APPENDIX B

EXISTING TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX B-I

EXISTING TRAFFIC CONDITIONS

AM Existing (Year 2015)
Alberhill Villages Specific Plan, Lake Elsinore [2.10.3129.2]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Horsethief Canyon Road at Temescal Canyon Road

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: B[10.6]

Street Name:	Horsethief Canyon Road									Temescal Canyon Road				
Approach:	North Bound					South Bound				East Bound				West Bound
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	99	0	100			0	0	0			0	27	8			58	52	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:	99	0	100			0	0	0			0	27	8			58	52	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	99	0	100			0	0	0			0	27	8			58	52	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.89	0.89	0.89			0.89	0.89	0.89			0.89	0.89	0.89			0.89	0.89	0.89		
PHF Volume:	112	0	113			0	0	0			0	30	9			65	59	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	112	0	113			0	0	0			0	30	9			65	59	0		
Critical Gap Module:																				
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	224	224	35	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		39	xxxx	xxxxx							
Potent Cap.:	768	678	1044	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1583	xxxx	xxxxx							
Move Cap.:	743	649	1044	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1583	xxxx	xxxxx							
Volume/Cap:	0.15	0.00	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.04	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.4	xxxx	xxxxx							
LOS by Move:	*	*	*	*	*	*	*	*	*		A	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT					
Shared Cap.:	xxxx	869	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx							
Shrd ConDel:	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.4	xxxx	xxxxx							
Shared LOS:	*	B	*	*	*	*	*	*	*		A	*	*							
ApproachDel:	10.6			xxxxxx			xxxxxx				xxxxxx									
ApproachLOS:	B			*			*				*									

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

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AM Existing (Year 2015)
Alberhill Villages Specific Plan, Lake Elsinore [2.10.3129.2]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Lake Street at I-15 Northbound Ramps

Average Delay (sec/veh): 620.6 Worst Case Level Of Service: F[2145.0]

Street Name:	Lake Street						I-15 Northbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	603	6	0	0	4	5	0	0	0	239	3	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:	603	6	0	0	4	5	0	0	0	239	3	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	603	6	0	0	4	5	0	0	0	239	3	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	735	7	0	0	5	6	0	0	0	291	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	735	7	0	0	5	6	0	0	0	291	4	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	11	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1486	1489	7
Potent Cap.:	1621	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	139	125	1081
Move Cap.:	1621	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	33	1081
Volume/Cap:	0.45	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	5.32	0.11	0.01
Level Of Service Module:												
2Way95thQ:	2.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	56	xxxxx
SharedQueue:	2.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	34.2	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2145	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			2145.0		
ApproachLOS:	*			*			*			F		

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

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AM Existing (Year 2015)
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Linscott, Law and Greenspan, Engineers

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

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Intersection #3 Lake Street at I-15 Southbound Ramps

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Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[11.4]

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Street Name:	Lake Street						I-15 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 1 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	610	260	5	239	0	3	1	153	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	610	260	5	239	0	3	1	153	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	610	260	5	239	0	3	1	153	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	707	301	6	277	0	3	1	177	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	707	301	6	277	0	3	1	177	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1008	xxxx	xxxxx	1146	1297	277	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	695	xxxx	xxxxx	222	163	767	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	695	xxxx	xxxxx	221	162	767	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.02	0.01	0.23	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.9	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	11.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	203	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	23.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.4			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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AM Existing (Year 2015)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Lake Street at Temescal Canyon Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	12	Average Delay (sec/veh):	19.6
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Lake Street						Temescal Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	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	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	86	531	0	0	204	149	270	0	62	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	531	0	0	204	149	270	0	62	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	531	0	0	204	149	270	0	62	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	90	558	0	0	214	157	284	0	65	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	558	0	0	214	157	284	0	65	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	558	0	0	214	157	284	0	65	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.58	0.42	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1035	756	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.00	0.00	0.21	0.21	0.16	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	9.4	48.4	0.0	0.0	39.0	39.0	29.6	0.0	29.6	0.0	0.0	0.0
Volume/Cap:	0.48	0.55	0.00	0.00	0.48	0.48	0.48	0.00	0.12	0.00	0.00	0.00
Delay/Veh:	39.9	14.2	0.0	0.0	18.7	18.7	24.7	0.0	21.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	14.2	0.0	0.0	18.7	18.7	24.7	0.0	21.2	0.0	0.0	0.0
LOS by Move:	D	B	A	A	B	B	C	A	C	A	A	A
HCM2k95thQ:	5	18	0	0	14	14	12	0	2	0	0	0

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AM Existing (Year 2015)
Alberhill Villages Specific Plan, Lake Elsinore [2.10.3129.2]
Linscott, Law and Greenspan, Engineers

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

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Intersection #5 Lake Street at Nichols Road

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Cycle (sec):	115	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	12	Average Delay (sec/veh):	21.7
Optimal Cycle:	90	Level Of Service:	C

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Street Name:	Lake Street						Nichols Road					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	618	301	17	218	1	24	1	0	129	4	13
Growth Adj:	1.00	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	618	301	17	218	1	24	1	0	129	4	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	618	301	17	218	1	24	1	0	129	4	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	682	332	19	241	1	26	1	0	142	4	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	682	332	19	241	1	26	1	0	142	4	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	682	332	19	241	1	26	1	0	142	4	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	1.00	1.00	0.81	0.81	1.00	0.71	0.71	0.71
Lanes:	1.00	0.67	0.33	1.00	0.99	0.01	0.96	0.04	0.00	0.88	0.03	0.09
Final Sat.:	1900	1215	592	1805	1889	9	1483	62	0	1193	37	120
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.56	0.01	0.13	0.13	0.02	0.02	0.00	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green Time:	0.0	79.2	79.2	7.0	86.2	86.2	16.8	16.8	0.0	16.8	16.8	16.8
Volume/Cap:	0.00	0.82	0.82	0.17	0.17	0.17	0.12	0.12	0.00	0.82	0.82	0.82
Delay/Veh:	0.0	17.0	17.0	52.0	4.2	4.2	42.9	42.9	0.0	69.9	69.9	69.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	17.0	52.0	4.2	4.2	42.9	42.9	0.0	69.9	69.9	69.9
LOS by Move:	A	B	B	D	A	A	D	D	A	E	E	E
HCM2k95thQ:	0	44	44	1	5	5	2	2	0	12	12	12

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AM Existing (Year 2015)
Alberhill Villages Specific Plan, Lake Elsinore [2.10.3129.2]
Linscott, Law and Greenspan, Engineers

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

Intersection #6 Lake Street at Alberhill Ranch Road

Cycle (sec):	120	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	12	Average Delay (sec/veh):	8.4
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Lake Street						Alberhill Ranch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	879	28	11	329	0	0	0	0	33	0	37
Growth Adj:	1.00	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	879	28	11	329	0	0	0	0	33	0	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	879	28	11	329	0	0	0	0	33	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	950	30	12	356	0	0	0	0	36	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	950	30	12	356	0	0	0	0	36	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	950	30	12	356	0	0	0	0	36	0	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.02	0.01	0.19	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	0.0	94.0	94.0	7.0	101	0.0	0.0	0.0	0.0	7.0	0.0	7.0
Volume/Cap:	0.00	0.64	0.02	0.11	0.22	0.00	0.00	0.00	0.00	0.34	0.00	0.42
Delay/Veh:	0.0	6.6	2.9	54.0	1.9	0.0	0.0	0.0	0.0	56.2	0.0	57.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.6	2.9	54.0	1.9	0.0	0.0	0.0	0.0	56.2	0.0	57.6
LOS by Move:	A	A	A	D	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	26	0	1	5	0	0	0	0	3	0	4

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AM Existing (Year 2015)
Alberhill Villages Specific Plan, Lake Elsinore [2.10.3129.2]
Linscott, Law and Greenspan, Engineers

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

Intersection #7 Lake Street at Mountain Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	12	Average Delay (sec/veh):	20.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lake Street						Mountain Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	28	719	36	6	315	38	155	21	48	47	37	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	719	36	6	315	38	155	21	48	47	37	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	719	36	6	315	38	155	21	48	47	37	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	31	798	40	7	350	42	172	23	53	52	41	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	798	40	7	350	42	172	23	53	52	41	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	798	40	7	350	42	172	23	53	52	41	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93	0.69	0.90	0.90	0.71	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.78	0.22	1.00	0.30	0.70	1.00	0.45	0.55
Final Sat.:	1805	1900	1615	1805	3170	382	1321	518	1184	1341	777	966
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.02	0.00	0.11	0.11	0.13	0.04	0.04	0.04	0.05	0.05
Crit Moves:		****		****			****					
Green Time:	25.3	54.2	54.2	7.0	35.9	35.9	16.8	16.8	16.8	16.8	16.8	16.8
Volume/Cap:	0.06	0.70	0.04	0.05	0.28	0.28	0.70	0.24	0.24	0.21	0.28	0.28
Delay/Veh:	23.7	14.2	7.3	38.6	18.4	18.4	42.7	31.6	31.6	31.4	31.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	14.2	7.3	38.6	18.4	18.4	42.7	31.6	31.6	31.4	31.9	31.9
LOS by Move:	C	B	A	D	B	B	D	C	C	C	C	C
HCM2k95thQ:	1	26	1	0	7	7	11	4	4	3	5	5

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Linscott, Law and Greenspan, Engineers

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

Intersection #8 Lake Street/Grand Avenue at Lakeshore Drive

Cycle (sec):	90	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	16	Average Delay (sec/veh):	30.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lake Street/Grand Avenue						Lakeshore Drive					
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			Ovl		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
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	1 1	0	0 1	0 1	0	1 0	1 0	2
Volume Module:												
Base Vol:	94	545	168	114	278	139	76	126	110	174	146	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	545	168	114	278	139	76	126	110	174	146	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	545	168	114	278	139	76	126	110	174	146	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	122	705	217	147	360	180	98	163	142	225	189	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	705	217	147	360	180	98	163	142	225	189	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	705	217	147	360	180	98	163	142	225	189	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.89	0.89	0.89	0.95	1.00	0.75
Lanes:	1.00	2.00	1.00	2.00	1.33	0.67	0.49	0.81	0.70	1.00	1.00	2.00
Final Sat.:	1805	3610	1615	3502	2286	1143	823	1364	1191	1805	1900	2842
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.13	0.04	0.16	0.16	0.12	0.12	0.12	0.12	0.10	0.09
Crit Moves:		****		****				****		****		
Green Time:	12.2	29.8	29.8	7.0	24.6	24.6	20.3	18.2	18.2	19.0	16.9	23.9
Volume/Cap:	0.50	0.59	0.41	0.54	0.58	0.58	0.53	0.59	0.59	0.59	0.53	0.35
Delay/Veh:	37.7	25.8	23.8	42.2	29.1	29.1	31.3	33.9	33.9	34.4	34.5	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	25.8	23.8	42.2	29.1	29.1	31.3	33.9	33.9	34.4	34.5	27.1
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2k95thQ:	7	17	10	4	13	13	11	12	12	12	10	7

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

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Intersection #9 Grand Avenue at Lincoln Street

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	16	Average Delay (sec/veh):	28.8
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	Grand Avenue						Lincoln Street					
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:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	74	262	53	102	256	9	34	144	89	45	131	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	262	53	102	256	9	34	144	89	45	131	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	262	53	102	256	9	34	144	89	45	131	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	97	343	69	134	335	12	45	188	116	59	171	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	343	69	134	335	12	45	188	116	59	171	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	343	69	134	335	12	45	188	116	59	171	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.90	0.90	0.95	0.87	0.87
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.24	0.76	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3470	122	1805	2104	1300	1805	1659	1659
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.04	0.07	0.10	0.10	0.02	0.09	0.09	0.03	0.10	0.12
Crit Moves:	****				****		****					****
Green Time:	13.2	20.4	20.4	16.7	23.8	23.8	7.0	19.8	19.8	17.2	30.0	30.0
Volume/Cap:	0.37	0.42	0.19	0.40	0.37	0.37	0.32	0.41	0.41	0.17	0.31	0.37
Delay/Veh:	35.5	30.1	28.4	33.0	27.2	27.2	40.5	30.4	30.4	30.7	22.5	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	30.1	28.4	33.0	27.2	27.2	40.5	30.4	30.4	30.7	22.5	23.0
LOS by Move:	D	C	C	C	C	C	D	C	C	C	C	C
HCM2k95thQ:	6	9	3	7	8	8	3	8	8	3	8	9

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

Intersection #10 Terra Cotta Road at Lakeshore Drive

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: D[33.4]

Street Name:	Terra Cotta Road						Lakeshore Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	7	0	60	4	1	0	1	453	6	19	482	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	60	4	1	0	1	453	6	19	482	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	60	4	1	0	1	453	6	19	482	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	9	0	75	5	1	0	1	566	7	24	602	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	0	75	5	1	0	1	566	7	24	602	2
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1219	1220	566	1260	1226	xxxxx	604	xxxx	xxxxx	573	xxxx	xxxxx
Potent Cap.:	159	182	528	149	180	xxxxx	983	xxxx	xxxxx	1010	xxxx	xxxxx
Move Cap.:	155	177	528	125	176	xxxxx	983	xxxx	xxxxx	1010	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.14	0.04	0.01	xxxx	0.00	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	422	xxxxx	133	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.6	xxxxx	33.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	D	*	*	*	*	*	*	*	*
ApproachDel:		15.6			33.4			xxxxxx			xxxxxx	
ApproachLOS:		C			D			*			*	

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

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

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Intersection #11 Collier Avenue at Nichols Road

****

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[13.2]

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Street Name:	Collier Avenue						Nichols Road					
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	1	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	33	0	78	0	0	0	0	327	33	95	142	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:	33	0	78	0	0	0	0	327	33	95	142	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	0	78	0	0	0	0	327	33	95	142	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	38	0	89	0	0	0	0	375	38	109	163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	0	89	0	0	0	0	375	38	109	163	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	775	775	394	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	413	xxxx	xxxxx
Potent Cap.:	369	331	659	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1157	xxxx	xxxxx
Move Cap.:	341	298	659	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1157	xxxx	xxxxx
Volume/Cap:	0.11	0.00	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	462	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.2		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

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

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

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Intersection #12 I-15 Southbound Ramps at Nichols Road

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	0	Average Delay (sec/veh):	12.5
Optimal Cycle:	0	Level Of Service:	B

****

Street Name:	I-15 Southbound Ramp						Nichols Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	142	9	69	0	245	237	31	158	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	142	9	69	0	245	237	31	158	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	142	9	69	0	245	237	31	158	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	186	12	90	0	320	310	41	207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	186	12	90	0	320	310	41	207	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	186	12	90	0	320	310	41	207	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.65	0.04	0.31	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	396	25	192	0	626	712	531	575	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.47	0.47	0.47	xxxx	0.51	0.43	0.08	0.36	xxxx
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	13.1	13.1	13.1	0.0	13.9	11.3	9.8	11.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.1	13.1	13.1	0.0	13.9	11.3	9.8	11.9	0.0
LOS by Move:	*	*	*	B	B	B	*	B	B	A	B	*
ApproachDel:	xxxxxx			13.1				12.6			11.5	
Delay Adj:	xxxxx			1.00				1.00			1.00	
ApprAdjDel:	xxxxxx			13.1				12.6			11.5	
LOS by Appr:	*			B				B			B	
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.8	0.8	0.0	1.0	0.7	0.1	0.5	0.0

****

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

****

Intersection #13 I-15 Northbound Ramps at Nichols Road

****

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: C[23.7]

****

Street Name:	I-15 Northbound Ramps									Nichols Road								
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	0	0	0		1	0	1	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	87		1		67		0		0		0		91		295		0		0		109		101	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	87		1		67		0		0		0		91		295		0		0		109		101	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	87		1		67		0		0		0		91		295		0		0		109		101	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.74		0.74		0.74		0.74		0.74		0.74		0.74		0.74		0.74		0.74		0.74		0.74	
PHF Volume:	117		1		90		0		0		0		123		398		0		0		147		136	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	117		1		90		0		0		0		123		398		0		0		147		136	
Critical Gap Module:																								
Critical Gp:	6.4		6.5		6.2		xxxxx		xxxx		xxxxx		4.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
FollowUpTim:	3.5		4.0		3.3		xxxxx		xxxx		xxxxx		2.2		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	858		926		398		xxxx		xxxx		xxxxx		283		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Potent Cap.:	330		271		656		xxxx		xxxx		xxxxx		1291		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Move Cap.:	306		245		656		xxxx		xxxx		xxxxx		1291		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Volume/Cap:	0.38		0.01		0.14		xxxx		xxxx		xxxx		0.10		xxxx		xxxx		xxxx		xxxx		xxxx	
Level Of Service Module:																								
2Way95thQ:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		0.3		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		8.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	*		*		*		*		*		*		A		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		397		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx		3.0		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx		23.7		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		C		*		*		*		*		*		*		*		*		*		*	
ApproachDel:			23.7						xxxxxx						xxxxxx						xxxxxx			
ApproachLOS:			C						*						*						*			

****

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

****

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

****

Intersection #1 Horsethief Canyon Road at Temescal Canyon Road

****

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: B[10.6]

****

Street Name:	Horsethief Canyon Road						Temescal Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	53	0	71	0	0	0	0	78	40	80	46	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:	53	0	71	0	0	0	0	78	40	80	46	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	0	71	0	0	0	0	78	40	80	46	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	58	0	78	0	0	0	0	86	44	88	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	0	78	0	0	0	0	86	44	88	50	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	334	334	108	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	130	xxxx	xxxxx
Potent Cap.:	665	590	952	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1469	xxxx	xxxxx
Move Cap.:	634	553	952	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1469	xxxx	xxxxx
Volume/Cap:	0.09	0.00	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	784	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

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

****

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

Intersection #2 Lake Street at I-15 Northbound Ramps

Average Delay (sec/veh): 11.3 Worst Case Level Of Service: C[18.8]

Street Name:	Lake Street						I-15 Northbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	268	5	0	0	14	7	0	0	0	154	4	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	5	0	0	14	7	0	0	0	154	4	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	5	0	0	14	7	0	0	0	154	4	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	272	5	0	0	14	7	0	0	0	156	4	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	272	5	0	0	14	7	0	0	0	156	4	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	21	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	566	569	5
Potent Cap.:	1608	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	489	434	1084
Move Cap.:	1608	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	415	349	1084
Volume/Cap:	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	0.01	0.01
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	429	xxxxx
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.8	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.8		
ApproachLOS:	*			*			*			C		

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

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

****

Intersection #3 Lake Street at I-15 Southbound Ramps

****

Average Delay (sec/veh): 14.3 Worst Case Level Of Service: D[26.0]

****

Street Name:	Lake Street						I-15 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 1 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	257	166	10	157	0	8	7	695	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	257	166	10	157	0	8	7	695	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	257	166	10	157	0	8	7	695	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	274	177	11	167	0	9	7	740	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	274	177	11	167	0	9	7	740	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	450	xxxx	xxxxx	551	639	167	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1121	xxxx	xxxxx	499	397	882	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1121	xxxx	xxxxx	495	393	882	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.02	0.02	0.84	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	10.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	26.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	D	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	442	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	13.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			26.0			xxxxxx		
ApproachLOS:	*			*			D			*		

****

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

****

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

****

Intersection #4 Lake Street at Temescal Canyon Road

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	12	Average Delay (sec/veh):	16.3
Optimal Cycle:	90	Level Of Service:	B

****

Street Name:	Lake Street						Temescal Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	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	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	47	275	0	0	683	155	156	0	87	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	275	0	0	683	155	156	0	87	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	275	0	0	683	155	156	0	87	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	48	279	0	0	693	157	158	0	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	279	0	0	693	157	158	0	88	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	279	0	0	693	157	158	0	88	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.82	0.18	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1510	343	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.00	0.00	0.46	0.46	0.09	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	66.6	0.0	0.0	59.6	59.6	11.4	0.0	11.4	0.0	0.0	0.0
Volume/Cap:	0.34	0.20	0.00	0.00	0.69	0.69	0.69	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	40.8	3.6	0.0	0.0	11.2	11.2	46.5	0.0	37.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	3.6	0.0	0.0	11.2	11.2	46.5	0.0	37.8	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	D	A	A	A
HCM2k95thQ:	3	5	0	0	27	27	9	0	5	0	0	0

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PM Existing (Year 2015)
Alberhill Villages Specific Plan, Lake Elsinore [2.10.3129.2]
Linscott, Law and Greenspan, Engineers

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

Intersection #5 Lake Street at Nichols Road

Cycle (sec):	95	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	12	Average Delay (sec/veh):	29.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lake Street						Nichols Road					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	312	134	42	729	0	4	7	1	264	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	312	134	42	729	0	4	7	1	264	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	312	134	42	729	0	4	7	1	264	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	360	155	48	841	0	5	8	1	304	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	360	155	48	841	0	5	8	1	304	0	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	360	155	48	841	0	5	8	1	304	0	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.95	1.00	1.00	0.90	0.90	0.90	0.71	1.00	0.71
Lanes:	1.00	0.70	0.30	1.00	1.00	0.00	0.33	0.59	0.08	0.95	0.00	0.05
Final Sat.:	1805	1269	545	1805	1900	0	573	1003	143	1279	0	68
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.03	0.44	0.00	0.01	0.01	0.01	0.24	0.00	0.24
Crit Moves:	****				****					****		
Green Time:	7.0	44.8	44.8	11.6	49.4	0.0	26.6	26.6	26.6	26.6	0.0	26.6
Volume/Cap:	0.01	0.60	0.60	0.22	0.85	0.00	0.03	0.03	0.03	0.85	0.00	0.85
Delay/Veh:	40.8	19.7	19.7	38.1	26.8	0.0	24.9	24.9	24.9	48.9	0.0	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	19.7	19.7	38.1	26.8	0.0	24.9	24.9	24.9	48.9	0.0	48.9
LOS by Move:	D	B	B	D	C	A	C	C	C	D	A	D
HCM2k95thQ:	0	20	20	3	38	0	1	1	1	18	0	18

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PM Existing (Year 2015)
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Linscott, Law and Greenspan, Engineers

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Lake Street at Alberhill Ranch Road

Cycle (sec):	110	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	12	Average Delay (sec/veh):	27.1
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Lake Street									Alberhill Ranch Road								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0	7		7		7	7		0		0	0		0		7	0		7	
Y+R:	4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	477		22		38	959		0		0	0		0		22	0		16	
Growth Adj:	1.00	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	477		22		38	959		0		0	0		0		22	0		16	
Added Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	477		22		38	959		0		0	0		0		22	0		16	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.88	0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88	
PHF Volume:	0	540		25		43	1085		0		0	0		0		25	0		18	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	0	540		25		43	1085		0		0	0		0		25	0		18	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	0	540		25		43	1085		0		0	0		0		25	0		18	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	1.00	1.00		0.85		0.95	1.00		1.00		1.00	1.00		1.00		0.95	1.00		0.85	
Lanes:	0.00	1.00		1.00		1.00	1.00		0.00		0.00	0.00		0.00		1.00	0.00		1.00	
Final Sat.:	0	1900		1615		1805	1900		0		0	0		0		1805	0		1615	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.28		0.02		0.02	0.57		0.00		0.00	0.00		0.00		0.01	0.00		0.01	
Crit Moves:							****									****				
Green Time:	0.0	32.0		32.0		59.0	91.0		0.0		0.0	0.0		0.0		7.0	0.0		7.0	
Volume/Cap:	0.00	0.98		0.05		0.04	0.69		0.00		0.00	0.00		0.00		0.22	0.00		0.18	
Delay/Veh:	0.0	70.5		28.1		12.1	5.1		0.0		0.0	0.0		0.0		49.9	0.0		49.6	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	0.0	70.5		28.1		12.1	5.1		0.0		0.0	0.0		0.0		49.9	0.0		49.6	
LOS by Move:	A	E		C		B	A		A		A	A		A		D	A		D	
HCM2k95thQ:	0	36		1		1	27		0		0	0		0		2	0		2	

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #7 Lake Street at Mountain Street

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	12	Average Delay (sec/veh):	12.7
Optimal Cycle:	90	Level Of Service:	B

****

Street Name:	Lake Street						Mountain Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	45	413	19	38	831	105	67	6	42	15	11	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	413	19	38	831	105	67	6	42	15	11	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	413	19	38	831	105	67	6	42	15	11	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	48	444	20	41	893	113	72	6	45	16	12	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	444	20	41	893	113	72	6	45	16	12	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	444	20	41	893	113	72	6	45	16	12	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93	0.74	0.87	0.87	0.73	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.78	0.22	1.00	0.12	0.88	1.00	0.41	0.59
Final Sat.:	1805	1900	1615	1805	3151	398	1414	206	1445	1379	705	1026
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.01	0.02	0.28	0.28	0.05	0.03	0.03	0.01	0.02	0.02
Crit Moves:	****				****		****					
Green Time:	7.0	50.4	50.4	16.8	60.2	60.2	10.8	10.8	10.8	10.8	10.8	10.8
Volume/Cap:	0.34	0.42	0.02	0.12	0.42	0.42	0.42	0.26	0.26	0.10	0.14	0.14
Delay/Veh:	40.8	11.6	8.8	30.6	7.0	7.0	38.4	36.7	36.7	35.5	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	11.6	8.8	30.6	7.0	7.0	38.4	36.7	36.7	35.5	35.7	35.7
LOS by Move:	D	B	A	C	A	A	D	D	D	D	D	D
HCM2k95thQ:	3	13	1	2	12	12	5	3	3	1	2	2

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 Lake Street/Grand Avenue at Lakeshore Drive

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.341
Loss Time (sec):	16	Average Delay (sec/veh):	21.9
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	Lake Street/Grand Avenue						Lakeshore Drive					
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			Ovl		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
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	1 1	0	0 1	0 1	0	1 0	1 0	2
Volume Module:												
Base Vol:	21	311	77	290	587	13	12	14	22	116	9	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	311	77	290	587	13	12	14	22	116	9	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	311	77	290	587	13	12	14	22	116	9	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	23	340	84	317	641	14	13	15	24	127	10	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	340	84	317	641	14	13	15	24	127	10	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	340	84	317	641	14	13	15	24	127	10	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.95	0.95	0.87	0.87	0.87	0.95	1.00	0.75
Lanes:	1.00	2.00	1.00	2.00	1.96	0.04	0.50	0.58	0.92	1.00	1.00	2.00
Final Sat.:	1805	3610	1615	3502	3521	78	830	969	1522	1805	1900	2842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.05	0.09	0.18	0.18	0.02	0.02	0.02	0.07	0.01	0.08
Crit Moves:	****				****			****		****		
Green Time:	7.0	25.6	25.6	24.7	43.3	43.3	11.8	7.0	7.0	16.7	11.8	36.5
Volume/Cap:	0.16	0.33	0.18	0.33	0.38	0.38	0.12	0.20	0.20	0.38	0.04	0.19
Delay/Veh:	39.3	25.6	24.5	26.3	14.9	14.9	34.6	39.3	39.3	32.8	34.2	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	25.6	24.5	26.3	14.9	14.9	34.6	39.3	39.3	32.8	34.2	17.3
LOS by Move:	D	C	C	C	B	B	C	D	D	C	C	B
HCM2k95thQ:	2	8	4	7	11	11	2	2	2	7	1	5

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #9 Grand Avenue at Lincoln Street

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.222
Loss Time (sec):	16	Average Delay (sec/veh):	23.9
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	Grand Avenue						Lincoln Street					
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:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	21	265	38	160	354	13	5	37	10	38	30	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:	21	265	38	160	354	13	5	37	10	38	30	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	265	38	160	354	13	5	37	10	38	30	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	24	297	43	179	397	15	6	41	11	43	34	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	297	43	179	397	15	6	41	11	43	34	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	297	43	179	397	15	6	41	11	43	34	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.92	0.92	0.95	0.85	0.85
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.57	0.43	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3465	127	1805	2751	744	1805	1612	1612
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.03	0.10	0.11	0.11	0.00	0.02	0.02	0.02	0.02	0.05
Crit Moves:	****				****		****					****
Green Time:	7.0	21.9	21.9	26.5	41.4	41.4	7.0	12.8	12.8	12.8	18.6	18.6
Volume/Cap:	0.17	0.34	0.11	0.34	0.25	0.25	0.04	0.11	0.11	0.17	0.10	0.25
Delay/Veh:	39.3	28.3	26.6	25.3	14.9	14.9	38.5	33.7	33.7	34.2	29.0	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	28.3	26.6	25.3	14.9	14.9	38.5	33.7	33.7	34.2	29.0	30.1
LOS by Move:	D	C	C	C	B	B	D	C	C	C	C	C
HCM2k95thQ:	2	7	2	8	7	7	0	1	1	2	2	4

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Alberhill Villages Specific Plan, Lake Elsinore [2.10.3129.2]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 Terra Cotta Road at Lakeshore Drive

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: D[25.8]

Street Name:	Terra Cotta Road						Lakeshore Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 0 1			1 0 0 1 0		
Volume Module:												
Base Vol:	3	0	59	6	0	1	0	451	11	57	433	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	59	6	0	1	0	451	11	57	433	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	59	6	0	1	0	451	11	57	433	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	3	0	63	6	0	1	0	482	12	61	463	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	63	6	0	1	0	482	12	61	463	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1072	1076	482	1108	1083	467	xxxx	xxxx	xxxxx	494	xxxx	xxxxx
Potent Cap.:	200	221	589	189	219	600	xxxx	xxxx	xxxxx	1080	xxxx	xxxxx
Move Cap.:	191	209	589	161	207	600	xxxx	xxxx	xxxxx	1080	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.11	0.04	0.00	0.00	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	535	xxxxx	xxxx	180	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.7	xxxxx	xxxxx	25.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	D	*	*	*	*	*	*	*
ApproachDel:	12.7			25.8			xxxxxx			xxxxxx		
ApproachLOS:	B			D			*			*		

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

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

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Intersection #11 Collier Avenue at Nichols Road

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Average Delay (sec/veh): 7.2 Worst Case Level Of Service: C[18.4]

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Street Name:	Collier Avenue									Nichols Road								
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	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	85		0		197	0		0		0	0		164		49	241		268		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:	85		0		197	0		0		0	0		164		49	241		268		0
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	85		0		197	0		0		0	0		164		49	241		268		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.97	0.97		0.97		0.97	0.97		0.97		0.97	0.97		0.97		0.97	0.97		0.97	
PHF Volume:	88		0		204	0		0		0	0		170		51	250		278		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	88		0		204	0		0		0	0		170		51	250		278		0
Critical Gap Module:																				
Critical Gp:	6.4	6.5			6.2	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	3.5	4.0			3.3	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	973	973			195	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		221	xxxx		xxxxx	
Potent Cap.:	282	254			851	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		1360	xxxx		xxxxx	
Move Cap.:	236	201			851	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		1360	xxxx		xxxxx	
Volume/Cap:	0.37	0.00			0.24	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		0.18	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx			0.4	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.7	xxxx		xxxxx	
Control Del:	xxxxx	xxxx			9.8	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		8.2	xxxx		xxxxx	
LOS by Move:	*	*			A	*	*		*		*	*		*		A	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	386		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	2.6		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		0.7	xxxx		xxxxx	
Shrd ConDel:	xxxxx	23.1		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		8.2	xxxx		xxxxx	
Shared LOS:	*	C		*		*	*		*		*	*		*		A	*		*	
ApproachDel:		18.4				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		C				*					*					*				

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

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

Intersection #12 I-15 Southbound Ramps at Nichols Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	0	Average Delay (sec/veh):	13.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	I-15 Southbound Ramp						Nichols Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	89	9	157	0	222	195	12	364	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	89	9	157	0	222	195	12	364	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	89	9	157	0	222	195	12	364	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	93	9	165	0	233	205	13	382	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	93	9	165	0	233	205	13	382	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	93	9	165	0	233	205	13	382	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.35	0.03	0.62	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	217	22	383	0	613	695	562	614	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.43	0.43	0.43	xxxx	0.38	0.29	0.02	0.62	xxxx
Crit Moves:					****			****			****	
Delay/Veh:	0.0	0.0	0.0	12.1	12.1	12.1	0.0	11.7	9.7	9.1	16.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.1	12.1	12.1	0.0	11.7	9.7	9.1	16.9	0.0
LOS by Move:	*	*	*	B	B	B	*	B	A	A	C	*
ApproachDel:	xxxxxx			12.1			10.8			16.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.1			10.8			16.7		
LOS by Appr:	*			B			B			C		
AllWayAvgQ:	0.0	0.0	0.0	0.6	0.6	0.6	0.0	0.6	0.4	0.0	1.5	0.0

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

Intersection #13 I-15 Northbound Ramps at Nichols Road

Average Delay (sec/veh): 21.7 Worst Case Level Of Service: E[43.6]

Street Name:	I-15 Northbound Ramps						Nichols Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	301	2	12	0	0	0	205	96	0	0	73	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	2	12	0	0	0	205	96	0	0	73	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	2	12	0	0	0	205	96	0	0	73	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	321	2	13	0	0	0	219	102	0	0	78	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	321	2	13	0	0	0	219	102	0	0	78	20
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	628	638	102	xxxx	xxxx	xxxxx	98	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	450	397	958	xxxx	xxxx	xxxxx	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	400	339	958	xxxx	xxxx	xxxxx	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.80	0.01	0.01	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	408	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	7.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	43.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:		43.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		E			*			*			*	

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

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