pkwy	0.61 – B	0.85 – D
2. Portola Pkwy / Rancho Pkwy	0.52 – A	0.50 – A
3. Portola Pkwy / El Toro Rd	0.66 – B	**0.96 – E**
4. Sports Park / Rancho Pkwy	0.37 – A	0.51 – A

Notes: V/C = volume to capacity ratio; **bold** = deficient operation.

As shown in Table 6, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to City of Lake Forest performance criteria for forecast year 2015 without project conditions with the exception of the following intersection:

- Portola Parkway/El Toro Road (p.m. peak hour only).



Not to Scale

RBF
A Baker Company

Forecast Year 2015 Without Project Conditions Roadway Segment ADT Volumes

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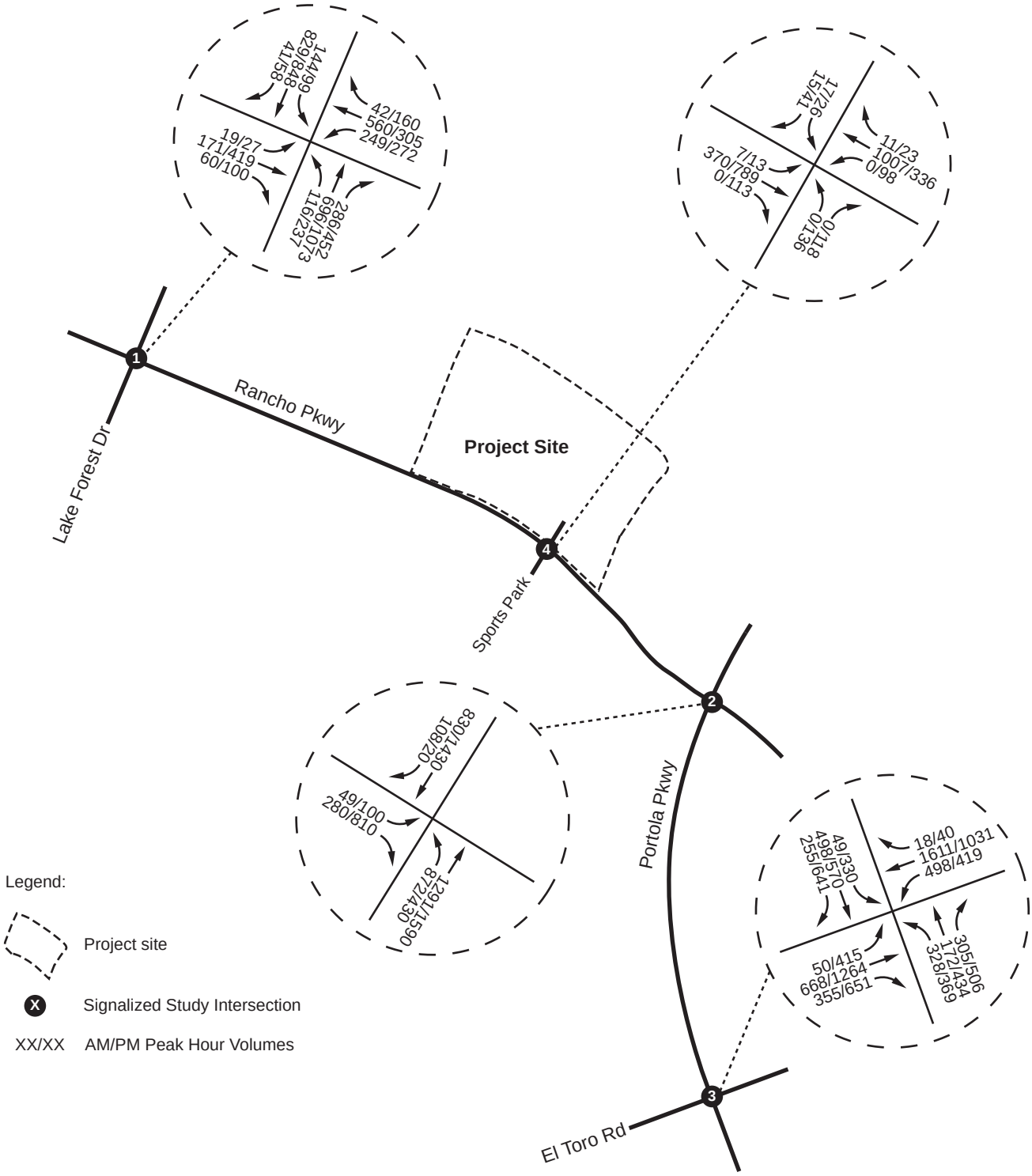
SEP/2013

Exhibit 14



Not to Scale

RBF
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Forecast Year 2015 Without Project Conditions AM/PM Peak Hour Study Intersection Volumes

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SEP/2013

Exhibit 15

FORECAST YEAR 2015 WITH PROJECT CONDITIONS

This section analyzes the potential impact of the addition of trips forecast to be generated by the proposed project to forecast year 2015 without project conditions.

Forecast Year 2015 With Project Conditions Traffic Volumes

Forecast year 2015 with project conditions a.m. and p.m. peak hour volumes were derived by adding forecast project-generated trips to forecast year 2015 without project conditions traffic volumes.

Exhibits 16 and 17 show forecast year 2015 with project conditions ADT and a.m. and p.m. peak hour volumes at the study intersections.

Forecast Year 2015 With Project Conditions Intersection Peak Hour Level of Service

Table 7 summarizes forecast year 2015 with project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix A.

Table 7
Forecast Year 2015 With Project Conditions
AM & PM Peak Hour Intersection LOS

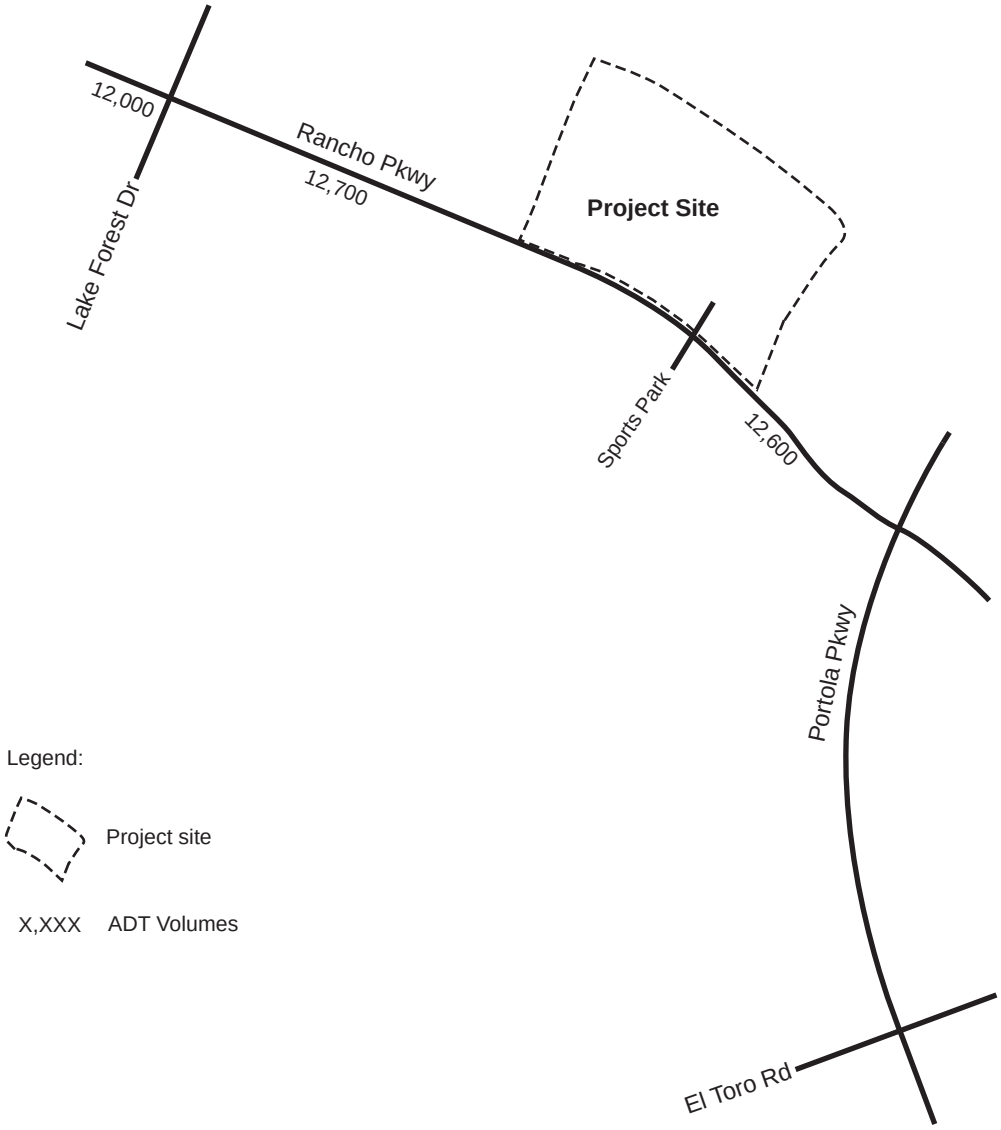
Study Intersection	Forecast Year 2015 Without Project Conditions		Forecast Year 2015 With Project Conditions		Change in V/C		Significant Impact?
	V/C – LOS		V/C – LOS		AM Peak Hour	PM Peak Hour	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
1. Lake Forest Dr / Rancho Pkwy	0.61 – B	0.85 – D	0.63 – B	0.85 – D	0.02	0.00	No
2. Portola Pkwy / Rancho Pkwy	0.52 – A	0.50 – A	0.53 – A	0.51 – A	0.01	0.01	No
3. Portola Pkwy / El Toro Rd	0.66 – B	**0.96 – E**	0.67 – B	**0.97 – E**	0.01	0.01	No
4. Sports Park / Rancho Pkwy	0.37 – A	0.51 – A	0.44 – A	0.52 – A	0.07	0.01	No

Notes: V/C = volume to capacity ratio; **bold** = deficient operation.

As shown in Table 7, with the addition of project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to City of Lake Forest performance criteria for forecast year 2015 with project conditions with the exception of the following intersection:

- Portola Parkway/El Toro Road (p.m. peak hour only).

As also shown in Table 7, based on City of Lake Forest established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for forecast year 2015 with project conditions.



Not to Scale

RBF
A Baker Company

Forecast Year 2015 With Project Conditions Roadway Segment ADT Volumes

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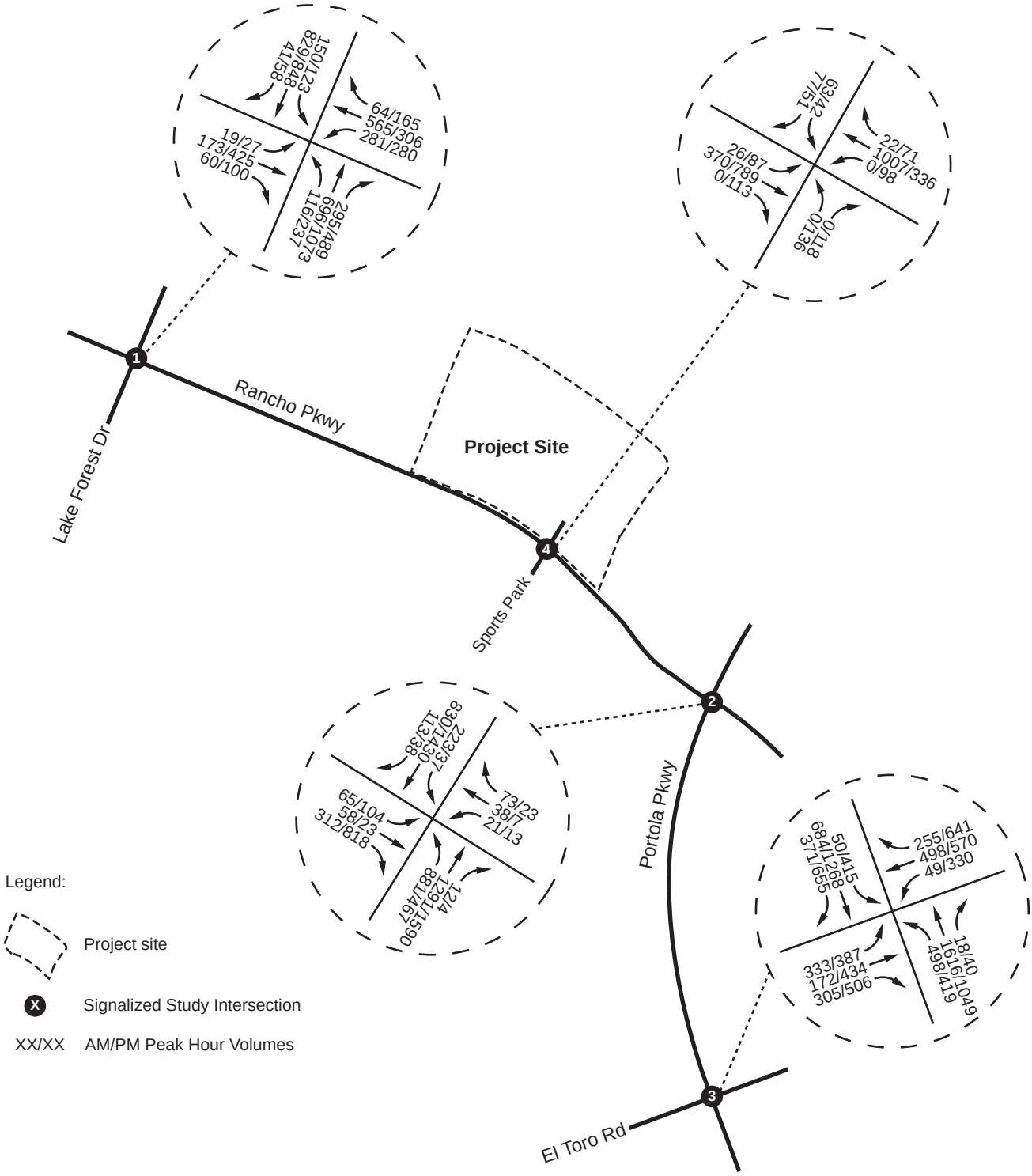
SEP/2013

Exhibit 16



Not to Scale

RBF A Baker Company

Forecast Year 2015 With Project Conditions AM/PM Peak Hour Study Intersection Volumes

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SEP/2013

Exhibit 17

FORECAST YEAR 2030 WITHOUT PROJECT CONDITIONS

To determine potential traffic impacts of the proposed project at forecast year 2030 conditions, forecast year 2030 without project conditions are examined prior to forecast year 2030 with project conditions. It is assumed that the City traffic model forecast data for the project site includes trips generated by the currently allocated commercial land use.

Forecast year 2030 without project conditions assumes the following improvements within the study area are installed as identified in the Lake Forest Traffic Analysis Model:

- **Lake Forest Drive/Rancho Parkway** – Restripe the westbound approach to consist of two left-turn lanes, two through lanes, and one de facto right turn lane; add a second eastbound through lane; and add a second southbound left-turn lane.

- **Portola Parkway/El Toro Road** – Add a second eastbound (El Toro Road) left-turn lane; and add a second westbound (El Toro Road) right-turn lane.

Exhibits 18 and 19 show forecast year 2030 without project conditions ADT and a.m. and p.m. peak hour volumes at the study intersections as provided by the City of Lake Forest.

Forecast Year 2030 Without Project Conditions Intersection Peak Hour Level of Service

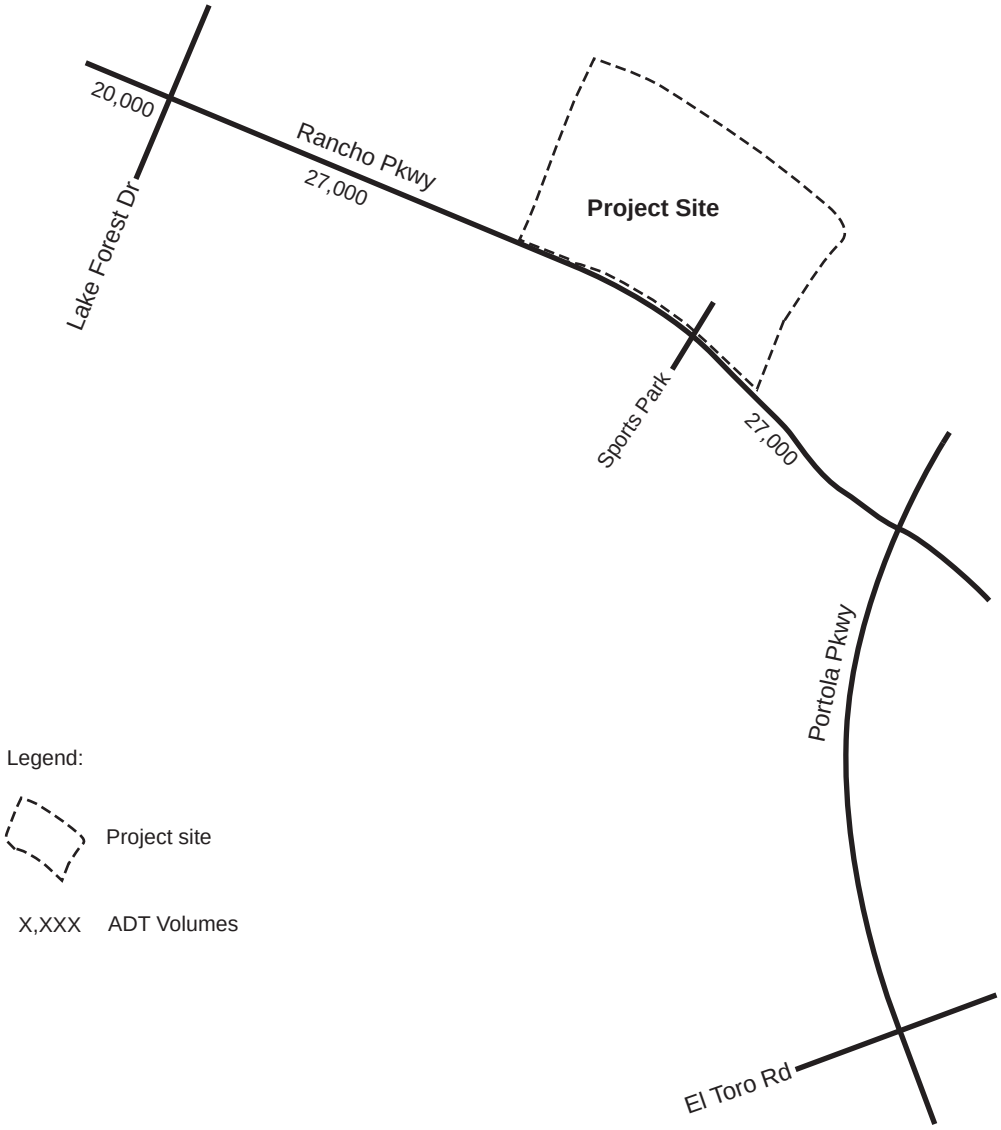
Table 8 summarizes forecast year 2030 without project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix A.

Table 8
Forecast Year 2030 Without Project Conditions
AM & PM Peak Hour Intersection LOS

Study Intersection	V/C – LOS	
	AM Peak Hour	PM Peak Hour
1. Lake Forest Dr / Rancho Pkwy	0.66 – B	0.83 – D
2. Portola Pkwy / Rancho Pkwy	0.62 – B	0.62 – B
3. Portola Pkwy / El Toro Rd	0.70 – B	0.86 – D
4. Sports Park / Rancho Pkwy	0.65 – B	0.86 – D

Notes: V/C = volume to capacity ratio.

As shown in Table 8, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to City of Lake Forest performance criteria for forecast year 2030 without project conditions.



Not to Scale

RBF
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Forecast Year 2030 Without Project Conditions Roadway Segment ADT Volumes

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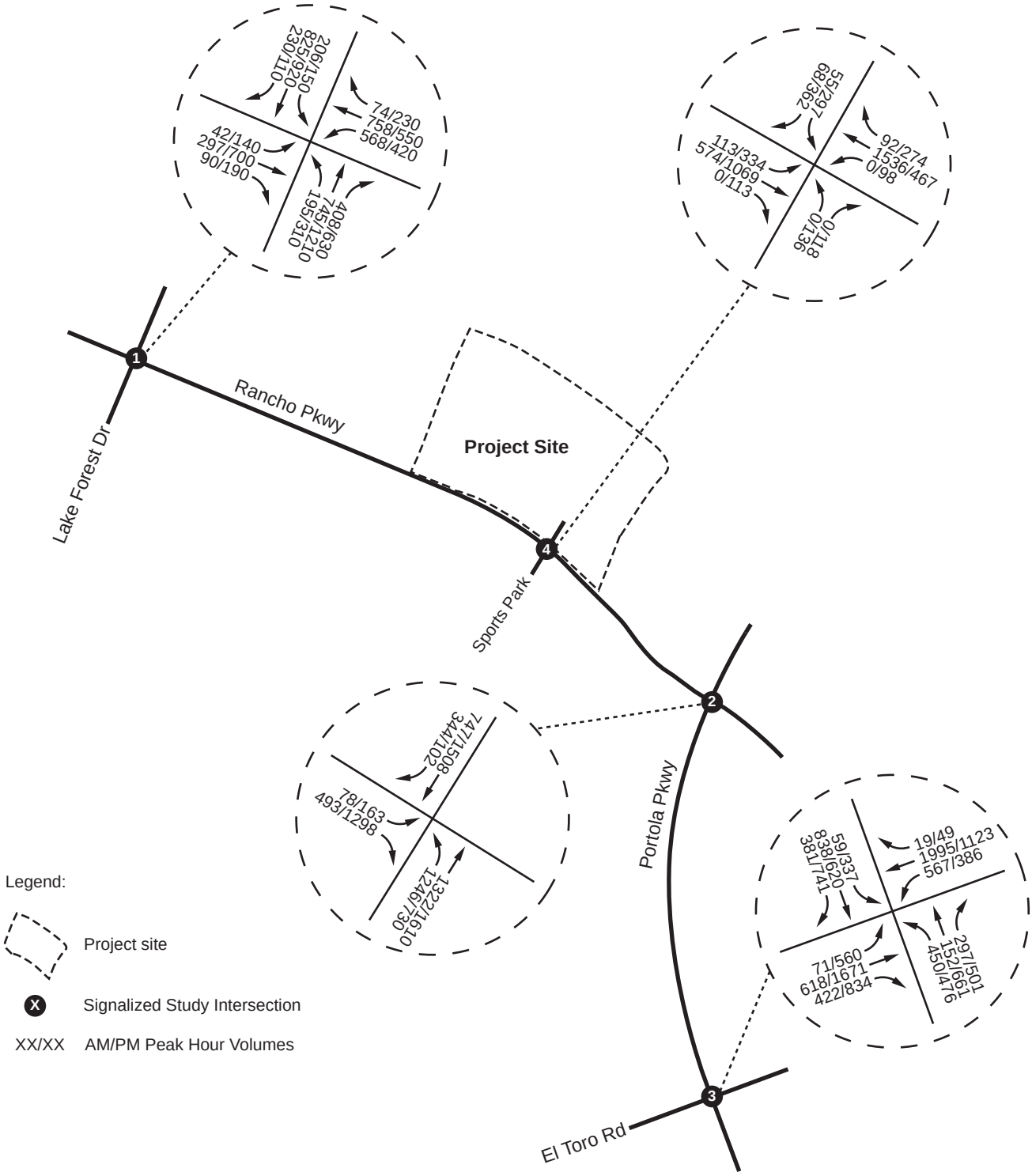
SEP/2013

Exhibit 18



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RBF A Baker Company

Forecast Year 2030 Without Project Conditions AM/PM Peak Hour Study Intersection Volumes

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SEP/2013

Exhibit 19

FORECAST YEAR 2030 WITH PROJECT CONDITIONS

This section analyzes the potential impact of the addition of trips forecast to be generated by the proposed project to forecast year 2030 without project conditions.

Forecast Year 2030 With Project Conditions Traffic Volumes

Forecast year 2030 with project conditions a.m. and p.m. peak hour volumes were derived by adding forecast project-generated trips to forecast year 2030 without project conditions traffic volumes.

Exhibits 20 and 21 show forecast year 2030 with project conditions ADT and a.m. and p.m. peak hour volumes at the study intersections.

Forecast Year 2030 With Project Conditions Intersection Peak Hour Level of Service

Table 9 summarizes forecast year 2030 with project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix A.

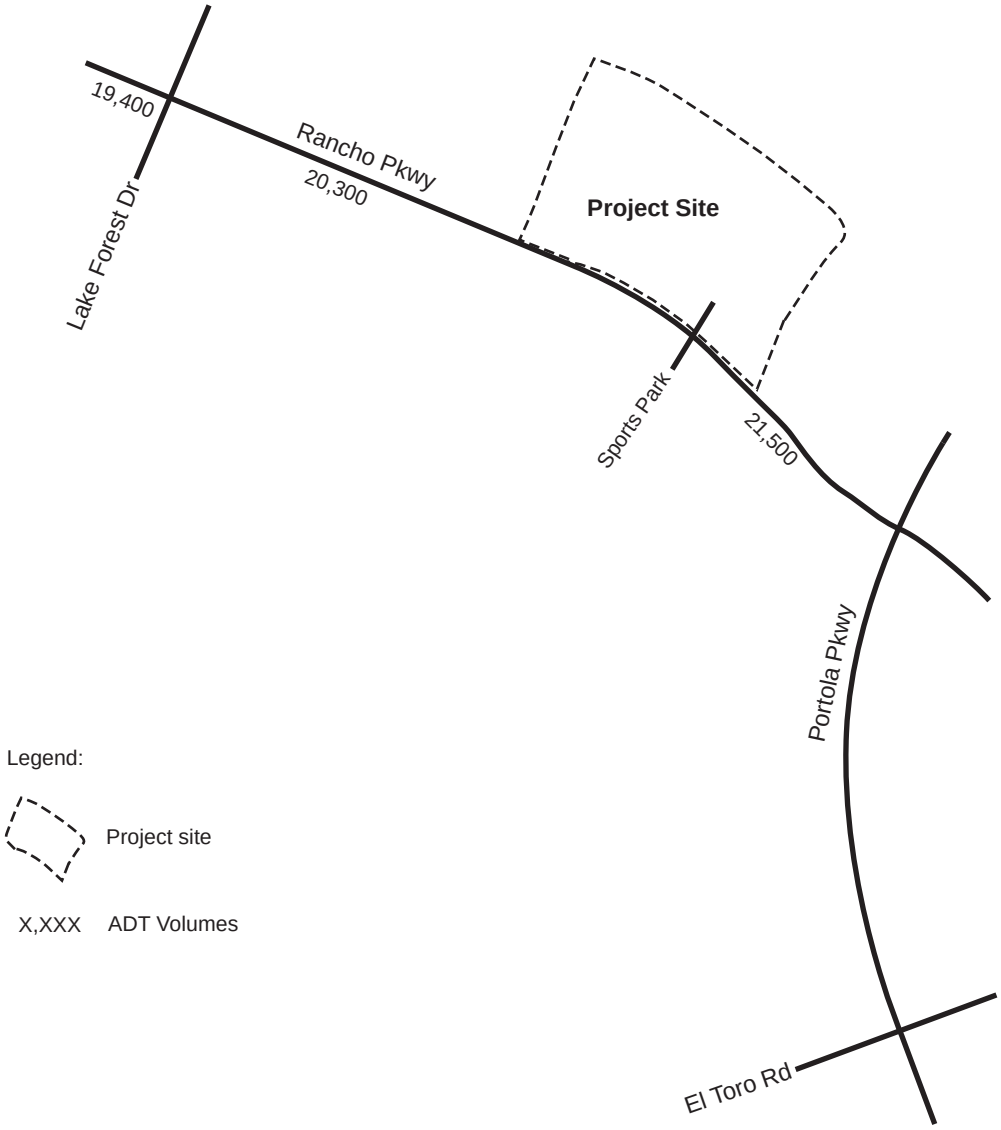
Table 9
Forecast Year 2030 With Project Conditions
AM & PM Peak Hour Intersection LOS

Study Intersection	Forecast Year 2030 Without Project Conditions		Forecast Year 2030 With Project Conditions		Change in V/C		Significant Impact?
	V/C – LOS		V/C – LOS		AM Peak Hour	PM Peak Hour	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
1. Lake Forest Dr / Rancho Pkwy	0.66 – B	0.83 – D	0.66 – B	0.78 – C	0.00	-0.05	No
2. Portola Pkwy / Rancho Pkwy	0.62 – B	0.62 – B	0.61 – B	0.56 – A	-0.01	-0.06	No
3. Portola Pkwy / El Toro Rd	0.70 – B	0.86 – D	0.69 – B	0.82 – D	-0.01	-0.04	No
4. Sports Park / Rancho Pkwy	0.65 – B	0.86 – D	0.59 – A	0.60 – A	-0.06	-0.26	No

Notes: V/C = volume to capacity ratio.

As shown in Table 9, with the addition of project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to City of Lake Forest performance criteria for forecast year 2030 with project conditions.

As also shown in Table 9, based on City of Lake Forest established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for forecast year 2030 with project conditions.



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RBF
A Baker Company

Forecast Year 2030 With Project Conditions Roadway Segment ADT Volumes

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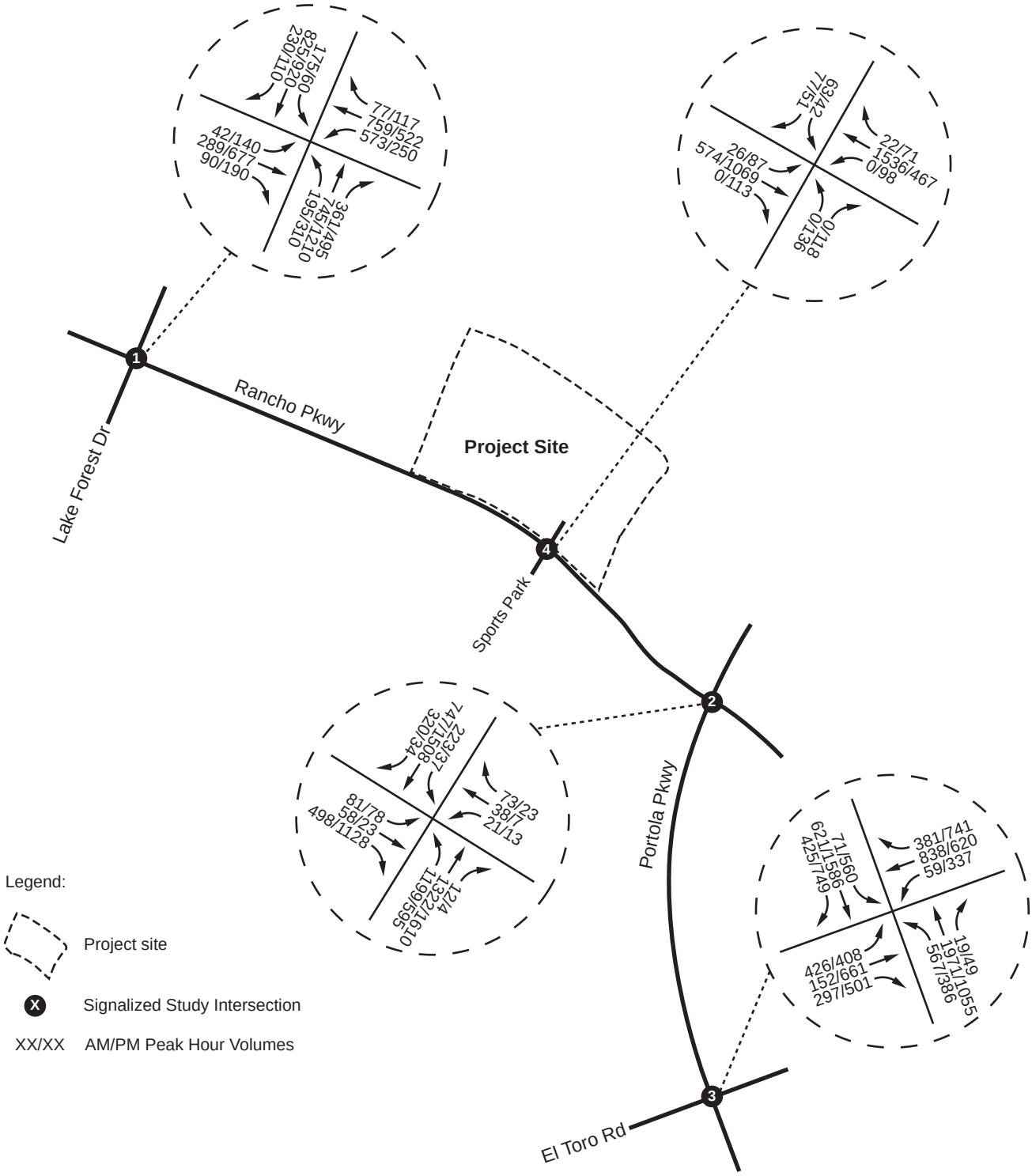
SEP/2013

Exhibit 20



Not to Scale

RBF A Baker Company

Forecast Year 2030 With Project Conditions AM/PM Peak Hour Study Intersection Volumes

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SEP/2013

Exhibit 21

MITIGATION MEASURES

Since no significant traffic impacts are forecast to occur as a result of the proposed project, no traffic mitigation measures are required for the proposed project.

CONCLUSIONS

For existing plus project conditions, the net trip generation of the proposed project in addition to the number of trips presently generated by the existing yard uses, is approximately 1,350 trips, which includes approximately 138 a.m. peak hour trips and approximately 148 p.m. peak hour trips

For year 2015 with project conditions, the net trip generation of the proposed project in addition to the number of trips presently generated by the existing yard uses, is approximately 1,350 trips, which includes approximately 138 a.m. peak hour trips and approximately 148 p.m. peak hour trips (same as existing plus project conditions).

For year 2030 with project conditions, the net trip generation of the proposed project replacing the currently allocated commercial land use, is approximately 12,200 fewer trips, which includes approximately 140 fewer a.m. peak hour trips and approximately 1,016 fewer p.m. peak hour trips. So if the proposed project replaces the allocated commercial use, the four intersections analyzed would see a reduction in their volume to capacity ratios.

Based on City of Lake Forest thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for the evaluated analysis scenarios.

No traffic mitigation measures are required for the proposed project since no significant traffic impacts are forecast to occur as a result of the proposed project. Table 10 summarizes the intersection LOS results for the evaluated analysis scenarios.

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Table 10
Summary of AM & PM Peak Hour Study Intersection LOS

Study Intersection	Existing Conditions		Forecast Existing Plus Project Conditions		Forecast Year 2015 Without Project Conditions		Forecast Year 2015 With Project Conditions		Forecast Year 2030 Without Project Conditions		Forecast Year 2030 With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C (Delay) – LOS	V/C (Delay) – LOS	V/C (Delay) – LOS	V/C (Delay) – LOS	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	
1. Lake Forest Dr / Rancho Pkwy	0.40 – A	0.56 – A	0.44 – A	0.60 – A	0.61 – B	0.85 – D	0.63 – B	0.85 – D	0.66 – B	0.83 – D	0.66 – B	0.78 – C	No
2. Portola Pkwy / Rancho Pkwy	0.39 – A	0.41 – A	0.39 – A	0.43 – A	0.52 – A	0.50 – A	0.53 – A	0.51 – A	0.62 – B	0.62 – B	0.61 – B	0.56 – A	No
3. Portola Pkwy / El Toro Rd	0.51 – A	0.64 – B	0.52 – A	0.65 – B	0.66 – B	**0.96 – E**	0.67 – B	**0.97 – E**	0.70 – B	0.86 – D	0.69 – B	0.82 – D	No
4. Sports Park / Rancho Pkwy	(13.3) – B	(18.7) – C	(15.3) – C	(25.3) – D	0.37 – A	0.51 – A	0.44 – A	0.52 – A	0.65 – B	0.86 – D	0.59 – A	0.60 – A	No

Notes: V/C = volume to capacity ratio; delay (in seconds) shown for informational purposes at unsignalized intersections only; **bold** = deficient operation.

APPENDIX A
LFTAM Traffic Forecast Data

414 . Ridge Route Dr. at Jeronimo Rd.

2017 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	173	.10*	60	.04
NBT	2	3400	259	.08	320	.09*
NBR	d	1700	69	.04	120	.07
SBL	1	1700	22	.01	90	.05*
SBT	2	3400	230	.07*	200	.06
SBR	d	1700	20	.01	40	.02
EBL	1	1700	129	.08	60	.04
EBT	2	3400	642	.22*	980	.31*
EBR	0	0	89		70	
WBL	1	1700	12	.01*	80	.05*
WBT	2	3400	418	.14	350	.13
WBR	0	0	41		100	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .45 .55

415 . Glenn Ranch Rd. at Portola Pkwy.

2017 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	61	.04	101	.06
NBT	2	3400	20	.01*	19	.01*
NBR	0	0	29	.02	57	.03
SBL	2	3400	480	.14*	332	.10*
SBT	2	3400	49	.01	20	.01
SBR	f		929		686	
EBL	2	3400	459	.14*	1061	.31*
EBT	3	5100	560	.11	1512	.30
EBR	1	1700	40	.02	71	.04
WBL	2	3400	94	.03	59	.02
WBT	3	5100	1356	.27*	753	.15*
WBR	1	1700	48	.03	370	.22
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .61 .62

416 . Portola Pkwy .East at SR-241 Ramps

2017 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	613	.18*	311	.09
NBT	3	5100	853	.17	895	.18*
NBR	f		29		103	
SBL	2	3400	221	.07	893	.26*
SBT	2	3400	646	.19*	1031	.30
SBR	f		267		79	
EBL	1	1700	104	.06*	174	.10*
EBT	0	0	0		0	
EBR	f		267		446	
WBL	2	3400	107	.03	33	.01
WBT	0	0	0		0	
WBR	f		1544		326	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .48 .59

417 . El Toro Rd. at Portola Pkwy./S. Margarita Pkwy.

2017 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	328	.19*	369	.22*
NBT	3	5100	172	.03	434	.09
NBR	f		305		506	
SBL	1	1700	49	.03	330	.19
SBT	3	5100	498	.10*	570	.11*
SBR	1	1700	255	.15	641	.38
EBL	2	3400	50	.01	415	.12
EBT	3	5100	668	.13*	1264	.25*
EBR	1	1700	355	.21	651	.38
WBL	2	3400	498	.15*	419	.12*
WBT	4	6800	1611	.24	1031	.15
WBR	d	1700	18	.01	40	.02
Right Turn Adjustment			SBR	.02*	SBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .85

516 . Lake Forest Dr. at Rancho Pkwy.

2017 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	116	.07*	237	.14*
NBT	2	3400	696	.20	1073	.32
NBR	d	1700	286	.17	452	.27
SBL	1	1700	144	.08	99	.06
SBT	2	3400	829	.24*	848	.25*
SBR	d	1700	41	.02	58	.03
EBL	1	1700	19	.01	27	.02
EBT	1	1700	171	.10*	419	.25*
EBR	1	1700	60	.04	100	.06
WBL	1	1700	249	.15*	272	.16*
WBT	2	3400	560	.16	305	.09
WBR	1	1700	42	.02	160	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.85**

517 . Portola Pkwy. at Rancho Pkwy.

2017 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	872	.26*	430	.13*
NBT	4	6800	1291	.19	1590	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	830	.12*	1430	.21*
SBR	d	1700	108	.06	20	.01
EBL	1.5		49	.01*	100	.06*
EBT	0	5100	0		0	
EBR	1.5		280		810	.24
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.53**

518 . Alton Pkwy. at Commercentre

2017 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	918	.18	1974	.39*
NBR	d	1700	352	.21	270	.16
SBL	1	1700	148	.09	111	.07*
SBT	3	5100	2222	.44*	1225	.24
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		148	.04*	489	.14*
WBT	0	5100	0		0	
WBR	1.5		52		161	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.65**

520 . Keystone at Trabuco Rd.

2017 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	169	.05*	63	.02*
SBT	0	0	0		0	
SBR	1	1700	261	.15	116	.07
EBL	2	3400	133	.04*	267	.08*
EBT	2	3400	629	.19	777	.23
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	739	.22*	604	.18*
WBR	1	1700	48	.03	123	.07
Right Turn Adjustment			SBR	.07*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.33**

415 . Glenn Ranch Rd. at Portola Pkwy.

2030 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	70	.04
NBT	2	3400	20	.01*	20	.01*
NBR	0	0	30	.02	90	.05
SBL	2	3400	410	.12*	380	.11*
SBT	2	3400	50	.01	20	.01
SBR	f		910		750	
EBL	2	3400	450	.13*	1110	.33*
EBT	3	5100	520	.10	1880	.37
EBR	1	1700	20	.01	70	.04
WBL	2	3400	130	.04	50	.01
WBT	3	5100	1710	.34*	850	.17*
WBR	1	1700	110	.06	300	.18
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .65 .67

416 . Portola Pkwy .East at SR-241 Ramps

2030 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	580	.17*	310	.09
NBT	3	5100	910	.18	840	.16*
NBR	f		80		220	
SBL	2	3400	250	.07	1210	.36*
SBT	2	3400	510	.15*	1060	.31
SBR	f		250		130	
EBL	1	1700	240	.14*	170	.10*
EBT	0	0	0		0	
EBR	f		290		450	
WBL	2	3400	380	.11	170	.05
WBT	0	0	0		0	
WBR	f		1810		410	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .51 .67

417 . El Toro Rd. at Portola Pkwy./S. Margarita

2030 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	476	.28*
NBT	3	5100	152	.03	661	.13
NBR	f		297		501	
SBL	1	1700	59	.03	337	.20
SBT	3	5100	838	.16*	620	.12*
SBR	1	1700	381	.22	741	.44
EBL	2	3400	71	.02*	560	.16
EBT	3	5100	618	.12	1671	.33*
EBR	1	1700	422	.25	834	.49
WBL	2	3400	567	.17	386	.11*
WBT	4	6800	1995	.29*	1123	.17
WBR	d	1700	19	.01	49	.03
Right Turn Adjustment			SBR	.04*	SBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 1.01

418 . El Toro Rd. at Trabuco Rd.

2030 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	338	.10*	442	.13
NBT	3	5100	1162	.23	1475	.29*
NBR	1	1700	129	.08	634	.37
SBL	2	3400	269	.08	271	.08*
SBT	3	5100	1742	.34*	1020	.20
SBR	1	1700	489	.29	179	.11
EBL	2	3400	183	.05*	816	.24*
EBT	3	5100	344	.10	1285	.28
EBR	0	0	284	.17	159	
WBL	2	3400	291	.09	220	.06
WBT	3	5100	1210	.24*	559	.11*
WBR	1	1700	240	.14	159	.09
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR NBR

TOTAL CAPACITY UTILIZATION .78 .78

515 . Bake Pkwy. N at Rancho Pkwy.

2030 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	702	.21	1650	.49*
NBR	d	1700	549	.32	660	.39
SBL	1	1700	111	.07	200	.12*
SBT	2	3400	1558	.46*	820	.24
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	491	.14*	670	.20*
WBT	0	0	0		0	
WBR	2	3400	49	.01	250	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .86

516 . Lake Forest Dr. at Rancho Pkwy.

2030 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	195	.11*	310	.18*
NBT	2	3400	745	.22	1210	.36
NBR	d	1700	408	.24	630	.37
SBL	1	1700	206	.12	150	.09
SBT	2	3400	825	.24*	920	.27*
SBR	d	1700	230	.14	110	.06
EBL	1	1700	42	.02	140	.08
EBT	1	1700	297	.17*	700	.41*
EBR	1	1700	90	.05	190	.11
WBL	1	1700	568	.33*	420	.25*
WBT	2	3400	758	.22	550	.16
WBR	1	1700	74	.04	230	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .90 1.16

517 . Portola Pkwy. at Rancho Pkwy.

2030 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1246	.37*	730	.21*
NBT	4	6800	1322	.19	1610	.24
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	747	.11*	1508	.22*
SBR	d	1700	344	.20	102	.06
EBL	1.5		78	.02*	163	.10*
EBT	0	5100	0		0	
EBR	1.5		493	.15	1298	.38
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.07*	EBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .70

518 . Alton Pkwy. at Commercentre

2030 With-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1118	.22	2536	.50*
NBR	d	1700	350	.21	210	.12
SBL	1	1700	228	.13	140	.08*
SBT	3	5100	2733	.54*	1616	.32
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		131	.04*	434	.13*
WBT	0	5100	0		0	
WBR	1.5		79	{.00}	234	{.08}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .76

APPENDIX B
Existing Count Data

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: LAKE FOREST
N-S Direction: LAKE FOREST DRIVE
E-W Direction: RANCHO PARKWAY-NORTH

File Name : H1305053
Site Code : 516
Start Date : 5/30/2013
Page No : 1

Groups Printed- Turning Movements

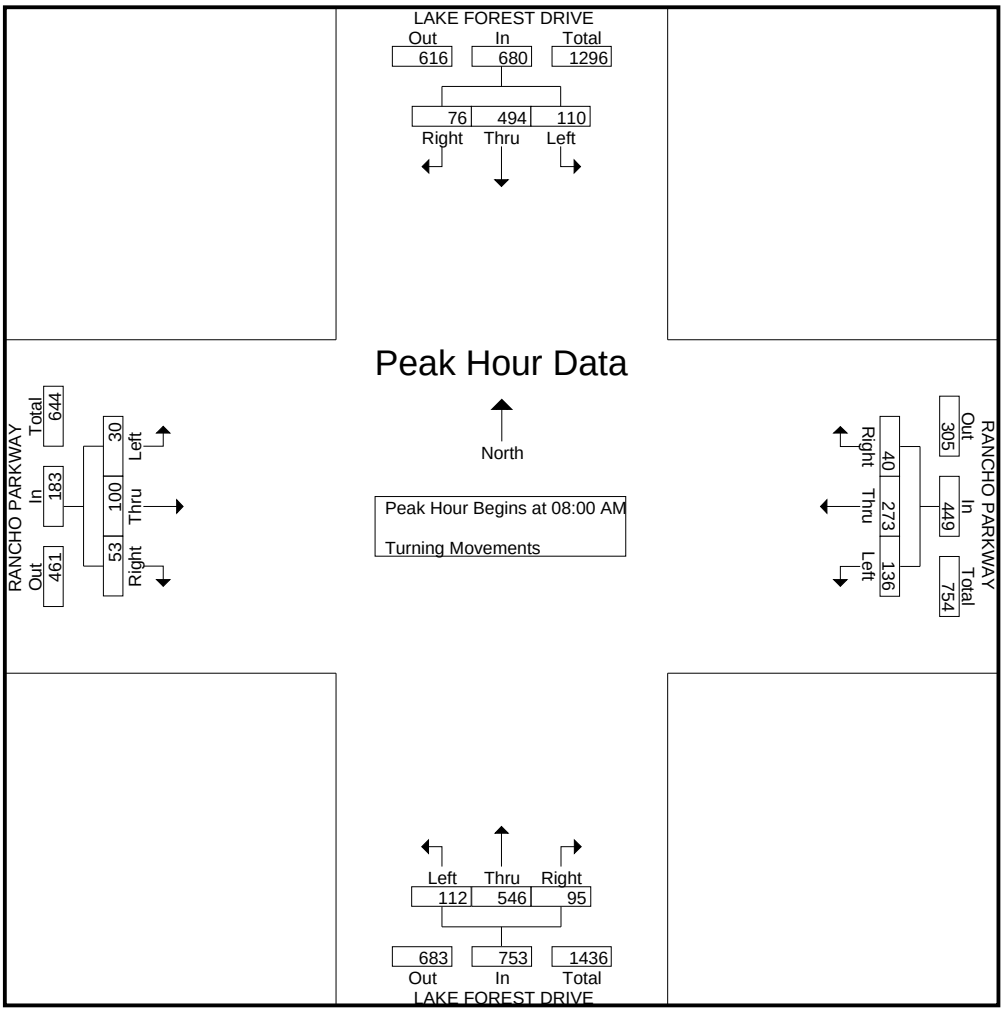
	LAKE FOREST DRIVE Southbound			RANCHO PARKWAY Westbound			LAKE FOREST DRIVE Northbound			RANCHO PARKWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	17	76	14	5	38	18	17	89	18	14	25	3	334
07:15 AM	7	98	8	2	50	30	20	97	12	9	7	4	344
07:30 AM	14	130	11	8	55	22	14	109	20	12	25	4	424
07:45 AM	17	130	18	6	62	36	20	118	27	8	26	10	478
Total	55	434	51	21	205	106	71	413	77	43	83	21	1580
08:00 AM	21	133	39	19	85	33	29	142	26	6	25	12	570
08:15 AM	15	133	15	11	77	40	25	145	27	18	27	6	539
08:30 AM	21	114	32	4	58	27	18	129	30	16	23	4	476
08:45 AM	19	114	24	6	53	36	23	130	29	13	25	8	480
Total	76	494	110	40	273	136	95	546	112	53	100	30	2065
*** BREAK ***													
04:00 PM	20	101	38	19	37	20	36	144	32	29	39	11	526
04:15 PM	11	118	17	5	48	26	51	167	38	30	41	11	563
04:30 PM	18	123	22	23	43	24	36	156	36	22	85	12	600
04:45 PM	19	124	29	16	40	25	37	152	40	28	77	17	604
Total	68	466	106	63	168	95	160	619	146	109	242	51	2293
05:00 PM	13	147	25	14	42	20	38	151	25	26	66	9	576
05:15 PM	17	177	37	11	49	24	70	187	37	45	101	44	799
05:30 PM	20	121	32	25	56	12	43	165	43	37	97	16	667
05:45 PM	16	140	33	10	48	28	53	158	41	55	88	27	697
Total	66	585	127	60	195	84	204	661	146	163	352	96	2739
Grand Total	265	1979	394	184	841	421	530	2239	481	368	777	198	8677
Apprch %	10	75	14.9	12.7	58.2	29.1	16.3	68.9	14.8	27.4	57.9	14.7	
Total %	3.1	22.8	4.5	2.1	9.7	4.9	6.1	25.8	5.5	4.2	9	2.3	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: LAKE FOREST
N-S Direction: LAKE FOREST DRIVE
E-W Direction: RANCHO PARKWAY-NORTH

File Name : H1305053
Site Code : 516
Start Date : 5/30/2013
Page No : 2

	LAKE FOREST DRIVE Southbound				RANCHO PARKWAY Westbound				LAKE FOREST DRIVE Northbound				RANCHO PARKWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**21**	**133**	**39**	**193**	**19**	**85**	33	**137**	**29**	142	26	**197**	6	25	**12**	43	**570**
08:15 AM	15	133	15	163	11	77	**40**	128	25	**145**	27	197	**18**	**27**	6	**51**	539
08:30 AM	21	114	32	167	4	58	27	89	18	129	**30**	177	16	23	4	43	476
08:45 AM	19	114	24	157	6	53	36	95	23	130	29	182	13	25	8	46	480
Total Volume	76	494	110	680	40	273	136	449	95	546	112	753	53	100	30	183	2065
% App. Total	11.2	72.6	16.2		8.9	60.8	30.3		12.6	72.5	14.9		29	54.6	16.4		
PHF	.905	.929	.705	.881	.526	.803	.850	.819	.819	.941	.933	.956	.736	.926	.625	.897	.906

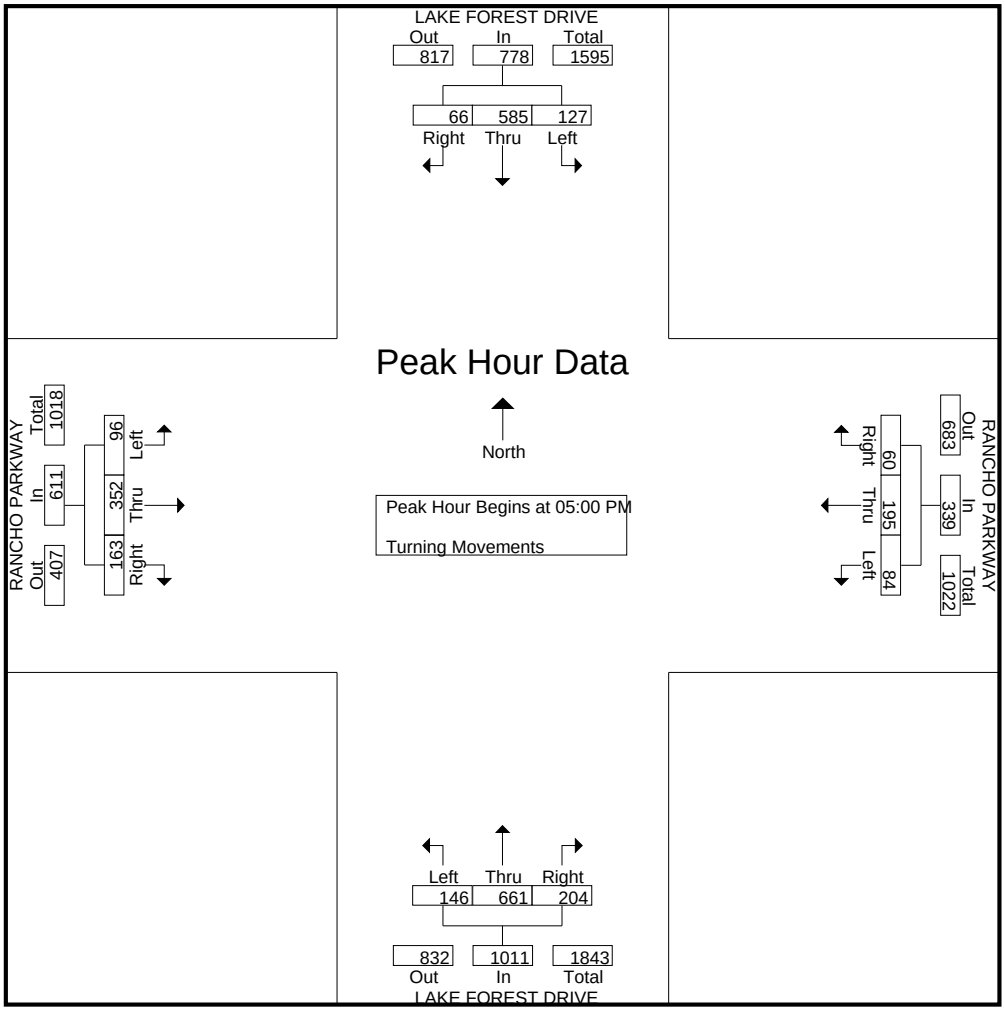


Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: LAKE FOREST
N-S Direction: LAKE FOREST DRIVE
E-W Direction: RANCHO PARKWAY-NORTH

File Name : H1305053
Site Code : 516
Start Date : 5/30/2013
Page No : 3

	LAKE FOREST DRIVE Southbound				RANCHO PARKWAY Westbound				LAKE FOREST DRIVE Northbound				RANCHO PARKWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	147	25	185	14	42	20	76	38	151	25	214	26	66	9	101	576
05:15 PM	17	**177**	**37**	**231**	11	49	24	84	**70**	**187**	37	**294**	45	**101**	**44**	**190**	**799**
05:30 PM	**20**	121	32	173	**25**	**56**	12	**93**	43	165	**43**	251	37	97	16	150	667
05:45 PM	16	140	33	189	10	48	**28**	86	53	158	41	252	**55**	88	27	170	697
Total Volume	66	585	127	778	60	195	84	339	204	661	146	1011	163	352	96	611	2739
% App. Total	8.5	75.2	16.3		17.7	57.5	24.8		20.2	65.4	14.4		26.7	57.6	15.7		
PHF	.825	.826	.858	.842	.600	.871	.750	.911	.729	.884	.849	.860	.741	.871	.545	.804	.857



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE:				
Tue, Jul 30, 13	LOCATION:	Lake Forest	PROJECT #:	SC0214
	NORTH & SOUTH:	Sports Park	LOCATION #:	1
	EAST & WEST:	Rancho Parkway	CONTROL:	NO SIGNAL

NOTES:

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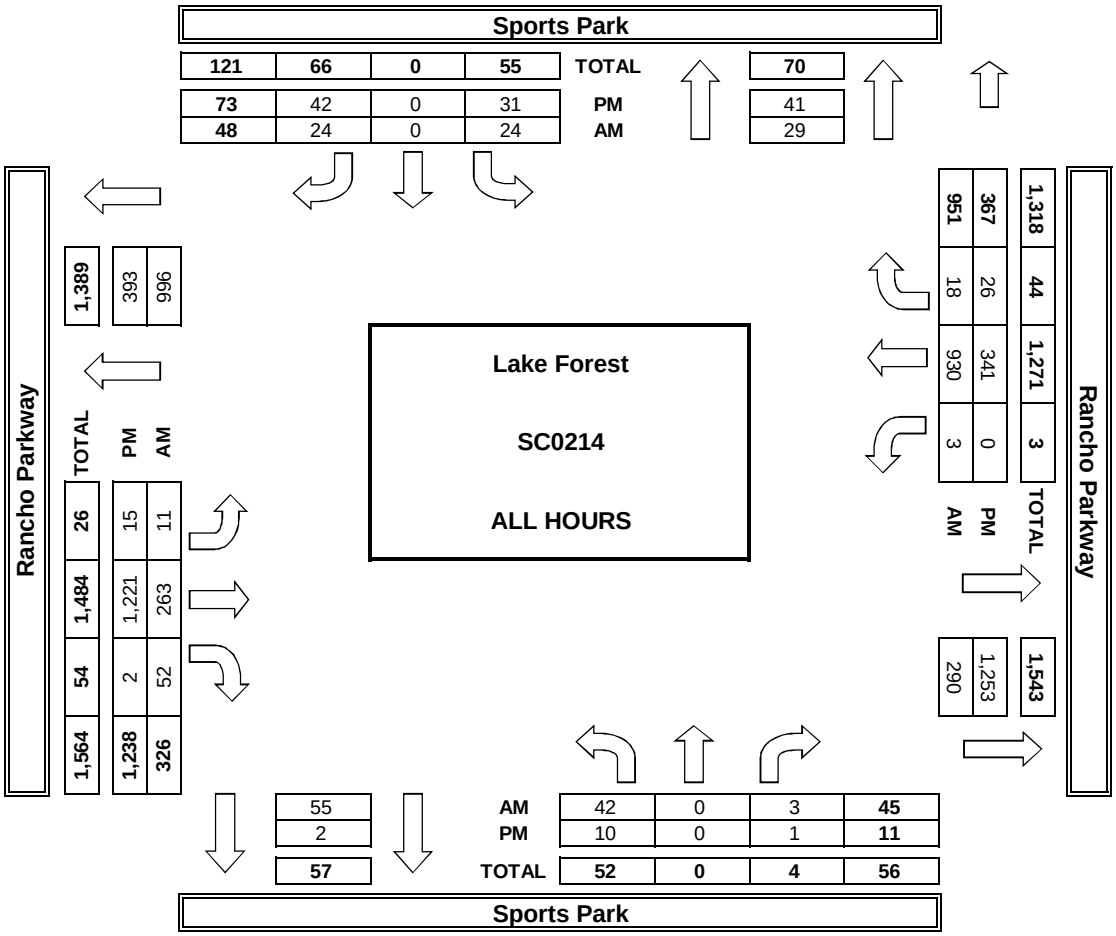
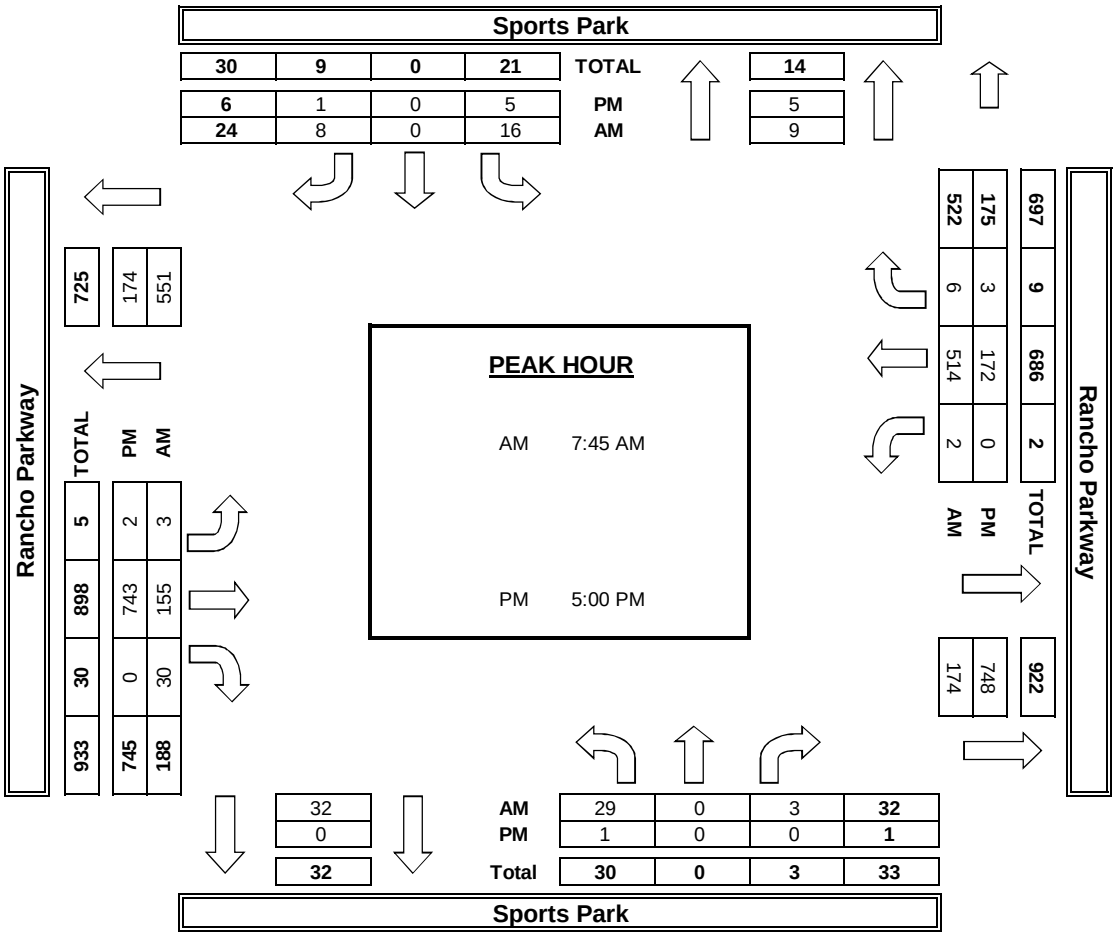
		NORTHBOUND Sports Park			SOUTHBOUND Sports Park			EASTBOUND Rancho Parkway			WESTBOUND Rancho Parkway			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	1	0	0	1	0	1	2	0	0	2	0	
AM	7:00 AM	0	0	0	4	0	4	3	22	4	0	90	4	131
	7:15 AM	1	0	0	2	0	6	1	23	4	1	116	4	158
	7:30 AM	6	0	0	1	0	4	3	18	6	0	83	4	125
	7:45 AM	7	0	2	4	0	2	0	41	8	0	164	2	230
	8:00 AM	11	0	1	10	0	3	3	39	10	1	105	1	184
	8:15 AM	3	0	0	1	0	3	0	26	2	1	124	1	161
	8:30 AM	8	0	0	1	0	0	0	49	10	0	121	2	191
	8:45 AM	6	0	0	1	0	2	1	45	8	0	127	0	190
	VOLUMES	42	0	3	24	0	24	11	263	52	3	930	18	1,381
	APPROACH %	93%	0%	7%	50%	0%	50%	3%	81%	16%	0%	98%	2%	
	APP/DEPART	45	/	29	48	/	55	334	/	293	954	/	1,004	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	29	0	3	16	0	8	3	155	30	2	514	6	766
	APPROACH %	91%	0%	9%	67%	0%	33%	2%	82%	16%	0%	98%	1%	
	PEAK HR FACTOR		0.667			0.462			0.797			0.786		0.833
	APP/DEPART	32	/	9	24	/	32	188	/	174	522	/	551	0
PM	4:00 PM	7	0	1	3	0	6	8	108	2	0	43	13	191
	4:15 PM	1	0	0	8	0	22	5	105	0	0	49	6	196
	4:30 PM	1	0	0	11	0	11	0	129	0	0	34	2	188
	4:45 PM	0	0	0	4	0	2	0	136	0	0	43	2	187
	5:00 PM	0	0	0	2	0	1	2	217	0	0	39	1	262
	5:15 PM	0	0	0	3	0	0	0	187	0	0	52	0	242
	5:30 PM	1	0	0	0	0	0	0	186	0	0	39	1	227
	5:45 PM	0	0	0	0	0	0	0	153	0	0	42	1	196
	VOLUMES	10	0	1	31	0	42	15	1,221	2	0	341	26	1,695
	APPROACH %	91%	0%	9%	42%	0%	58%	1%	99%	0%	0%	93%	7%	
	APP/DEPART	11	/	41	73	/	2	1,243	/	1,254	368	/	398	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	1	0	0	5	0	1	2	743	0	0	172	3	927
	APPROACH %	100%	0%	0%	83%	0%	17%	0%	100%	0%	0%	98%	2%	
	PEAK HR FACTOR		0.250			0.500			0.850			0.841		0.885
	APP/DEPART	1	/	5	6	/	0	745	/	748	175	/	174	0

PACIFIC TRAFFIC DATA SERVICES

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	Lake Forest	PROJECT #:	SC0214
Tue, Jul 30, 13	NORTH & SOUTH:	Portola Parkway	LOCATION #:	2
	EAST & WEST:	Rancho Parkway	CONTROL:	SIGNAL

NOTES:

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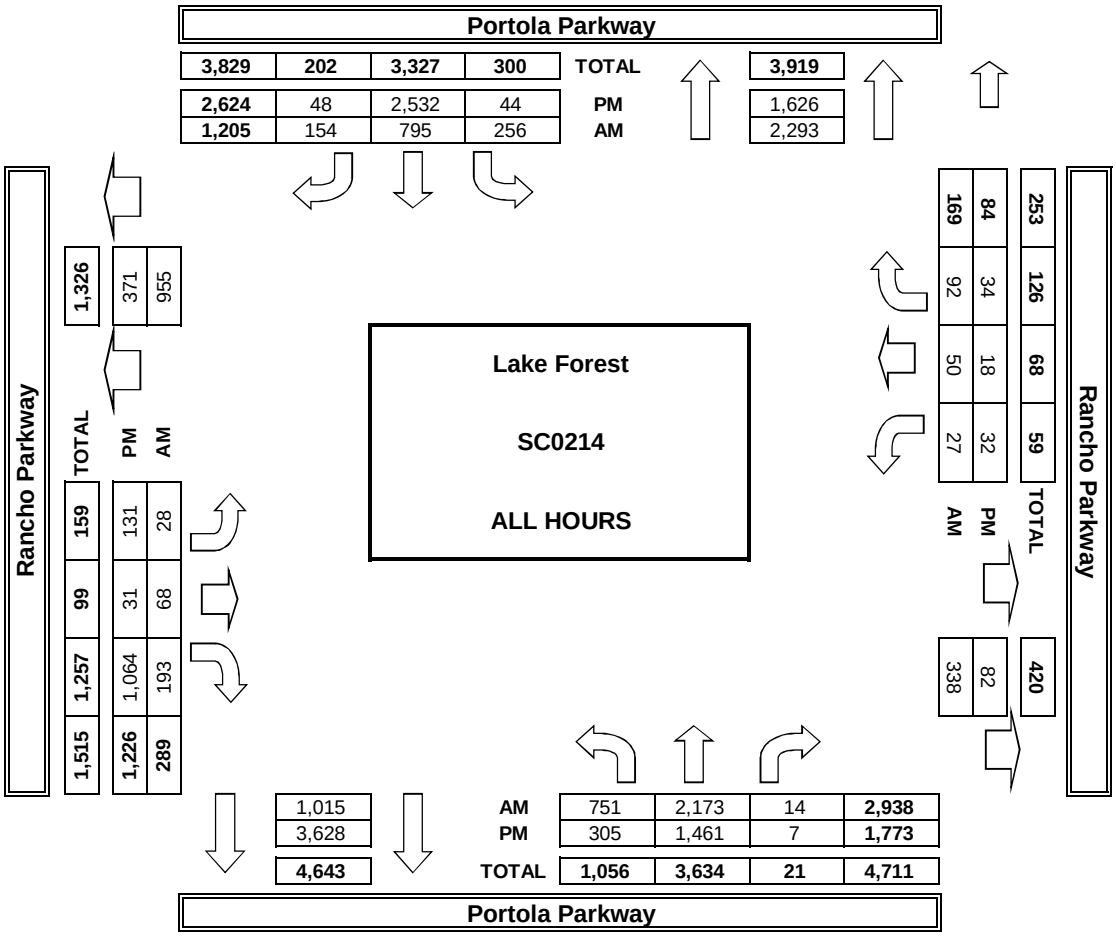
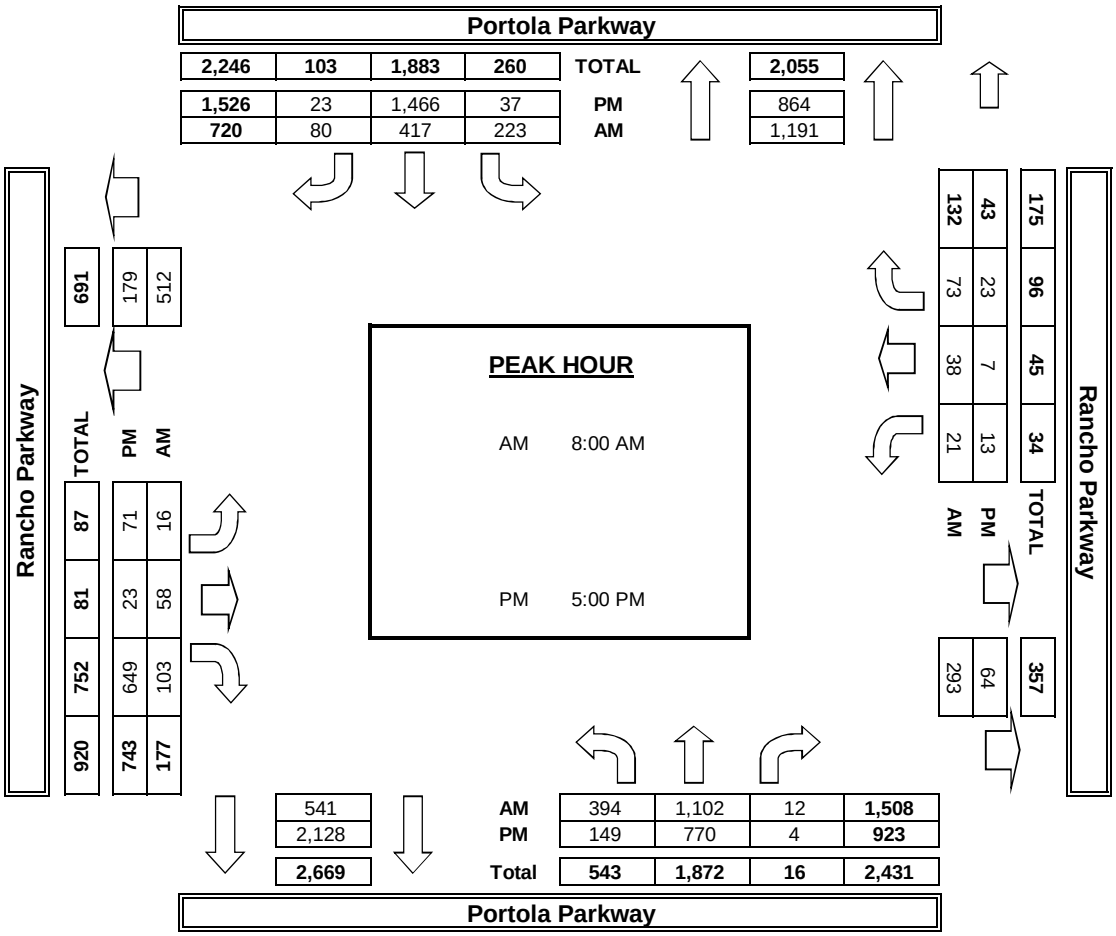
		NORTHBOUND Portola Parkway			SOUTHBOUND Portola Parkway			EASTBOUND Rancho Parkway			WESTBOUND Rancho Parkway			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	3	0	2	3	0	1.5	0.5	1	1.3	0.3	2.3	
AM	7:00 AM	80	196	0	4	79	18	5	0	25	0	1	2	410
	7:15 AM	91	298	0	3	101	18	0	2	23	0	3	4	543
	7:30 AM	81	258	0	8	91	6	2	1	15	1	3	5	471
	7:45 AM	105	319	2	18	107	32	5	7	27	5	5	8	640
	8:00 AM	117	313	2	30	99	17	7	13	30	2	10	6	646
	8:15 AM	96	317	3	46	93	20	3	13	18	5	4	11	629
	8:30 AM	94	237	2	57	111	22	2	14	19	3	10	19	590
	8:45 AM	87	235	5	90	114	21	4	18	36	11	14	37	672
	VOLUMES	751	2,173	14	256	795	154	28	68	193	27	50	92	4,602
	APPROACH %	26%	74%	0%	21%	66%	13%	10%	24%	67%	16%	30%	54%	
	APP/DEPART	2,938	/	2,293	1,205	/	1,015	290	/	338	169	/	956	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	394	1,102	12	223	417	80	16	58	103	21	38	73	2,537
	APPROACH %	26%	73%	1%	31%	58%	11%	9%	33%	58%	16%	29%	55%	
	PEAK HR FACTOR		0.873			0.800			0.763			0.532		0.944
	APP/DEPART	1,508	/	1,191	720	/	541	177	/	293	132	/	512	0
PM	4:00 PM	38	145	0	1	263	5	13	5	101	6	3	3	583
	4:15 PM	47	156	2	1	260	6	14	2	84	5	1	2	580
	4:30 PM	42	183	0	2	268	9	17	1	123	5	2	2	654
	4:45 PM	29	207	1	3	275	5	16	0	107	3	5	4	655
	5:00 PM	33	168	0	6	304	5	25	7	169	3	3	7	730
	5:15 PM	49	198	2	6	487	5	15	8	170	5	1	4	950
	5:30 PM	40	198	2	11	323	3	23	4	151	1	1	3	760
	5:45 PM	27	206	0	14	352	10	8	4	159	4	2	9	795
	VOLUMES	305	1,461	7	44	2,532	48	131	31	1,064	32	18	34	5,707
	APPROACH %	17%	82%	0%	2%	96%	2%	11%	3%	87%	38%	21%	40%	
	APP/DEPART	1,773	/	1,626	2,624	/	3,628	1,226	/	82	84	/	371	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	149	770	4	37	1,466	23	71	23	649	13	7	23	3,235
	APPROACH %	16%	83%	0%	2%	96%	2%	10%	3%	87%	30%	16%	53%	
	PEAK HR FACTOR		0.927			0.766			0.924			0.717		0.851
	APP/DEPART	923	/	864	1,526	/	2,128	743	/	64	43	/	179	0

PACIFIC TRAFFIC DATA SERVICES

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	Lake Forest	PROJECT #:	SC0214
Thu, Aug 1, 13	NORTH & SOUTH:	Portola Parkway	LOCATION #:	3
	EAST & WEST:	El Toro Road	CONTROL:	SIGNAL

NOTES:

AM
PM
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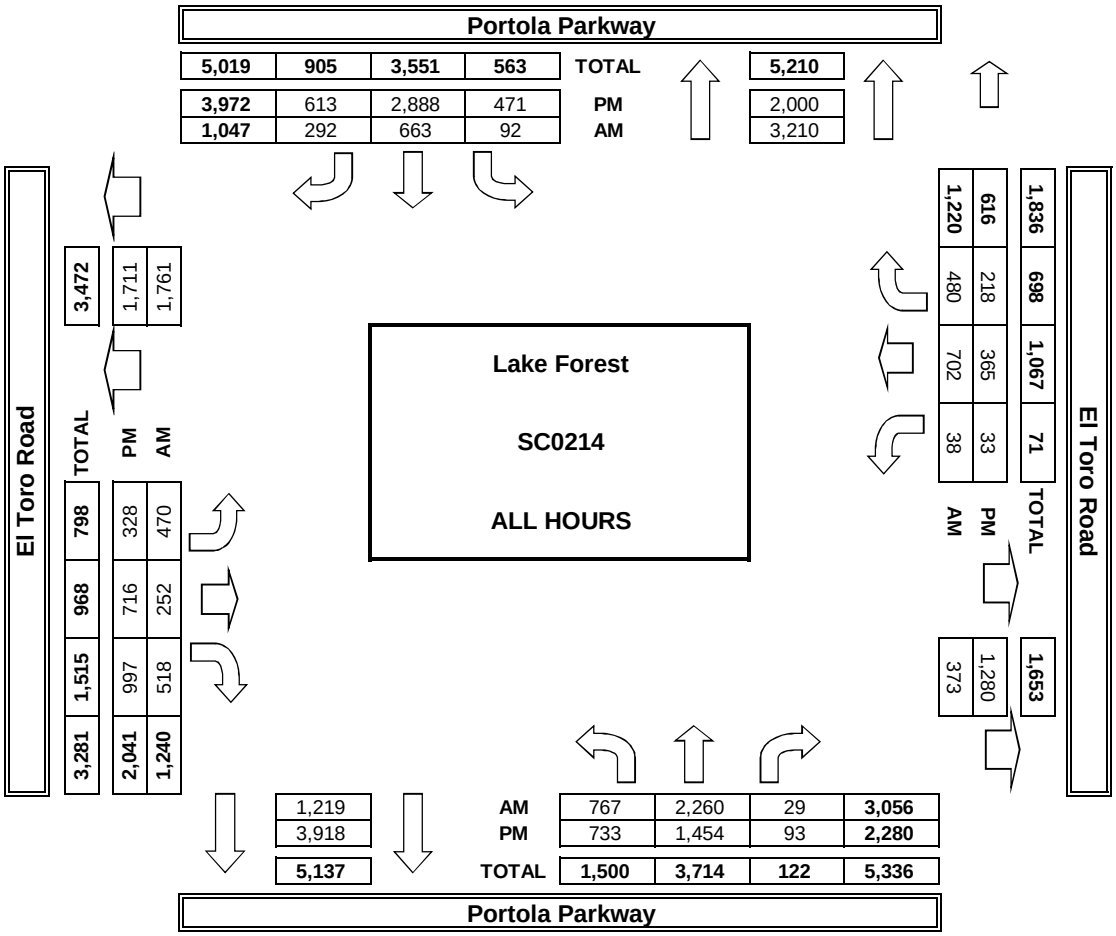
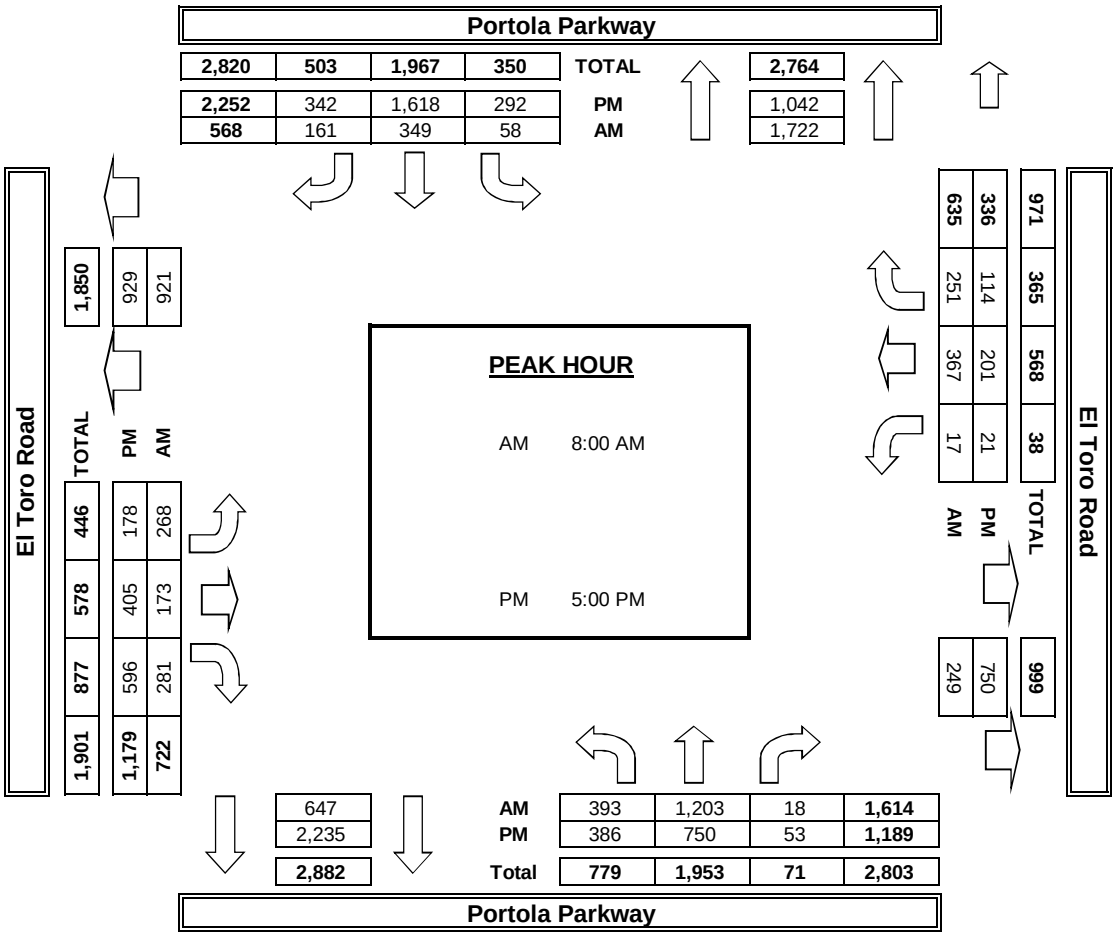
		NORTHBOUND Portola Parkway			SOUTHBOUND Portola Parkway			EASTBOUND El Toro Road			WESTBOUND El Toro Road			
	LANES:	NL 2	NT 4	NR 0	SL 1	ST 3	SR 1	EL 2	ET 2	ER 0	WL 1	WT 3	WR 1	TOTAL
AM	7:00 AM	83	171	2	7	68	25	36	14	33	12	74	42	567
	7:15 AM	110	268	3	9	57	45	43	21	49	3	92	63	763
	7:30 AM	81	256	3	8	100	35	54	25	68	4	86	54	774
	7:45 AM	100	362	3	10	89	26	69	19	87	2	83	70	920
	8:00 AM	111	300	4	9	83	43	66	32	61	4	104	84	901
	8:15 AM	91	374	5	16	78	33	74	30	73	4	77	50	905
	8:30 AM	84	265	3	13	78	37	70	45	69	4	72	58	798
	8:45 AM	107	264	6	20	110	48	58	66	78	5	114	59	935
	VOLUMES	767	2,260	29	92	663	292	470	252	518	38	702	480	6,564
	APPROACH %	25%	74%	1%	9%	63%	28%	38%	20%	42%	3%	58%	39%	
	APP/DEPART	3,056	/	3,210	1,047	/	1,219	1,241	/	373	1,220	/	1,762	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	393	1,203	18	58	349	161	268	173	281	17	367	251	3,539
	APPROACH %	24%	75%	1%	10%	61%	28%	37%	24%	39%	3%	58%	40%	
	PEAK HR FACTOR		0.859			0.798			0.894			0.827		0.946
	APP/DEPART	1,614	/	1,722	568	/	647	722	/	249	635	/	921	0
PM	4:00 PM	68	172	11	44	257	80	44	65	87	1	41	27	897
	4:15 PM	92	179	12	42	316	60	39	71	89	2	47	31	980
	4:30 PM	94	164	10	47	354	67	36	83	91	8	42	20	1,016
	4:45 PM	93	189	7	46	343	64	31	92	134	1	34	26	1,060
	5:00 PM	95	168	10	75	396	85	51	84	143	7	46	20	1,180
	5:15 PM	96	189	15	68	455	105	59	120	166	5	53	29	1,360
	5:30 PM	104	211	15	78	384	72	34	122	144	4	44	31	1,243
	5:45 PM	91	182	13	71	383	80	34	79	143	5	58	34	1,173
	VOLUMES	733	1,454	93	471	2,888	613	328	716	997	33	365	218	8,910
	APPROACH %	32%	64%	4%	12%	73%	15%	16%	35%	49%	5%	59%	35%	
	APP/DEPART	2,281	/	2,000	3,972	/	3,919	2,041	/	1,280	616	/	1,711	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	386	750	53	292	1,618	342	178	405	596	21	201	114	4,956
	APPROACH %	32%	63%	4%	13%	72%	15%	15%	34%	51%	6%	60%	34%	
	PEAK HR FACTOR		0.901			0.896			0.854			0.866		0.911
	APP/DEPART	1,189	/	1,042	2,252	/	2,235	1,179	/	750	336	/	929	0

PACIFIC TRAFFIC DATA SERVICES

TURNING MOVEMENT COUNTS





APPENDIX C
LOS Analysis Sheets

Existing Conditions

Baker Ranch 30 Acre Residential Project
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Lake Forest Dr / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	112	546	95	110	494	76	30	100	53	136	273	40				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	112	546	95	110	494	76	30	100	53	136	273	40				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	112	546	95	110	494	76	30	100	53	136	273	40				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	112	546	95	110	494	76	30	100	53	136	273	40				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	112	546	71	110	494	57	30	100	40	136	273	30				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00				
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	1700	1700	1700	3400	1700				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.16	0.04	0.06	0.15	0.03	0.02	0.06	0.02	0.08	0.08	0.02				
Crit Moves:	****				****			****		****						

Baker Ranch 30 Acre Residential Project
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Portola Pkwy / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.387
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ignore				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	1	1	0	0 1	1	1	0	1 1
Volume Module:																
Base Vol:	394	1102	12	223	417	80	16	58	103	21	38	73				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	394	1102	12	223	417	80	16	58	103	21	38	73				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	394	1102	12	223	417	80	16	58	0	21	38	73				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	394	1102	12	223	417	80	16	58	0	21	38	73				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	394	1102	9	223	417	60	16	58	0	21	38	55				
OvlAdjVol:						2						0				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.07	1.93				
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	1700	1700	1700	1814	3286				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.22	0.01	0.07	0.08	0.04	0.01	0.03	0.00	0.01	0.02	0.02				
OvlAdjV/S:						0.00						0.00				
Crit Moves:	****			****				****			****					

Baker Ranch 30 Acre Residential Project
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Portola Pwy / El Toro Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	393	1203	18	58	349	161	268	173	281	17	367	251				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	393	1203	18	58	349	161	268	173	281	17	367	251				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	393	1203	18	58	349	161	268	173	0	17	367	251				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	393	1203	18	58	349	161	268	173	0	17	367	251				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	393	1203	14	58	349	121	268	173	0	17	367	188				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	3400	6800	1700	3400	5100	1700	1700	5100	1700	1700	5100	1700				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.18	0.01	0.02	0.07	0.07	0.16	0.03	0.00	0.01	0.07	0.11				
Crit Moves:		****		****			****					****				

Baker Ranch 30 Acre Residential Project
Existing Conditions
AM Peak Hour

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

Intersection #4 Sports Park / Rancho Pkwy

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[13.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	29	0	3	16	0	8	3	155	30	2	514	6				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	29	0	3	16	0	8	3	155	30	2	514	6				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	29	0	3	16	0	8	3	155	30	2	514	6				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	29	0	3	16	0	8	3	155	30	2	514	6				
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	437	700	93	605	712	260	520	xxxx	xxxxx	185	xxxx	xxxxx				
Potent Cap.:	508	366	953	386	360	745	1056	xxxx	xxxxx	1402	xxxx	xxxxx				
Move Cap.:	501	364	953	384	359	745	1056	xxxx	xxxxx	1402	xxxx	xxxxx				
Volume/Cap:	0.06	0.00	0.00	0.04	0.00	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	7.6	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	524	xxxxx	xxxx	458	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	12.3	xxxxx	xxxxx	13.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*				
ApproachDel:	12.3			13.3			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

Note: Queue reported is the number of cars per lane.

Baker Ranch 30 Acre Residential Project
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Lake Forest Dr / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	146	661	204	127	585	66	96	352	163	84	195	60				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	146	661	204	127	585	66	96	352	163	84	195	60				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	146	661	204	127	585	66	96	352	163	84	195	60				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	146	661	204	127	585	66	96	352	163	84	195	60				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	146	661	153	127	585	50	96	352	122	84	195	45				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00				
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	1700	1700	1700	3400	1700				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.19	0.09	0.07	0.17	0.03	0.06	0.21	0.07	0.05	0.06	0.03				
Crit Moves:	****				****			****		****						

Baker Ranch 30 Acre Residential Project
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Portola Pkwy / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ignore				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	1	1	0	0 1	1	1	0	1 1
Volume Module:																
Base Vol:	149	770	4	37	1466	23	71	23	649	13	7	23				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	149	770	4	37	1466	23	71	23	649	13	7	23				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	149	770	4	37	1466	23	71	23	0	13	7	23				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	149	770	4	37	1466	23	71	23	0	13	7	23				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	149	770	3	37	1466	17	71	23	0	13	7	17				
OvlAdjVol:						0						0				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.51	0.49	1.00	1.40	0.75	1.85				
Final Sat.:	3400	5100	1700	3400	5100	1700	2568	832	1700	2376	1279	3145				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.15	0.00	0.01	0.29	0.01	0.03	0.03	0.00	0.01	0.01	0.01				
OvlAdjV/S:						0.00						0.00				
Crit Moves:	****				****			****		****						

Baker Ranch 30 Acre Residential Project
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Portola Pwy / El Toro Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	386	750	53		292	1618	342		178	405	596		21	201	114	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	386	750	53		292	1618	342		178	405	596		21	201	114	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	386	750	53		292	1618	342		178	405	0		21	201	114	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	386	750	53		292	1618	342		178	405	0		21	201	114	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.00		1.00	1.00	0.75	
FinalVolume:	386	750	40		292	1618	257		178	405	0		21	201	86	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3400	6800	1700		3400	5100	1700		1700	5100	1700		1700	5100	1700	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.02		0.09	0.32	0.15		0.10	0.08	0.00		0.01	0.04	0.05	
Crit Moves:	****					****			****						****	

Baker Ranch 30 Acre Residential Project
Existing Conditions
PM Peak Hour

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

Intersection #4 Sports Park / Rancho Pkwy

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[18.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	1	0	0		5	0	1		2	743	0		0	172	3					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	1	0	0		5	0	1		2	743	0		0	172	3					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	1	0	0		5	0	1		2	743	0		0	172	3					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
FinalVolume:	1	0	0		5	0	1		2	743	0		0	172	3					
Critical Gap Module:																				
Critical Gp:	7.5	xxxx	xxxxx		7.5	6.5	6.9		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
FollowUpTim:	3.5	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Capacity Module:																				
Cnflict Vol:	833	xxxx	xxxxx		549	921	88		175	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Potent Cap.:	265	xxxx	xxxxx		423	273	960		1414	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Move Cap.:	264	xxxx	xxxxx		422	272	960		1414	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Volume/Cap:	0.00	xxxx	xxxx		0.01	0.00	0.00		0.00	xxxx	xxxx		xxxx	xxxx	xxxx					
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Control Del:	18.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
LOS by Move:	C	*	*		*	*	*		A	*	*		*	*	*					
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	466	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.0	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	12.8	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*		*	B	*		*	*	*		*	*	*					
ApproachDel:	18.7					12.8			xxxxxx				xxxxxx							
ApproachLOS:	C					B			*				*							

Note: Queue reported is the number of cars per lane.

Forecast Existing Plus Project Conditions

Baker Ranch 30 Acre Residential Project
Forecast Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Lake Forest Dr / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 1	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	112	546	95		110	494	76		30	100	53		136	273	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	112	546	95		110	494	76		30	100	53		136	273	40	
Added Vol:	0	0	9		6	0	0		0	2	0		32	5	22	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	112	546	104		116	494	76		30	102	53		168	278	62	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	112	546	104		116	494	76		30	102	53		168	278	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	112	546	104		116	494	76		30	102	53		168	278	62	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.75	
FinalVolume:	112	546	78		116	494	57		30	102	40		168	278	47	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		1700	1700	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.16	0.05		0.07	0.15	0.03		0.02	0.06	0.02		0.10	0.08	0.03	
Crit Moves:		****			****					****			****			

Baker Ranch 30 Acre Residential Project
Forecast Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Portola Pkwy / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.387
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ignore				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0	1	2	0 3	0	1	1	1 0	0	1	1	1 0	1	1
Volume Module:																
Base Vol:	394	1102	12		223	417	80		16	58	103		21	38	73	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	394	1102	12		223	417	80		16	58	103		21	38	73	
Added Vol:	9	0	0		0	0	5		16	0	32		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	403	1102	12		223	417	85		32	58	135		21	38	73	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	403	1102	12		223	417	85		32	58	0		21	38	73	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	403	1102	12		223	417	85		32	58	0		21	38	73	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.00		1.00	1.00	0.75	
FinalVolume:	403	1102	9		223	417	64		32	58	0		21	38	55	
OvlAdjVol:							6								0	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	1.00	1.00		1.00	1.07	1.93	
Final Sat.:	3400	5100	1700		3400	5100	1700		1700	1700	1700		1700	1814	3286	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.22	0.01		0.07	0.08	0.04		0.02	0.03	0.00		0.01	0.02	0.02	
OvlAdjV/S:							0.00								0.00	
Crit Moves:		****			****					****				****		

Baker Ranch 30 Acre Residential Project
Forecast Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Portola Pwy / El Toro Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	393	1203	18	58	349	161	268	173	281	17	367	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	1203	18	58	349	161	268	173	281	17	367	251
Added Vol:	0	5	0	0	16	16	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	1208	18	58	365	177	273	173	281	17	367	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	393	1208	18	58	365	177	273	173	0	17	367	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1208	18	58	365	177	273	173	0	17	367	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75
FinalVolume:	393	1208	14	58	365	133	273	173	0	17	367	188
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3400	6800	1700	3400	5100	1700	1700	5100	1700	1700	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.01	0.02	0.07	0.08	0.16	0.03	0.00	0.01	0.07	0.11
Crit Moves:	****					****	****					****

Baker Ranch 30 Acre Residential Project
Forecast Existing Plus Project Conditions
AM Peak Hour

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

Intersection #4 Sports Park / Rancho Pkwy

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[15.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	29	0	3	0	0	0	0	155	30	2	514	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	0	3	0	0	0	0	155	30	2	514	0
Added Vol:	0	0	0	63	0	77	26	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	3	63	0	77	26	155	30	2	514	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	0	3	63	0	77	26	155	30	2	514	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	0	3	63	0	77	26	155	30	2	514	22
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	483	762	93	659	766	268	536	xxxx	xxxxx	185	xxxx	xxxxx
Potent Cap.:	471	337	953	353	335	736	1042	xxxx	xxxxx	1402	xxxx	xxxxx
Move Cap.:	413	328	953	345	326	736	1042	xxxx	xxxxx	1402	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.00	0.18	0.00	0.10	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	437	xxxxx	xxxx	487	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.9	xxxxx	xxxxx	15.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	*	*	*	*	*	*
ApproachDel:	13.9			15.3			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the number of cars per lane.

Baker Ranch 30 Acre Residential Project
Forecast Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Lake Forest Dr / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 1	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	146	661	204	127	585	66	96	352	163	84	195	60				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	146	661	204	127	585	66	96	352	163	84	195	60				
Added Vol:	0	0	37	24	0	0	0	6	0	8	1	5				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	146	661	241	151	585	66	96	358	163	92	196	65				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	146	661	241	151	585	66	96	358	163	92	196	65				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	146	661	241	151	585	66	96	358	163	92	196	65				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	146	661	181	151	585	50	96	358	122	92	196	49				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00				
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	1700	1700	1700	3400	1700				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.19	0.11	0.09	0.17	0.03	0.06	0.21	0.07	0.05	0.06	0.03				
Crit Moves:		****		****				****		****						

Baker Ranch 30 Acre Residential Project
Forecast Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Portola Pkwy / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ignore				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0	1	2	0 3	0	1	1	1 0	0	1	1	1 0	1	1
Volume Module:																
Base Vol:	149	770	4	37	1466	23	71	23	649	13	7	23				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	149	770	4	37	1466	23	71	23	649	13	7	23				
Added Vol:	37	0	0	0	0	18	4	0	8	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	186	770	4	37	1466	41	75	23	657	13	7	23				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	186	770	4	37	1466	41	75	23	0	13	7	23				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	186	770	4	37	1466	41	75	23	0	13	7	23				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	186	770	3	37	1466	31	75	23	0	13	7	17				
OvlAdjVol:						0						0				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.53	0.47	1.00	1.40	0.75	1.85				
Final Sat.:	3400	5100	1700	3400	5100	1700	2602	798	1700	2376	1279	3145				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.15	0.00	0.01	0.29	0.02	0.03	0.03	0.00	0.01	0.01	0.01				
OvlAdjV/S:						0.00						0.00				
Crit Moves:	****				****			****			****					

Baker Ranch 30 Acre Residential Project
Forecast Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Portola Pwy / El Toro Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	386	750		53	292	1618		342	178	405		596	21	201		114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	386	750		53	292	1618		342	178	405		596	21	201		114
Added Vol:	0	18		0	0	4		4	18	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	386	768		53	292	1622		346	196	405		596	21	201		114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	386	768		53	292	1622		346	196	405		0	21	201		114
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	386	768		53	292	1622		346	196	405		0	21	201		114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	386	768		40	292	1622		260	196	405		0	21	201		86
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	3400	6800	1700	3400	5100	1700	1700	5100	1700	1700	5100	1700				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.02	0.09	0.32	0.15	0.12	0.08	0.00	0.01	0.04	0.05				
Crit Moves:	****				****		****					****				

Baker Ranch 30 Acre Residential Project
Forecast Existing Plus Project Conditions
PM Peak Hour

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

Intersection #4 Sports Park / Rancho Pkwy

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: D[25.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	1	0		0	0	0		0	0	743		0	0	172		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0		0	0	0		0	0	743		0	0	172		0
Added Vol:	0	0		0	42	0		51	87	0		0	0	0		71
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	1	0		0	42	0		51	87	743		0	0	172		71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0		0	42	0		51	87	743		0	0	172		71
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
FinalVolume:	1	0		0	42	0		51	87	743		0	0	172		71
Critical Gap Module:																
Critical Gp:	7.5	xxxx	xxxxx		7.5	6.5		6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx	xxxxx		3.5	4.0		3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	1003	xxxx	xxxxx		753	1125		122	243	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	199	xxxx	xxxxx		302	207		913	1335	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	179	xxxx	xxxxx		287	193		913	1335	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	0.01	xxxx	xxxx		0.15	0.00		0.06	0.07	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	25.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	D	*		*	*	*		*	A	*		*	*	*		
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	460	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.7	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	14.8	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*	B		*	*	*		*	*	*		*
ApproachDel:	25.3				14.8				xxxxxx				xxxxxx			
ApproachLOS:	D				B				*				*			

Note: Queue reported is the number of cars per lane.

Forecast Year 2015 Without Project Conditions

Baker Ranch 30 Acre Residential Project
Forecast Opening Year Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Lake Forest Dr / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	116	696	286	144	829	41	19	171	60	249	560	42				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	116	696	286	144	829	41	19	171	60	249	560	42				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	116	696	286	144	829	41	19	171	60	249	560	42				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	116	696	286	144	829	41	19	171	60	249	560	42				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	116	696	215	144	829	31	19	171	45	249	560	32				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00				
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	1700	1700	1700	3400	1700				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.20	0.13	0.08	0.24	0.02	0.01	0.10	0.03	0.15	0.16	0.02				
Crit Moves:	****				****			****		****						

Baker Ranch 30 Acre Residential Project
Forecast Opening Year Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Portola Pkwy / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ignore				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	1	1	0	0 1	1	1	0	1 1
Volume Module:																
Base Vol:	872	1291	12	223	830	108	49	58	280	21	38	73				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	872	1291	12	223	830	108	49	58	280	21	38	73				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	872	1291	12	223	830	108	49	58	0	21	38	73				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	872	1291	12	223	830	108	49	58	0	21	38	73				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	872	1291	9	223	830	81	49	58	0	21	38	55				
OvlAdjVol:						23						0				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.07	1.93				
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	1700	1700	1700	1814	3286				
Capacity Analysis Module:																
Vol/Sat:	0.26	0.25	0.01	0.07	0.16	0.05	0.03	0.03	0.00	0.01	0.02	0.02				
OvlAdjV/S:						0.01						0.00				
Crit Moves:	****				****			****		****						

Baker Ranch 30 Acre Residential Project
Forecast Opening Year Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Portola Pwy / El Toro Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	498	1611	18		50	668	355		328	172	305		49	498	255	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	498	1611	18		50	668	355		328	172	305		49	498	255	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	498	1611	18		50	668	355		328	172	0		49	498	255	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	498	1611	18		50	668	355		328	172	0		49	498	255	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.00		1.00	1.00	0.75	
FinalVolume:	498	1611	14		50	668	266		328	172	0		49	498	191	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3400	6800	1700		3400	5100	1700		1700	5100	1700		1700	5100	1700	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.24	0.01		0.01	0.13	0.16		0.19	0.03	0.00		0.03	0.10	0.11	
Crit Moves:	****						****		****						****	

Baker Ranch 30 Acre Residential Project
Forecast Opening Year Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Sports Park / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		17	0	15		7	370	0		0	1007	11	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		17	0	15		7	370	0		0	1007	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		17	0	15		7	370	0		0	1007	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		17	0	15		7	370	0		0	1007	11	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.75	
FinalVolume:	0	0	0		17	0	11		7	370	0		0	1007	8	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		0.60	0.00	0.40		1.00	2.00	0.00		1.00	1.98	0.02	
Final Sat.:	0	1700	0		1023	0	677		1700	3400	0		1700	3372	28	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.02		0.00	0.11	0.00		0.00	0.30	0.30	
Crit Moves:							****		****					****		

Baker Ranch 30 Acre Residential Project
Forecast Opening Year Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Lake Forest Dr / Rancho Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	237	1073	452	99	848	58	27	419	100	272	305	160				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	237	1073	452	99	848	58	27	419	100	272	305	160				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	237	1073	452	99	848	58	27	419	100	272	305	160				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	237	1073	452	99	848	58	27	419	100	272	305	160				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	237	1073	339	99	848	44	27	419	75	272	305	120				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00				
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	1700	1700	1700	3400	1700				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.32	0.20	0.06	0.25	0.03	0.02	0.25	0.04	0.16	0.09	0.07				
Crit Moves:	****				****			****		****						

Baker Ranch 30 Acre Residential Project
Forecast Opening Year Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Portola Pkwy / Rancho Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ignore				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	1	1	0	0 1	1	1	0	1 1
Volume Module:																
Base Vol:	430	1590	4	37	1430	20	100	23	810	13	7	23				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	430	1590	4	37	1430	20	100	23	810	13	7	23				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	430	1590	4	37	1430	20	100	23	0	13	7	23				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	430	1590	4	37	1430	20	100	23	0	13	7	23				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	430	1590	3	37	1430	15	100	23	0	13	7	17				
OvlAdjVol:						0						0				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.63	0.37	1.00	1.40	0.75	1.85				
Final Sat.:	3400	5100	1700	3400	5100	1700	2764	636	1700	2376	1279	3145				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.31	0.00	0.01	0.28	0.01	0.04	0.04	0.00	0.01	0.01	0.01				
OvlAdjV/S:						0.00						0.00				
Crit Moves:	****				****		****				****					

Baker Ranch 30 Acre Residential Project
Forecast Opening Year Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Portola Pwy / El Toro Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.960
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	419	1031	40	415	1264	651	369	434	506	330	570	641				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	419	1031	40	415	1264	651	369	434	506	330	570	641				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	419	1031	40	415	1264	651	369	434	0	330	570	641				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	419	1031	40	415	1264	651	369	434	0	330	570	641				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	419	1031	30	415	1264	488	369	434	0	330	570	481				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	3400	6800	1700	3400	5100	1700	1700	5100	1700	1700	5100	1700				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.15	0.02	0.12	0.25	0.29	0.22	0.09	0.00	0.19	0.11	0.28				
Crit Moves:	****					****	****					****				

Baker Ranch 30 Acre Residential Project
Forecast Opening Year Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Sports Park / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	136	0	118	26	0	41	13	789	113	98	336	23				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	136	0	118	26	0	41	13	789	113	98	336	23				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	136	0	118	26	0	41	13	789	113	98	336	23				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	136	0	118	26	0	41	13	789	113	98	336	23				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	136	0	89	26	0	31	13	789	85	98	336	17				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.61	0.00	0.39	0.46	0.00	0.54	1.00	1.81	0.19	1.00	1.90	0.10				
Final Sat.:	1030	0	670	779	0	921	1700	3070	330	1700	3234	166				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.13	0.02	0.00	0.03	0.01	0.26	0.26	0.06	0.10	0.10				
Crit Moves:			****	****				****		****						

Forecast Year 2015 With Project Conditions

Baker Ranch 30 Acre Residential Project
Forecast Opening Year With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Lake Forest Dr / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	116	696	286	144	829	41	19	171	60	249	560	42				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	116	696	286	144	829	41	19	171	60	249	560	42				
Added Vol:	0	0	9	6	0	0	0	2	0	32	5	22				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	116	696	295	150	829	41	19	173	60	281	565	64				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	116	696	295	150	829	41	19	173	60	281	565	64				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	116	696	295	150	829	41	19	173	60	281	565	64				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	116	696	221	150	829	31	19	173	45	281	565	48				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00				
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	1700	1700	1700	3400	1700				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.20	0.13	0.09	0.24	0.02	0.01	0.10	0.03	0.17	0.17	0.03				
Crit Moves:	****				****			****		****						

Baker Ranch 30 Acre Residential Project
Forecast Opening Year With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Portola Pkwy / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ignore				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	1	1	0	0 1	1	1	0	1 1
Volume Module:																
Base Vol:	872	1291	12	223	830	108	49	58	280	21	38	73				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	872	1291	12	223	830	108	49	58	280	21	38	73				
Added Vol:	9	0	0	0	0	5	16	0	32	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	881	1291	12	223	830	113	65	58	312	21	38	73				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	881	1291	12	223	830	113	65	58	0	21	38	73				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	881	1291	12	223	830	113	65	58	0	21	38	73				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	881	1291	9	223	830	85	65	58	0	21	38	55				
OvlAdjVol:						23						0				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.06	0.94	1.00	1.00	1.07	1.93				
Final Sat.:	3400	5100	1700	3400	5100	1700	1797	1603	1700	1700	1814	3286				
Capacity Analysis Module:																
Vol/Sat:	0.26	0.25	0.01	0.07	0.16	0.05	0.04	0.04	0.00	0.01	0.02	0.02				
OvlAdjV/S:						0.01						0.00				
Crit Moves:	****				****			****			****					

Baker Ranch 30 Acre Residential Project
Forecast Opening Year With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Portola Pwy / El Toro Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	498	1611	18		50	668	355		328	172	305		49	498	255	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	498	1611	18		50	668	355		328	172	305		49	498	255	
Added Vol:	0	5	0		0	16	16		5	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	498	1616	18		50	684	371		333	172	305		49	498	255	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	498	1616	18		50	684	371		333	172	0		49	498	255	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	498	1616	18		50	684	371		333	172	0		49	498	255	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.00		1.00	1.00	0.75	
FinalVolume:	498	1616	14		50	684	278		333	172	0		49	498	191	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3400	6800	1700		3400	5100	1700		1700	5100	1700		1700	5100	1700	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.24	0.01		0.01	0.13	0.16		0.20	0.03	0.00		0.03	0.10	0.11	
Crit Moves:	****						****		****						****	

Baker Ranch 30 Acre Residential Project
Forecast Opening Year With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Sports Park / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	370	0		0	1007	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	370	0		0	1007	0	
Added Vol:	0	0	0		63	0	77		26	0	0		0	0	22	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		63	0	77		26	370	0		0	1007	22	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		63	0	77		26	370	0		0	1007	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		63	0	77		26	370	0		0	1007	22	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.75	
FinalVolume:	0	0	0		63	0	58		26	370	0		0	1007	17	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		0.52	0.00	0.48		1.00	2.00	0.00		1.00	1.97	0.03	
Final Sat.:	0	1700	0		887	0	813		1700	3400	0		1700	3345	55	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.07		0.02	0.11	0.00		0.00	0.30	0.30	
Crit Moves:							****		****					****		

Baker Ranch 30 Acre Residential Project
Forecast Opening Year With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Lake Forest Dr / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 1	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	237	1073	452		99	848	58		27	419	100		272	305	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	237	1073	452		99	848	58		27	419	100		272	305	160	
Added Vol:	0	0	37		24	0	0		0	6	0		8	1	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	237	1073	489		123	848	58		27	425	100		280	306	165	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	237	1073	489		123	848	58		27	425	100		280	306	165	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	237	1073	489		123	848	58		27	425	100		280	306	165	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.75	
FinalVolume:	237	1073	367		123	848	44		27	425	75		280	306	124	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		1700	1700	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.32	0.22		0.07	0.25	0.03		0.02	0.25	0.04		0.16	0.09	0.07	
Crit Moves:	****					****				****			****			

Baker Ranch 30 Acre Residential Project
Forecast Opening Year With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Portola Pkwy / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ignore				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0	1	2	0 3	0	1	1	1 0	0	1	1	1 0	1	1
Volume Module:																
Base Vol:	430	1590	4		37	1430	20		100	23	810		13	7	23	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	430	1590	4		37	1430	20		100	23	810		13	7	23	
Added Vol:	37	0	0		0	0	18		4	0	8		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	467	1590	4		37	1430	38		104	23	818		13	7	23	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	467	1590	4		37	1430	38		104	23	0		13	7	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	467	1590	4		37	1430	38		104	23	0		13	7	23	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.00		1.00	1.00	0.75	
FinalVolume:	467	1590	3		37	1430	29		104	23	0		13	7	17	
OvlAdjVol:							0								0	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.64	0.36	1.00		1.40	0.75	1.85	
Final Sat.:	3400	5100	1700		3400	5100	1700		2784	616	1700		2376	1279	3145	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.31	0.00		0.01	0.28	0.02		0.04	0.04	0.00		0.01	0.01	0.01	
OvlAdjV/S:							0.00								0.00	
Crit Moves:	****					****				****				****		

Baker Ranch 30 Acre Residential Project
Forecast Opening Year With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Portola Pwy / El Toro Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	168	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	419	1031	40	415	1264	651	369	434	506	330	570	641				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	419	1031	40	415	1264	651	369	434	506	330	570	641				
Added Vol:	0	18	0	0	4	4	18	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	419	1049	40	415	1268	655	387	434	506	330	570	641				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	419	1049	40	415	1268	655	387	434	0	330	570	641				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	419	1049	40	415	1268	655	387	434	0	330	570	641				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	419	1049	30	415	1268	491	387	434	0	330	570	481				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	3400	6800	1700	3400	5100	1700	1700	5100	1700	1700	5100	1700				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.15	0.02	0.12	0.25	0.29	0.23	0.09	0.00	0.19	0.11	0.28				
Crit Moves:	****					****	****					****				

Baker Ranch 30 Acre Residential Project
Forecast Opening Year With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Sports Park / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	136	0	118	0	0	0	0	789	113	98	336	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	136	0	118	0	0	0	0	789	113	98	336	0				
Added Vol:	0	0	0	42	0	51	87	0	0	0	0	71				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	136	0	118	42	0	51	87	789	113	98	336	71				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	136	0	118	42	0	51	87	789	113	98	336	71				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	136	0	118	42	0	51	87	789	113	98	336	71				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	136	0	89	42	0	38	87	789	85	98	336	53				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.61	0.00	0.39	0.52	0.00	0.48	1.00	1.81	0.19	1.00	1.73	0.27				
Final Sat.:	1030	0	670	890	0	810	1700	3070	330	1700	2935	465				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.13	0.02	0.00	0.05	0.05	0.26	0.26	0.06	0.11	0.11				
Crit Moves:			****	****				****		****						

Forecast Year 2030 Without Project Conditions

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Lake Forest Dr / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	2	0	2	0 1	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	195	745	408	206	825	230	42	297	90	568	758	74				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	195	745	408	206	825	230	42	297	90	568	758	74				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	195	745	408	206	825	230	42	297	90	568	758	74				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	195	745	408	206	825	230	42	297	90	568	758	74				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	195	745	306	206	825	173	42	297	68	568	758	56				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	1700	3400	1700	3400	3400	1700	1700	3400	1700	3400	3400	1700				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.22	0.18	0.06	0.24	0.10	0.02	0.09	0.04	0.17	0.22	0.03				
Crit Moves:	****				****			****		****						

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Portola Pkwy / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ignore				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	1	1	0	0 1	1	1	0	1 1
Volume Module:																
Base Vol:	1246	1322	12	223	747	344	78	58	493	21	38	73				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1246	1322	12	223	747	344	78	58	493	21	38	73				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	1246	1322	12	223	747	344	78	58	0	21	38	73				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1246	1322	12	223	747	344	78	58	0	21	38	73				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	1246	1322	9	223	747	258	78	58	0	21	38	55				
OvlAdjVol:						190						0				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.15	0.85	1.00	1.00	1.07	1.93				
Final Sat.:	3400	5100	1700	3400	5100	1700	1950	1450	1700	1700	1814	3286				
Capacity Analysis Module:																
Vol/Sat:	0.37	0.26	0.01	0.07	0.15	0.15	0.04	0.04	0.00	0.01	0.02	0.02				
OvlAdjV/S:						0.11						0.00				
Crit Moves:	****				****			****			****					

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Portola Pwy / El Toro Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	3	0 1	1	0	3	0 2
Volume Module:																
Base Vol:	567	1995	19	71	618	422	450	152	297	59	838	381				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	567	1995	19	71	618	422	450	152	297	59	838	381				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	567	1995	19	71	618	422	450	152	0	59	838	381				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	567	1995	19	71	618	422	450	152	0	59	838	381				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	567	1995	14	71	618	317	450	152	0	59	838	286				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00				
Final Sat.:	3400	6800	1700	3400	5100	1700	3400	5100	1700	1700	5100	3400				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.29	0.01	0.02	0.12	0.19	0.13	0.03	0.00	0.03	0.16	0.08				
Crit Moves:	****					****	****				****					

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Sports Park / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	55	0	68	113	574	0	0	1536	92				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	55	0	68	113	574	0	0	1536	92				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	55	0	68	113	574	0	0	1536	92				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	55	0	68	113	574	0	0	1536	92				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	0	0	0	55	0	51	113	574	0	0	1536	69				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	1.00	0.00	0.52	0.00	0.48	1.00	2.00	0.00	1.00	1.91	0.09				
Final Sat.:	0	1700	0	882	0	818	1700	3400	0	1700	3254	146				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.07	0.17	0.00	0.00	0.47	0.47				
Crit Moves:						****	****				****					

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Lake Forest Dr / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	2	0	2	0 1	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	310	1210	630	150	920	110	140	700	190	420	550	230				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	310	1210	630	150	920	110	140	700	190	420	550	230				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	310	1210	630	150	920	110	140	700	190	420	550	230				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	310	1210	630	150	920	110	140	700	190	420	550	230				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	310	1210	473	150	920	83	140	700	143	420	550	173				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	1700	3400	1700	3400	3400	1700	1700	3400	1700	3400	3400	1700				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.36	0.28	0.04	0.27	0.05	0.08	0.21	0.08	0.12	0.16	0.10				
Crit Moves:	****				****			****		****						

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Portola Pkwy / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ignore				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	1	1	0	0 1	1	1	0	1 1
Volume Module:																
Base Vol:	730	1610	4	37	1508	102	163	23	1298	13	7	23				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	730	1610	4	37	1508	102	163	23	1298	13	7	23				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	730	1610	4	37	1508	102	163	23	0	13	7	23				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	730	1610	4	37	1508	102	163	23	0	13	7	23				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	730	1610	3	37	1508	77	163	23	0	13	7	17				
OvlAdjVol:						0						0				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.75	0.25	1.00	1.40	0.75	1.85				
Final Sat.:	3400	5100	1700	3400	5100	1700	2980	420	1700	2376	1279	3145				
Capacity Analysis Module:																
Vol/Sat:	0.21	0.32	0.00	0.01	0.30	0.05	0.05	0.05	0.00	0.01	0.01	0.01				
OvlAdjV/S:						0.00						0.00				
Crit Moves:	****				****		****				****					

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Portola Pwy / El Toro Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	3	0 1	1	0	3	0 2
Volume Module:																
Base Vol:	386	1123	49	560	1671	834	476	661	501	337	620	741				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	386	1123	49	560	1671	834	476	661	501	337	620	741				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	386	1123	49	560	1671	834	476	661	0	337	620	741				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	386	1123	49	560	1671	834	476	661	0	337	620	741				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	386	1123	37	560	1671	626	476	661	0	337	620	556				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00				
Final Sat.:	3400	6800	1700	3400	5100	1700	3400	5100	1700	1700	5100	3400				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.17	0.02	0.16	0.33	0.37	0.14	0.13	0.00	0.20	0.12	0.16				
Crit Moves:	****					****		****		****						

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Sports Park / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	136	0	118	297	0	362	334	1069	113	98	467	274				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	136	0	118	297	0	362	334	1069	113	98	467	274				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	136	0	118	297	0	362	334	1069	113	98	467	274				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	136	0	118	297	0	362	334	1069	113	98	467	274				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	136	0	89	297	0	272	334	1069	85	98	467	206				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.61	0.00	0.39	0.52	0.00	0.48	1.00	1.85	0.15	1.00	1.39	0.61				
Final Sat.:	1030	0	670	888	0	812	1700	3150	250	1700	2361	1039				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.13	0.17	0.00	0.33	0.20	0.34	0.34	0.06	0.20	0.20				
Crit Moves:	****					****	****				****					

Forecast Year 2030 With Project Conditions

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Lake Forest Dr / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	195	745	408		206	825	230		42	297	90		568	758	74	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	195	745	408		206	825	230		42	297	90		568	758	74	
Added Vol:	0	0	-47		-31	0	0		0	-8	0		5	1	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	195	745	361		175	825	230		42	289	90		573	759	77	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	195	745	361		175	825	230		42	289	90		573	759	77	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	195	745	361		175	825	230		42	289	90		573	759	77	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.75	
FinalVolume:	195	745	271		175	825	173		42	289	68		573	759	58	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1700	3400	1700		3400	3400	1700		1700	3400	1700		3400	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.22	0.16		0.05	0.24	0.10		0.02	0.09	0.04		0.17	0.22	0.03	
Crit Moves:	****					****				****			****			

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Portola Pkwy / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ignore				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	
Volume Module:																
Base Vol:	1246	1322	12		223	747	344		78	58	493		21	38	73	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1246	1322	12		223	747	344		78	58	493		21	38	73	
Added Vol:	-47	0	0		0	0	-24		3	0	5		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1199	1322	12		223	747	320		81	58	498		21	38	73	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	1199	1322	12		223	747	320		81	58	0		21	38	73	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1199	1322	12		223	747	320		81	58	0		21	38	73	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.75		1.00	1.00	0.75		1.00	1.00	0.00		1.00	1.00	0.75	
FinalVolume:	1199	1322	9		223	747	240		81	58	0		21	38	55	
OvlAdjVol:							170								0	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.17	0.83	1.00		1.00	1.07	1.93	
Final Sat.:	3400	5100	1700		3400	5100	1700		1981	1419	1700		1700	1814	3286	
Capacity Analysis Module:																
Vol/Sat:	0.35	0.26	0.01		0.07	0.15	0.14		0.04	0.04	0.00		0.01	0.02	0.02	
OvlAdjV/S:							0.10								0.00	
Crit Moves:	****					****			****					****		

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Portola Pwy / El Toro Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	3	0 1	1	0	3	0 2
Volume Module:																
Base Vol:	567	1995	19	71	618	422	450	152	297	59	838	381				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	567	1995	19	71	618	422	450	152	297	59	838	381				
Added Vol:	0	-24	0	0	3	3	-24	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	567	1971	19	71	621	425	426	152	297	59	838	381				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	567	1971	19	71	621	425	426	152	0	59	838	381				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	567	1971	19	71	621	425	426	152	0	59	838	381				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	567	1971	14	71	621	319	426	152	0	59	838	286				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00				
Final Sat.:	3400	6800	1700	3400	5100	1700	3400	5100	1700	1700	5100	3400				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.29	0.01	0.02	0.12	0.19	0.13	0.03	0.00	0.03	0.16	0.08				
Crit Moves:	****					****	****				****					

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Sports Park / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	574	0	0	1536	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	0	0	0	0	574	0	0	1536	0				
Added Vol:	0	0	0	63	0	77	26	0	0	0	0	22				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	63	0	77	26	574	0	0	1536	22				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	63	0	77	26	574	0	0	1536	22				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	63	0	77	26	574	0	0	1536	22				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	0	0	0	63	0	58	26	574	0	0	1536	17				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	1.00	0.00	0.52	0.00	0.48	1.00	2.00	0.00	1.00	1.98	0.02				
Final Sat.:	0	1700	0	887	0	813	1700	3400	0	1700	3364	36				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.02	0.17	0.00	0.00	0.46	0.46				
Crit Moves:						****	****				****					

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Lake Forest Dr / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	2	0	2	0 1	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	310	1210	630	150	920	110	140	700	190	420	550	230				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	310	1210	630	150	920	110	140	700	190	420	550	230				
Added Vol:	0	0	-135	-90	0	0	0	-23	0	-170	-28	-113				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	310	1210	495	60	920	110	140	677	190	250	522	117				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	310	1210	495	60	920	110	140	677	190	250	522	117				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	310	1210	495	60	920	110	140	677	190	250	522	117				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	310	1210	371	60	920	83	140	677	143	250	522	88				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	1700	3400	1700	3400	3400	1700	1700	3400	1700	3400	3400	1700				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.36	0.22	0.02	0.27	0.05	0.08	0.20	0.08	0.07	0.15	0.05				
Crit Moves:	****				****			****		****						

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Portola Pkwy / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ignore				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	1	1	0	0 1	1	1	0	1 1
Volume Module:																
Base Vol:	730	1610	4	37	1508	102	163	23	1298	13	7	23				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	730	1610	4	37	1508	102	163	23	1298	13	7	23				
Added Vol:	-135	0	0	0	0	-68	-85	0	-170	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	595	1610	4	37	1508	34	78	23	1128	13	7	23				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	595	1610	4	37	1508	34	78	23	0	13	7	23				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	595	1610	4	37	1508	34	78	23	0	13	7	23				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	595	1610	3	37	1508	26	78	23	0	13	7	17				
OvlAdjVol:						0						0				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.54	0.46	1.00	1.40	0.75	1.85				
Final Sat.:	3400	5100	1700	3400	5100	1700	2626	774	1700	2376	1279	3145				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.32	0.00	0.01	0.30	0.02	0.03	0.03	0.00	0.01	0.01	0.01				
OvlAdjV/S:						0.00						0.00				
Crit Moves:	****				****		****				****					

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Portola Pwy / El Toro Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	3	0 1	1	0	3	0 2
Volume Module:																
Base Vol:	386	1123	49	560	1671	834	476	661	501	337	620	741				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	386	1123	49	560	1671	834	476	661	501	337	620	741				
Added Vol:	0	-68	0	0	-85	-85	-68	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	386	1055	49	560	1586	749	408	661	501	337	620	741				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	386	1055	49	560	1586	749	408	661	0	337	620	741				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	386	1055	49	560	1586	749	408	661	0	337	620	741				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.00	1.00	1.00	0.75				
FinalVolume:	386	1055	37	560	1586	562	408	661	0	337	620	556				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00				
Final Sat.:	3400	6800	1700	3400	5100	1700	3400	5100	1700	1700	5100	3400				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.16	0.02	0.16	0.31	0.33	0.12	0.13	0.00	0.20	0.12	0.16				
Crit Moves:	****					****		****		****						

Baker Ranch 30 Acre Residential Project
Forecast Year 2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Sports Park / Rancho Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	136	0	118	0	0	0	0	1069	113	98	467	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	136	0	118	0	0	0	0	1069	113	98	467	0				
Added Vol:	0	0	0	42	0	51	87	0	0	0	0	71				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	136	0	118	42	0	51	87	1069	113	98	467	71				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	136	0	118	42	0	51	87	1069	113	98	467	71				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	136	0	118	42	0	51	87	1069	113	98	467	71				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75				
FinalVolume:	136	0	89	42	0	38	87	1069	85	98	467	53				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.61	0.00	0.39	0.52	0.00	0.48	1.00	1.85	0.15	1.00	1.80	0.20				
Final Sat.:	1030	0	670	890	0	810	1700	3150	250	1700	3052	348				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.13	0.02	0.00	0.05	0.05	0.34	0.34	0.06	0.15	0.15				
Crit Moves:			****	****				****		****						