

APPENDIX C

GENERAL PLAN BUILDOUT TRAFFIC VOLUMES

APPENDIX C-1

**GENERAL PLAN BUILDOUT WITHOUT PROJECT
TRAFFIC VOLUMES**

Project: Alberhill Villages SP
 Scenario: General Plan Buildout

Job #: 9708
 Analyst: MW
 Date: June 15

LOCATION: Horsethief Canyon Rd. (NS) / Temescal Canyon Rd. (EW)
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	99	211	112	113%	53	182	129	243%
	Through	0	0	0		0	0	0	
	Right	100	677	577	577%	71	1,261	1,190	1676%
	NB Total	199	888	689	346%	124	1,443	1,319	1064%
SOUTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	SB Total	0	0	0		0	0	0	
EAST BOUND	Left	0	0	0		0	0	0	
	Through	27	647	620	2296%	78	1,829	1,751	2245%
	Right	8	102	94	1175%	40	242	202	505%
	EB Total	35	749	714	2040%	118	2,071	1,953	1655%
WEST BOUND	Left	58	560	502	866%	80	848	768	960%
	Through	52	1,113	1,061	2040%	46	928	882	1917%
	Right	0	0	0		0	0	0	
	WB Total	110	1,673	1,563	1421%	126	1,776	1,650	1310%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	TOTAL	0	0			-
South Leg	Inbound	888	1,443			
South Leg	Outbound	662	1,090			
South Leg	TOTAL	1,550	2,533	6%	9%	27,000
East Leg	Inbound	1,673	1,776			
East Leg	Outbound	1,324	3,090			
East Leg	TOTAL	2,997	4,866	7%	12%	42,000
West Leg	Inbound	749	2,071			
West Leg	Outbound	1,324	1,110			
West Leg	TOTAL	2,073	3,181	7%	11%	28,000
OVERALL TOTAL		6,620	10,580	7%	11%	97,000

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Project: Alberhill Villages SP
Scenario: General Plan Buildout

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: I-15 NB Ramps (NS) / Lake St. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	239	241	2	1%	154	228	74	48%
	Through	3	0	-3		4	0	-4	
	Right	6	100	94	1567%	10	142	132	1320%
	NB Total	248	341	93	38%	168	370	202	120%
SOUTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	SB Total	0	0	0		0	0	0	
EAST BOUND	Left	603	1,286	683	113%	268	606	338	126%
	Through	6	510	504	8400%	5	483	478	9560%
	Right	0	0	0		0	0	0	
	EB Total	609	1,796	1,187		273	1,089	816	
WEST BOUND	Left	0	0	0		0	0	0	
	Through	4	114	110	2750%	14	488	474	3386%
	Right	5	184	179	3580%	7	382	375	5357%
	WB Total	9	298	289	3211%	21	870	849	4043%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	0	0		
North Leg	Outbound	1,470	988		
North Leg	TOTAL	1,470	988		
South Leg	Inbound	341	370		
South Leg	Outbound	0	0		
South Leg	TOTAL	341	370		
East Leg	Inbound	298	870		
East Leg	Outbound	610	625		
East Leg	TOTAL	908	1,495	5%	8%
West Leg	Inbound	1,796	1,089		
West Leg	Outbound	355	716		
West Leg	TOTAL	2,151	1,805		
OVERALL TOTAL		4,870	4,658		

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Project: Alberhill Villages SP
Scenario: General Plan Buildout

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: I-15 SB Ramps (NS) / Lake St. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	NB Total	0	0	0		0	0	0	
SOUTH BOUND	Left	3	117	114	3800%	8	167	159	1988%
	Through	1	0	-1		7	0	-7	
	Right	153	240	87	57%	695	752 (639)	57	8%
	SB Total	157	357	200	127%	710	919	209	29%
EAST BOUND	Left	0	0	0		0	0	0	
	Through	610	1,673	1,063	174%	257	923	666	259%
	Right	260	372	112	43%	166	172	6	4%
	EB Total	870	2,045	1,175	135%	423	1,095	672	159%
WEST BOUND	Left	5	27	22	440%	10	28 (218)	18	180%
	Through	239	336	97	41%	157	758 (568)	601	383%
	Right	0	0	0		0	0	0	
	WB Total	244	363	119	49%	167	786	619	371%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	357	919		
	Outbound	0	0		
North Leg TOTAL		357	919		
South Leg	Inbound	0	0		
	Outbound	399	200		
South Leg TOTAL		399	200		
East Leg	Inbound	363	786		
	Outbound	1,790	1,090		
East Leg TOTAL		2,153	1,876		
West Leg	Inbound	2,045	1,095		
	Outbound	576	1,510		
West Leg TOTAL		2,621	2,605	7%	7%
OVERALL TOTAL		5,530	5,600		

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Project: Alberhill Villages SP
Scenario: General Plan Buildout

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lake St. (NS) / Nichols Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	112	111	11100%	1	134	133	13300%
	Through	618	797	179	29%	312	611	299	96%
	Right	301	540	239	79%	134	577	443	331%
	NB Total	920	1,449	529	58%	447	1,322	875	196%
SOUTH BOUND	Left	17	436	419	2465%	42	862 (559)	820	1952%
	Through	218	454	236	108%	729	883	154	21%
	Right	1	91	90	9000%	1	200	199	19900%
	SB Total	236	981	745	316%	772	1,945	1,173	152%
EAST BOUND	Left	24	127	103	429%	4	142	138	3450%
	Through	1	774	773	77300%	7	882	875	12500%
	Right	1	89	88	8800%	1	139	138	13800%
	EB Total	26	990	964	3708%	12	1,163	1,151	9592%
WEST BOUND	Left	129	363	234	181%	264	617 (371)	353	134%
	Through	4	652	648	16200%	1	1,257	1,256	125600%
	Right	13	514	501	3854%	14	638	624	4457%
	WB Total	146	1,529	1,383	947%	279	2,512	2,233	800%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	981	1,945		
North Leg	Outbound	1,438	1,391		
North Leg	TOTAL	2,419	3,336	5%	7%
South Leg	Inbound	1,449	1,322		
South Leg	Outbound	906	1,639		
South Leg	TOTAL	2,355	2,961	7%	8%
East Leg	Inbound	1,529	2,512		
East Leg	Outbound	1,750	2,321		
East Leg	TOTAL	3,279	4,833	7%	10%
West Leg	Inbound	990	1,163		
West Leg	Outbound	855	1,591		
West Leg	TOTAL	1,845	2,754	5%	8%
OVERALL TOTAL		9,898	13,884	6%	8%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lake St. (NS) / Alberhill Ranch Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0		0	0	0	
	Through	879	1,317	438	50%	477	1,415	938	197%
	Right	28	31	3	11%	22	36	14	64%
	NB Total	907	1,348	441	49%	499	1,451	952	191%
SOUTH BOUND	Left	11	24	13	118%	38	164	126	332%
	Through	329	851	522	159%	959	1,402 (1,156)	443	46%
	Right	0	0	0		0	0	0	
	SB Total	340	875	535	157%	997	1,566	569	57%
EAST BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	EB Total	0	0	0		0	0	0	
WEST BOUND	Left	33	59	26	79%	22	23	1	5%
	Through	0	0	0		0	0	0	
	Right	37	143	106	286%	16	35	19	119%
	WB Total	70	202	132	189%	38	58	20	53%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	875	1,566		
	Outbound	1,460	1,450		
	TOTAL	2,335	3,016	7%	9%
South Leg	Inbound	1,348	1,451		
	Outbound	910	1,425		
	TOTAL	2,258	2,876	7%	8%
East Leg	Inbound	202	58		
	Outbound	55	200		
	TOTAL	257	258	6%	6%
West Leg	Inbound	0	0		
	Outbound	0	0		
	TOTAL	0	0		
OVERALL TOTAL		4,850	6,150	7%	8%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lake St. (NS) /Mountain St. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	28	95	67	239%	45	87	42	93%
	Through	719	1,388	669	93%	413	1,519	1,106	268%
	Right	36	38	2	6%	19	21	2	11%
	NB Total	783	1,521	738	94%	477	1,627	1,150	241%
SOUTH BOUND	Left	6	22	16	267%	38	38	0	0%
	Through	315	908	593	188%	831	1,680 (1,434)	849	102%
	Right	38	118	80	211%	105	153	48	46%
	SB Total	359	1,048	689	192%	974	1,871	897	92%
EAST BOUND	Left	155	171	16	10%	67	172	105	157%
	Through	21	25	4	19%	6	16	10	167%
	Right	48	90	42	88%	42	108	66	157%
	EB Total	224	286	62	28%	115	296	181	157%
WEST BOUND	Left	47	47	0	0%	15	17	2	13%
	Through	37	37	0	0%	11	15	4	36%
	Right	46	61	15	33%	16	24	8	50%
	WB Total	130	145	15	12%	42	56	14	33%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	1,048	1,871		
North Leg	Outbound	1,620	1,715		
North Leg	TOTAL	2,668	3,586	7%	9%
South Leg	Inbound	1,521	1,627		
South Leg	Outbound	1,045	1,805		
South Leg	TOTAL	2,566	3,432	6%	9%
East Leg	Inbound	145	56		
East Leg	Outbound	85	75		
East Leg	TOTAL	230	131	23%	13%
West Leg	Inbound	286	296		
West Leg	Outbound	250	255		
West Leg	TOTAL	536	551	6%	6%
OVERALL TOTAL		6,000	7,700	7%	8%

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Project: Alberhill Villages SP
 Scenario: General Plan Buildout

Job #: 9708
 Analyst: MW
 Date: June 15

LOCATION: Lake St.-Grand Av. (NS) / Lakeshore Dr. (EW)
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	94	99	5	5%	21	23	2	10%
	Through	545	854	309	57%	311	582	271	87%
	Right	168	216	48	29%	77	138	61	79%
	NB Total	807	1,169	362	45%	409	743	334	82%
SOUTH BOUND	Left	114	472	358	314%	290	1,147 (1,024)	857	296%
	Through	278	601	323	116%	587	724 (601)	137	23%
	Right	139	146	7	5%	13	27	14	108%
	SB Total	531	1,219	688	130%	890	1,898	1,008	113%
EAST BOUND	Left	76	117	41	54%	12	31	19	158%
	Through	126	266	140	111%	14	66	52	371%
	Right	110	118	8	7%	22	25	3	14%
	EB Total	312	501	189	61%	48	122	74	154%
WEST BOUND	Left	174	213	39	22%	116	178	62	53%
	Through	146	339	193	132%	9	60	51	567%
	Right	206	659	453	220%	199	1,190	991	498%
	WB Total	526	1,211	685	130%	324	1,428	1,104	341%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	1,219	1,898		
North Leg	Outbound	1,630	1,803		
North Leg	TOTAL	2,849	3,701	7%	9%
South Leg	Inbound	1,169	743		
South Leg	Outbound	932	927		
South Leg	TOTAL	2,101	1,670	11%	9%
East Leg	Inbound	1,211	1,428		
East Leg	Outbound	954	1,351		
East Leg	TOTAL	2,165	2,779	8%	11%
West Leg	Inbound	501	122		
West Leg	Outbound	584	110		
West Leg	TOTAL	1,085	232	36%	8%
OVERALL TOTAL		8,200	8,382	9%	10%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Grand Av. (NS) / Lincoln St. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	74	346	272	368%	21	148	127	605%
	Through	262	595	333	127%	265	551	286	108%
	Right	53	137	84	158%	38	144	106	279%
	NB Total	389	1,078	689	177%	324	843	519	160%
SOUTH BOUND	Left	102	103	1	1%	160	167	7	4%
	Through	256	458	202	79%	354	631 (508)	277	78%
	Right	9	110	101	1122%	13	33	20	154%
	SB Total	367	671	304	83%	527	831	304	58%
EAST BOUND	Left	34	82	48	141%	5	76	71	1420%
	Through	144	170	26	18%	37	179	142	384%
	Right	89	199	110	124%	10	397	387	3870%
	EB Total	267	451	184	69%	52	652	600	1154%
WEST BOUND	Left	45	104	59	131%	38	157	119	313%
	Through	131	223	92	70%	30	73	43	143%
	Right	154	158	4	3%	74	80	6	8%
	WB Total	330	485	155	47%	142	310	168	118%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	671	831		
North Leg	Outbound	835	707		
North Leg	TOTAL	1,506	1,538	8%	9%
South Leg	Inbound	1,078	843		
South Leg	Outbound	761	1,185		
South Leg	TOTAL	1,839	2,028	9%	10%
East Leg	Inbound	485	310		
East Leg	Outbound	410	490		
East Leg	TOTAL	895	800	11%	10%
West Leg	Inbound	451	652		
West Leg	Outbound	679	254		
West Leg	TOTAL	1,130	906	11%	9%
OVERALL TOTAL		5,370	5,272	9%	9%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Terra Cotta Rd. (NS) / Lakeshore Dr. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	7	19	12	171%	3	15	12	400%
	Through	1	11	10	1000%	1	6	5	500%
	Right	60	61	1	2%	59	61	2	3%
	NB Total	68	91	23	34%	63	82	19	30%
SOUTH BOUND	Left	4	20	16	400%	6	255	249	4150%
	Through	1	1	0	0%	1	21	20	2000%
	Right	1	9	8	800%	1	91	90	9000%
	SB Total	6	30	24	400%	8	367	359	4488%
EAST BOUND	Left	1	29	28	2800%	1	22	21	2100%
	Through	453	1,022	569	126%	451	1,484 (1,361)	1,033	229%
	Right	6	8	2	33%	11	13	2	18%
	EB Total	460	1,059	599	130%	463	1,519	1,056	228%
WEST BOUND	Left	19	21	2	11%	57	59	2	4%
	Through	482	1,157	675	140%	433	1,530	1,097	253%
	Right	2	72	70	3500%	9	65	56	622%
	WB Total	503	1,250	747	149%	499	1,654	1,155	231%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	30	367	2%	6%	8,000
North Leg	Outbound	112	93			
North Leg	TOTAL	142	460			
South Leg	Inbound	91	82	6%	9%	2,000
South Leg	Outbound	30	93			
South Leg	TOTAL	121	175			
East Leg	Inbound	1,250	1,654	8%	11%	31,000
East Leg	Outbound	1,103	1,800			
East Leg	TOTAL	2,353	3,454			
West Leg	Inbound	1,059	1,519	8%	12%	27,000
West Leg	Outbound	1,185	1,636			
West Leg	TOTAL	2,244	3,155			
OVERALL TOTAL		4,860	7,244	7%	11%	68,000

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Project: Alberhill Villages SP
 Scenario: General Plan Buildout

Job #: 9708
 Analyst: MW
 Date: June 15

LOCATION: Collier Av. (NS) / Nichols Rd. (EW)
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	33	447	414	1255%	85	850	765	900%
	Through	0	0	0		0	0	0	
	Right	78	430	352	451%	197	670	473	240%
	NB Total	111	877	766	690%	282	1,520	1,238	439%
SOUTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	SB Total	0	0	0		0	0	0	
EAST BOUND	Left	0	0	0		0	0	0	
	Through	327	1,830	1,503	460%	164	1,920 (1,617)	1,756	1071%
	Right	33	407	374	1133%	49	779	730	1490%
	EB Total	360	2,237	1,877	521%	213	2,699	2,486	1167%
WEST BOUND	Left	95	253	158	166%	241	661	420	174%
	Through	142	1,183	1,041	733%	268	2,070 (1,824)	1,802	672%
	Right	0	0	0		0	0	0	
	WB Total	237	1,436	1,199	506%	509	2,731	2,222	437%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	0	0		
North Leg	Outbound	0	0		
North Leg	TOTAL	0	0		
South Leg	Inbound	877	1,520		
South Leg	Outbound	660	1,440		
South Leg	TOTAL	1,537	2,960	6%	11%
East Leg	Inbound	1,436	2,731		
East Leg	Outbound	2,260	2,590		
East Leg	TOTAL	3,696	5,321	7%	10%
West Leg	Inbound	2,237	2,699		
West Leg	Outbound	1,630	2,920		
West Leg	TOTAL	3,867	5,619	7%	10%
OVERALL TOTAL		9,100	13,900	7%	10%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: I-15 SB Ramps (NS) / Nichols Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	NB Total	0	0	0		0	0	0	
SOUTH BOUND	Left	132	563	431	327%	30	202 (505)	172	573%
	Through	0	0	0		0	0	0	
	Right	76	104	28	37%	165	177	12	7%
	SB Total	208	667	459	221%	195	379	184	94%
EAST BOUND	Left	0	0	0		0	0	0	
	Through	235	1,787	1,552	660%	206	2,408 (2,105)	2,202	1069%
	Right	192	704	512	267%	236	470	234	99%
	EB Total	427	2,491	2,064	483%	442	2,878	2,436	551%
WEST BOUND	Left	26	336	310	1192%	20	210 (456)	190	950%
	Through	167	1,436	1,269	760%	252	2,463 (2,217)	2,211	877%
	Right	0	0	0		0	0	0	
	WB Total	193	1,772	1,579	818%	272	2,673	2,401	883%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	667	379		
North Leg	Outbound	0	0		
North Leg	TOTAL	667	379		
South Leg	Inbound	0	0		
South Leg	Outbound	1,040	680		
South Leg	TOTAL	1,040	680		
East Leg	Inbound	1,772	2,673		
East Leg	Outbound	2,350	2,610		
East Leg	TOTAL	4,122	5,283		
West Leg	Inbound	2,491	2,878		
West Leg	Outbound	1,540	2,640		
West Leg	TOTAL	4,031	5,518	7%	10%
OVERALL TOTAL		9,860	11,860		

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Project: Alberhill Villages SP
Scenario: General Plan Buildout

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: I-15 NB Ramps (NS) / Nichols Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	100	151	51	51%	235	407	172	73%
	Through	0	0	0		0	0	0	
	Right	98	420	322	329%	17	199	182	1071%
	NB Total	198	571	373	188%	252	606	354	140%
SOUTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	SB Total	0	0	0		0	0	0	
EAST BOUND	Left	74	82	8	11%	149	516	367	246%
	Through	296	2,369	2,073	700%	82	2,163	2,081	2538%
	Right	0	0	0		0	0	0	
	EB Total	370	2,451	2,081	562%	231	2,679	2,448	1060%
WEST BOUND	Left	0	0	0		0	0	0	
	Through	98	1,736	1,638	1671%	52	2,769	2,717	5225%
	Right	83	581	498	600%	16	757	741	4631%
	WB Total	181	2,317	2,136	1180%	68	3,526	3,458	5085%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	0	0		
North Leg	Outbound	663	1,273		
North Leg	TOTAL	663	1,273		
South Leg	Inbound	571	606		
South Leg	Outbound	0	0		
South Leg	TOTAL	571	606		
East Leg	Inbound	2,317	3,526		
East Leg	Outbound	2,789	2,362		
East Leg	TOTAL	5,106	5,888	7%	8%
West Leg	Inbound	2,451	2,679		
West Leg	Outbound	1,887	3,176		
West Leg	TOTAL	4,338	5,855		
OVERALL TOTAL		10,678	13,622	14%	18%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lincoln St. (NS) / A St.-E St. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	11	11		0	12	12	
	Through	0	783	783		0	483	483	
	Right	0	179	179		0	93	93	
	NB Total	0	973	973		0	588	588	
SOUTH BOUND	Left	0	932	932		0	1,837	1,837	
	Through	0	285	285		0	986	986	
	Right	0	58	58		0	247	247	
	SB Total	0	1,275	1,275		0	3,070	3,070	
EAST BOUND	Left	0	131	131		0	109	109	
	Through	0	269	269		0	189	189	
	Right	0	9	9		0	11	11	
	EB Total	0	409	409		0	309	309	
WEST BOUND	Left	0	56	56		0	122	122	
	Through	0	101	101		0	276	276	
	Right	0	796	796		0	1,184	1,184	
	WB Total	0	953	953		0	1,582	1,582	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	1,275	3,070		
	Outbound	1,710	1,776		
	TOTAL	2,985	4,846	7%	12%
South Leg	Inbound	973	588		
	Outbound	350	1,119		
	TOTAL	1,323	1,707	8%	10%
East Leg	Inbound	953	1,582		
	Outbound	1,380	2,119		
	TOTAL	2,333	3,701	7%	11%
West Leg	Inbound	409	309		
	Outbound	170	535		
	TOTAL	579	844	6%	9%
OVERALL TOTAL		7,220	11,098	7%	11%

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Job #: 9708
Analyst: MW
Date: June 15

Job #: 9708
Analyst: MW
Date: June 15

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0		0	0	0	
	Through	0	600	600		0	205	205	
	Right	0	225	225		0	76	76	
	NB Total	0	825	825		0	281	281	
SOUTH BOUND	Left	0	335	335		0	457	457	
	Through	0	118	118		0	662	662	
	Right	0	0	0		0	0	0	
	SB Total	0	453	453		0	1,119	1,119	
EAST BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	EB Total	0	0	0		0	0	0	
WEST BOUND	Left	0	32	32		0	279	279	
	Through	0	0	0		0	0	0	
	Right	0	240	240		0	522	522	
	WB Total	0	272	272		0	801	801	

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	453	1,119	8%	12%	16,000
North Leg	Outbound	840	727			
North Leg	TOTAL	1,293	1,846			
South Leg	Inbound	825	281	10%	12%	10,000
South Leg	Outbound	150	941			
South Leg	TOTAL	975	1,222			
East Leg	Inbound	272	801	6%	10%	13,000
East Leg	Outbound	560	533			
East Leg	TOTAL	832	1,334			
West Leg	Inbound	0	0			-
West Leg	Outbound	0	0			
West Leg	TOTAL	0	0			
OVERALL TOTAL		3,100	4,402	8%	11%	39,000

Project: Alberhill Villages SP
 Scenario: General Plan Buildout

Job #: 9708
 Analyst: MW
 Date: June 15

LOCATION: Lake St. (NS) / A St. (EW)
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	399	399		0	398	398	
	Through	617	912	295	48%	322	708	386	120%
	Right	0	18	18		0	44	44	
	NB Total	617	1,329	712		322	1,150	828	
SOUTH BOUND	Left	0	8	8		0	43	43	
	Through	266	392	126	47%	770	978 (675)	208	27%
	Right	0	170	170		0	389	389	
	SB Total	266	570	304		770	1,410	640	
EAST BOUND	Left	0	485	485		0	501	501	
	Through	0	88	88		0	281	281	
	Right	0	488	488		0	709	709	
	EB Total	0	1,061	1,061		0	1,491	1,491	
WEST BOUND	Left	0	29	29		0	40	40	
	Through	0	113	113		0	142	142	
	Right	0	29	29		0	28	28	
	WB Total	0	171	171		0	210	210	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	570	1,410		
North Leg	Outbound	1,426	1,237		
North Leg	TOTAL	1,996	2,647	4%	6%
South Leg	Inbound	1,329	1,150		
South Leg	Outbound	909	1,727		
South Leg	TOTAL	2,238	2,877	5%	6%
East Leg	Inbound	171	210		
East Leg	Outbound	114	368		
East Leg	TOTAL	285	578	6%	12%
West Leg	Inbound	1,061	1,491		
West Leg	Outbound	682	929		
West Leg	TOTAL	1,743	2,420	7%	9%
OVERALL TOTAL		6,262	8,522	5%	7%

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Project: Alberhill Villages SP
 Scenario: General Plan Buildout

Job #: 9708
 Analyst: MW
 Date: June 15

LOCATION: Lake St. (NS) / B St. (EW)
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	10	10		0	35	35	
	Through	617	1,271	654	106%	322	1,154	832	258%
	Right	0	10	10		0	4	4	
	NB Total	617	1,291	674		322	1,193	871	
SOUTH BOUND	Left	0	4	4		0	4	4	
	Through	266	919	653	245%	770	1,719 (1,416)	949	123%
	Right	0	10	10		0	43	43	
	SB Total	266	933	667		770	1,766	996	
EAST BOUND	Left	0	85	85		0	75	75	
	Through	0	6	6		0	2	2	
	Right	0	164	164		0	93	93	
	EB Total	0	255	255		0	170	170	
WEST BOUND	Left	0	13	13		0	10	10	
	Through	0	0	0		0	2	2	
	Right	0	7	7		0	8	8	
	WB Total	0	20	20		0	20	20	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	933	1,766		
	Outbound	1,363	1,237		
	TOTAL	2,296	3,003	5%	6%
South Leg	Inbound	1,291	1,193		
	Outbound	1,096	1,822		
	TOTAL	2,387	3,015	5%	6%
East Leg	Inbound	20	20		
	Outbound	20	10		
	TOTAL	40	30	4%	3%
West Leg	Inbound	255	170		
	Outbound	20	80		
	TOTAL	275	250	9%	8%
OVERALL TOTAL		4,998	6,298	5%	6%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lake St. (NS) / D St. North (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	169	169		0	167	167	
	Through	617	1,061	444	72%	322	924	602	187%
	Right	0	106	106		0	97	97	
	NB Total	617	1,336	719		322	1,188	866	
SOUTH BOUND	Left	0	60	60		0	126	126	
	Through	266	733	467	176%	770	1,441 (1,138)	671	87%
	Right	0	100	100		0	210	210	
	SB Total	266	893	627		770	1,777	1,007	
EAST BOUND	Left	0	212	212		0	187	187	
	Through	0	190	190		0	177	177	
	Right	0	259	259		0	225	225	
	EB Total	0	661	661		0	589	589	
WEST BOUND	Left	0	96	96		0	143	143	
	Through	0	106	106		0	188	188	
	Right	0	78	78		0	119	119	
	WB Total	0	280	280		0	450	450	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	893	1,777		
	Outbound	1,351	1,230		
	TOTAL	2,244	3,007	4%	6%
South Leg	Inbound	1,336	1,188		
	Outbound	1,088	1,809		
	TOTAL	2,424	2,997	5%	6%
East Leg	Inbound	280	450		
	Outbound	356	400		
	TOTAL	636	850	9%	12%
West Leg	Inbound	661	589		
	Outbound	375	565		
	TOTAL	1,036	1,154	10%	12%
OVERALL TOTAL		6,340	8,008	5%	7%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Alberhill Ranch Rd. (NS) / Nichols Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	32	32		0	20	20	
	Through	0	27	27		0	19	19	
	Right	0	91	91		0	62	62	
	NB Total	0	150	150		0	101	101	
SOUTH BOUND	Left	0	148	148		0	284	284	
	Through	0	11	11		0	33	33	
	Right	0	53	53		0	92	92	
	SB Total	0	212	212		0	409	409	
EAST BOUND	Left	0	57	57		0	75	75	
	Through	319	1,720	1,401	439%	183	2,213 (1,910)	2,030	1109%
	Right	0	14	14		0	28	28	
	EB Total	319	1,791	1,472		183	2,316	2,133	
WEST BOUND	Left	0	34	34		0	90	90	
	Through	146	1,445	1,299	890%	279	2,277 (2,031)	1,998	716%
	Right	0	135	135		0	238	238	
	WB Total	146	1,614	1,468		279	2,605	2,326	

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	212	409	6%	11%	7,000
North Leg	Outbound	219	332			
North Leg	TOTAL	431	741			
South Leg	Inbound	150	101	7%	8%	3,000
South Leg	Outbound	59	151			
South Leg	TOTAL	209	252			
East Leg	Inbound	1,614	2,605	7%	10%	53,000
East Leg	Outbound	1,959	2,559			
East Leg	TOTAL	3,573	5,164			
West Leg	Inbound	1,791	2,316	7%	10%	47,000
West Leg	Outbound	1,530	2,389			
West Leg	TOTAL	3,321	4,705			
OVERALL TOTAL		7,534	10,862	7%	10%	110,000

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Project: Alberhill Villages SP
Scenario: General Plan Buildout

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Terra Cotta Rd. (NS) / Nichols Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	120	120		0	86	86	
	Through	0	0	0		0	0	0	
	Right	0	272	272		0	198	198	
	NB Total	0	392	392		0	284	284	
SOUTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	SB Total	0	0	0		0	0	0	
EAST BOUND	Left	0	0	0		0	0	0	
	Through	319	1,943	1,624	509%	183	2,511 (2,208)	2,328	1272%
	Right	0	57	57		0	138	138	
	EB Total	319	2,000	1,681		183	2,649	2,466	1348%
WEST BOUND	Left	0	103	103		0	333	333	
	Through	146	1,554	1,408	964%	279	2,633 (2,387)	2,354	844%
	Right	0	0	0		0	0	0	
	WB Total	146	1,657	1,511		279	2,966	2,687	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	0	0		
North Leg	Outbound	0	0		
North Leg	TOTAL	0	0		
South Leg	Inbound	392	284		
South Leg	Outbound	160	471		
South Leg	TOTAL	552	755	7%	9%
East Leg	Inbound	1,657	2,966		
East Leg	Outbound	2,215	2,709		
East Leg	TOTAL	3,872	5,675	7%	10%
West Leg	Inbound	2,000	2,649		
West Leg	Outbound	1,674	2,719		
West Leg	TOTAL	3,674	5,368	7%	10%
OVERALL TOTAL		8,098	11,798	7%	10%

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APPENDIX C-II

**GENERAL PLAN BUILDOUT WITH PROJECT
TRAFFIC VOLUMES**

Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Horsethief Canyon Rd. (NS) / Temescal Canyon Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	99	199	100	101%	53	175	122	230%
	Through	0	0	0		0	0	0	
	Right	100	710	610	610%	71	1,263	1,192	1679%
	NB Total	199	909	710	357%	124	1,438	1,314	1060%
SOUTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	SB Total	0	0	0		0	0	0	
EAST BOUND	Left	0	0	0		0	0	0	
	Through	27	690	663	2456%	78	1,837	1,759	2255%
	Right	8	101	93	1163%	40	230	190	475%
	EB Total	35	791	756	2160%	118	2,067	1,949	1652%
WEST BOUND	Left	58	579	521	898%	80	870	790	988%
	Through	52	1,111	1,059	2037%	46	965	919	1998%
	Right	0	0	0		0	0	0	
	WB Total	110	1,690	1,580	1436%	126	1,835	1,709	1356%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	TOTAL	0	0			-
South Leg	Inbound	909	1,438			
South Leg	Outbound	680	1,100			
South Leg	TOTAL	1,589	2,538	6%	9%	27,000
East Leg	Inbound	1,690	1,835			
East Leg	Outbound	1,400	3,100			
East Leg	TOTAL	3,090	4,935	7%	11%	44,000
West Leg	Inbound	791	2,067			
West Leg	Outbound	1,310	1,140			
West Leg	TOTAL	2,101	3,207	8%	11%	28,000
OVERALL TOTAL		6,780	10,680	7%	11%	99,000

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: I-15 NB Ramps (NS) / Lake St. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	239	260	21	9%	154	263	109	71%
	Through	3	0	-3		4	0	-4	
	Right	6	86	80	1333%	10	117	107	1070%
	NB Total	248	346	98	40%	168	380	212	126%
SOUTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	SB Total	0	0	0		0	0	0	
EAST BOUND	Left	603	1,262	659	109%	268	663	395	147%
	Through	6	534	528	8800%	5	505	500	10000%
	Right	0	0	0		0	0	0	
	EB Total	609	1,796	1,187		273	1,168	895	
WEST BOUND	Left	0	0	0		0	0	0	
	Through	4	145	141	3525%	14	550	536	3829%
	Right	5	168	163	3260%	7	321	314	4486%
	WB Total	9	313	304	3378%	21	871	850	4048%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	0	0		
North Leg	Outbound	1,430	984		
North Leg	TOTAL	1,430	984		
South Leg	Inbound	346	380		
South Leg	Outbound	0	0		
South Leg	TOTAL	346	380		
East Leg	Inbound	313	871		
East Leg	Outbound	620	622		
East Leg	TOTAL	933	1,493	5%	8%
West Leg	Inbound	1,796	1,168		
West Leg	Outbound	405	813		
West Leg	TOTAL	2,201	1,981		
OVERALL TOTAL		4,910	4,838		

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: I-15 SB Ramps (NS) / Lake St. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	NB Total	0	0	0		0	0	0	
SOUTH BOUND	Left	3	88	85	2833%	8	146	138	1725%
	Through	1	0	-1		7	0	-7	
	Right	153	241	88	58%	695	700 (587)	5	1%
	SB Total	157	329	172	110%	710	846	136	19%
EAST BOUND	Left	0	0	0		0	0	0	
	Through	610	1,316	706	116%	257	864	607	236%
	Right	260	404	144	55%	166	168	2	1%
	EB Total	870	1,720	850	98%	423	1,032	609	144%
WEST BOUND	Left	5	33	28	560%	10	32 (222)	22	220%
	Through	239	383	144	60%	157	880 (690)	723	461%
	Right	0	0	0		0	0	0	
	WB Total	244	416	172	70%	167	912	745	446%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	329	846		
North Leg	Outbound	0	0		
North Leg TOTAL		329	846		
South Leg	Inbound	0	0		
South Leg	Outbound	437	200		
South Leg TOTAL		437	200		
East Leg	Inbound	416	912		
East Leg	Outbound	1,404	1,010		
East Leg TOTAL		1,820	1,922		
West Leg	Inbound	1,720	1,032		
West Leg	Outbound	624	1,580		
West Leg TOTAL		2,344	2,612	5%	5%
OVERALL TOTAL		4,930	5,580		

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lake St. (NS) / Temescal Canyon Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	86	319	233	271%	47	559	512	1089%
	Through	531	1,185	654	123%	275	940	665	242%
	Right	0	0	0		0	0	0	
	NB Total	617	1,504	887	144%	322	1,499	1,177	366%
SOUTH BOUND	Left	0	0	0		0	0	0	
	Through	204	381	177	87%	683	1,428 (1,125)	745	109%
	Right	149	151	2	1%	155	431	276	178%
	SB Total	353	532	179	51%	838	1,859	1,021	122%
EAST BOUND	Left	270	765	495	183%	156	260	104	67%
	Through	0	0	0		0	0	0	
	Right	62	649	587	947%	87	512	425	489%
	EB Total	332	1,414	1,082	326%	243	772	529	218%
WEST BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	WB Total	0	0	0		0	0	0	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
ADT					
North Leg Inbound		532	1,859		
North Leg Outbound		1,950	1,200		
North Leg TOTAL		2,482	3,059	5%	6%
South Leg Inbound		1,504	1,499		
South Leg Outbound		1,030	1,940		
South Leg TOTAL		2,534	3,439	5%	6%
East Leg Inbound		0	0		
East Leg Outbound		0	0		
East Leg TOTAL		0	0		
West Leg Inbound		1,414	772		
West Leg Outbound		470	990		
West Leg TOTAL		1,884	1,762	5%	5%
OVERALL TOTAL		6,900	8,260	5%	6%

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Project: Alberhill Villages SP
 Scenario: General Plan Buildout Proj

Job #: 9708
 Analyst: MW
 Date: June 15

LOCATION: Lake St. (NS) / Nichols Rd. (EW)
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	78	77	7700%	1	63	62	6200%
	Through	618	759	141	23%	312	454	142	46%
	Right	301	794	493	164%	134	853	719	537%
	NB Total	920	1,631	711	77%	447	1,370	923	206%
SOUTH BOUND	Left	17	407	390	2294%	42	1,025 (722)	983	2340%
	Through	218	384	166	76%	729	788	59	8%
	Right	1	40	39	3900%	1	76	75	7500%
	SB Total	236	831	595	252%	772	1,889	1,117	145%
EAST BOUND	Left	24	52	28	117%	4	78	74	1850%
	Through	1	488	487	48700%	7	572	565	8071%
	Right	1	51	50	5000%	1	90	89	8900%
	EB Total	26	591	565	2173%	12	740	728	6067%
WEST BOUND	Left	129	536	407	316%	264	952 (706)	688	261%
	Through	4	499	495	12375%	1	821	820	82000%
	Right	13	543	530	4077%	14	658	644	4600%
	WB Total	146	1,578	1,432	981%	279	2,431	2,152	771%

FORECAST PEAK HOUR TO ADT COMPARISON					
	VOLUMES		PERCENT OF ADT		ADT
	AM	PM	AM	PM	
North Leg Inbound	831	1,889			
North Leg Outbound	1,354	1,190			
North Leg TOTAL	2,185	3,079	4%	6%	55,000
South Leg Inbound	1,631	1,370			
South Leg Outbound	971	1,830			
South Leg TOTAL	2,602	3,200	7%	8%	38,000
East Leg Inbound	1,578	2,431			
East Leg Outbound	1,689	2,450			
East Leg TOTAL	3,267	4,881	7%	10%	47,000
West Leg Inbound	591	740			
West Leg Outbound	617	960			
West Leg TOTAL	1,208	1,700	4%	6%	30,000
OVERALL TOTAL	9,262	12,860	5%	8%	170,000

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lake St. (NS) / Alberhill Ranch Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0		0	0	0	
	Through	879	1,497	618	70%	477	1,495	1,018	213%
	Right	28	31	3	11%	22	35	13	59%
	NB Total	907	1,528	621	68%	499	1,530	1,031	207%
SOUTH BOUND	Left	11	24	13	118%	38	165	127	334%
	Through	329	911	582	177%	959	1,582 (1,336)	623	65%
	Right	0	0	0		0	0	0	
	SB Total	340	935	595	175%	997	1,747	750	75%
EAST BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	EB Total	0	0	0		0	0	0	
WEST BOUND	Left	33	59	26	79%	22	23	1	5%
	Through	0	0	0		0	0	0	
	Right	37	143	106	286%	16	35	19	119%
	WB Total	70	202	132	189%	38	58	20	53%

FORECAST PEAK HOUR TO ADT COMPARISON					
	VOLUMES		PERCENT OF ADT		ADT
	AM	PM	AM	PM	
North Leg Inbound	935	1,747			
North Leg Outbound	1,640	1,530			
North Leg TOTAL	2,575	3,277	7%	9%	38,000
South Leg Inbound	1,528	1,530			
South Leg Outbound	970	1,605			
South Leg TOTAL	2,498	3,135	7%	8%	37,000
East Leg Inbound	202	58			
East Leg Outbound	55	200			
East Leg TOTAL	257	258	6%	6%	4,000
West Leg Inbound	0	0			
West Leg Outbound	0	0			
West Leg TOTAL	0	0			-
OVERALL TOTAL	5,330	6,670	7%	8%	79,000

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lake St. (NS) /Mountain St. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	28	97	69	246%	45	89	44	98%
	Through	719	1,516	797	111%	413	1,502	1,089	264%
	Right	36	39	3	8%	19	21	2	11%
	NB Total	783	1,652	869	111%	477	1,612	1,135	238%
SOUTH BOUND	Left	6	22	16	267%	38	38	0	0%
	Through	315	913	598	190%	831	1,767 (1,521)	936	113%
	Right	38	116	78	205%	105	152	47	45%
	SB Total	359	1,051	692	193%	974	1,957	983	101%
EAST BOUND	Left	155	170	15	10%	67	160	93	139%
	Through	21	24	3	14%	6	16	10	167%
	Right	48	85	37	77%	42	110	68	162%
	EB Total	224	279	55	25%	115	286	171	149%
WEST BOUND	Left	47	47	0	0%	15	18	3	20%
	Through	37	37	0	0%	11	15	4	36%
	Right	46	64	18	39%	16	23	7	44%
	WB Total	130	148	18	14%	42	56	14	33%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,051	1,957	7%	9%	42,000
North Leg	Outbound	1,750	1,685			
North Leg TOTAL		2,801	3,642			
South Leg	Inbound	1,652	1,612	7%	9%	41,000
South Leg	Outbound	1,045	1,895			
South Leg TOTAL		2,697	3,507			
East Leg	Inbound	148	56	12%	7%	2,000
East Leg	Outbound	85	75			
East Leg TOTAL		233	131			
West Leg	Inbound	279	286	6%	6%	9,000
West Leg	Outbound	250	256			
West Leg TOTAL		529	542			
OVERALL TOTAL		6,260	7,822	7%	8%	94,000

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lake St.-Grand Av. (NS) / Lakeshore Dr. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	94	99	5	5%	21	24	3	14%
	Through	545	928	383	70%	311	634	323	104%
	Right	168	202	34	20%	77	138	61	79%
	NB Total	807	1,229	422	52%	409	796	387	95%
SOUTH BOUND	Left	114	438	324	284%	290	1,138 (1,015)	848	292%
	Through	278	635	357	128%	587	838 (715)	251	43%
	Right	139	146	7	5%	13	30	17	131%
	SB Total	531	1,219	688	130%	890	2,006	1,116	125%
EAST BOUND	Left	76	128	52	68%	12	32	20	167%
	Through	126	252	126	100%	14	63	49	350%
	Right	110	121	11	10%	22	25	3	14%
	EB Total	312	501	189	61%	48	120	72	150%
WEST BOUND	Left	174	226	52	30%	116	181	65	56%
	Through	146	339	193	132%	9	57	48	533%
	Right	206	716	510	248%	199	1,130	931	468%
	WB Total	526	1,281	755	144%	324	1,368	1,044	322%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg Inbound		1,219	2,006		
North Leg Outbound		1,772	1,796		
North Leg TOTAL		2,991	3,802	7%	9%
South Leg Inbound		1,229	796		
South Leg Outbound		982	1,044		
South Leg TOTAL		2,211	1,840	11%	9%
East Leg Inbound		1,281	1,368		
East Leg Outbound		892	1,339		
East Leg TOTAL		2,173	2,707	8%	10%
West Leg Inbound		501	120		
West Leg Outbound		584	111		
West Leg TOTAL		1,085	231	36%	8%
OVERALL TOTAL		8,460	8,580	9%	9%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: Jun 15

LOCATION: Grand Av. (NS) / Lincoln St. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	74	229	155	209%	21	119	98	467%
	Through	262	673	411	157%	265	584	319	120%
	Right	53	135	82	155%	38	131	93	245%
	NB Total	389	1,037	648	167%	324	834	510	157%
SOUTH BOUND	Left	102	117	15	15%	160	181	21	13%
	Through	256	497	241	94%	354	727 (604)	373	105%
	Right	9	97	88	978%	13	42	29	223%
	SB Total	367	711	344	94%	527	950	423	80%
EAST BOUND	Left	34	88	54	159%	5	82	77	1540%
	Through	144	159	15	10%	37	166	129	349%
	Right	89	153	64	72%	10	293	283	2830%
	EB Total	267	400	133	50%	52	541	489	940%
WEST BOUND	Left	45	114	69	153%	38	139	101	266%
	Through	131	201	70	53%	30	72	42	140%
	Right	154	180	26	17%	74	89	15	20%
	WB Total	330	495	165	50%	142	300	158	111%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	711	950			
North Leg	Outbound	941	755			
North Leg TOTAL		1,652	1,705	9%	9%	19,000
South Leg	Inbound	1,037	834			
South Leg	Outbound	764	1,159			
South Leg TOTAL		1,801	1,993	9%	9%	21,000
East Leg	Inbound	495	300			
East Leg	Outbound	411	478			
East Leg TOTAL		906	778	13%	11%	7,000
West Leg	Inbound	400	541			
West Leg	Outbound	527	233			
West Leg TOTAL		927	774	13%	11%	7,000
OVERALL TOTAL		5,286	5,250	10%	10%	54,000

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Project: Alberhill Villages SP
 Scenario: General Plan Buildout Proj

Job #: 9708
 Analyst: MW
 Date: June 15

LOCATION: Terra Cotta Rd. (NS) / Lakeshore Dr. (EW)
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	7	18	11	157%	3	13	10	333%
	Through	1	10	9	900%	1	5	4	400%
	Right	60	63	3	5%	59	62	3	5%
	NB Total	68	91	23	34%	63	80	17	27%
SOUTH BOUND	Left	4	21	17	425%	6	277	271	4517%
	Through	1	1	0	0%	1	21	20	2000%
	Right	1	9	8	800%	1	89	88	8800%
	SB Total	6	31	25	417%	8	387	379	4738%
EAST BOUND	Left	1	26	25	2500%	1	21	20	2000%
	Through	453	971	518	114%	451	1,467 (1,344)	1,016	225%
	Right	6	8	2	33%	11	12	1	9%
	EB Total	460	1,005	545	118%	463	1,500	1,037	224%
WEST BOUND	Left	19	21	2	11%	57	59	2	4%
	Through	482	1,138	656	136%	433	1,467	1,034	239%
	Right	2	74	72	3600%	9	66	57	633%
	WB Total	503	1,233	730	145%	499	1,592	1,093	219%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
ADT					
North Leg Inbound		31	387		
North Leg Outbound		110	92		
North Leg TOTAL		141	479	2%	6%
South Leg Inbound		91	80		
South Leg Outbound		30	92		
South Leg TOTAL		121	172	6%	9%
East Leg Inbound		1,233	1,592		
East Leg Outbound		1,055	1,806		
East Leg TOTAL		2,288	3,398	8%	11%
West Leg Inbound		1,005	1,500		
West Leg Outbound		1,165	1,569		
West Leg TOTAL		2,170	3,069	8%	12%
OVERALL TOTAL		4,720	7,118	7%	11%

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Project: Alberhill Villages SP
 Scenario: General Plan Buildout Proj

Job #: 9708
 Analyst: MW
 Date: June 15

LOCATION: Collier Av. (NS) / Nichols Rd. (EW)
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	33	471	438	1327%	85	846	761	895%
	Through	0	0	0		0	0	0	
	Right	78	432	354	454%	197	654	457	232%
	NB Total	111	903	792	714%	282	1,500	1,218	432%
SOUTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	SB Total	0	0	0		0	0	0	
EAST BOUND	Left	0	0	0		0	0	0	
	Through	327	1,748	1,421	435%	164	2,006 (1,703)	1,842	1123%
	Right	33	400	367	1112%	49	812	763	1557%
	EB Total	360	2,148	1,788	497%	213	2,818	2,605	1223%
WEST BOUND	Left	95	250	155	163%	241	648	407	169%
	Through	142	1,189	1,047	737%	268	2,074 (1,828)	1,806	674%
	Right	0	0	0		0	0	0	
	WB Total	237	1,439	1,202	507%	509	2,722	2,213	435%

FORECAST PEAK HOUR TO ADT COMPARISON					
	VOLUMES		PERCENT OF ADT		ADT
	AM	PM	AM	PM	
North Leg Inbound	0	0			
North Leg Outbound	0	0			
North Leg TOTAL	0	0			-
South Leg Inbound	903	1,500			
South Leg Outbound	650	1,460			
South Leg TOTAL	1,553	2,960	6%	11%	27,000
East Leg Inbound	1,439	2,722			
East Leg Outbound	2,180	2,660			
East Leg TOTAL	3,619	5,382	7%	10%	55,000
West Leg Inbound	2,148	2,818			
West Leg Outbound	1,660	2,920			
West Leg TOTAL	3,808	5,738	7%	10%	57,000
OVERALL TOTAL	8,980	14,080	6%	10%	139,000

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: I-15 SB Ramps (NS) / Nichols Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	NB Total	0	0	0		0	0	0	
SOUTH BOUND	Left	132	565	433	328%	30	201 (504)	171	570%
	Through	0	0	0		0	0	0	
	Right	76	102	26	34%	165	177	12	7%
	SB Total	208	667	459	221%	195	378	183	94%
EAST BOUND	Left	0	0	0		0	0	0	
	Through	235	1,740	1,505	640%	206	2,459 (2,156)	2,253	1094%
	Right	192	672	480	250%	236	482	246	104%
	EB Total	427	2,412	1,985	465%	442	2,941	2,499	565%
WEST BOUND	Left	26	340	314	1208%	20	208 (454)	188	940%
	Through	167	1,451	1,284	769%	252	2,453 (2,207)	2,201	873%
	Right	0	0	0		0	0	0	
	WB Total	193	1,791	1,598	828%	272	2,661	2,389	878%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
ADT					
North Leg Inbound		667	378		
North Leg Outbound		0	0		
North Leg TOTAL		667	378		
South Leg Inbound		0	0		
South Leg Outbound		1,012	690		
South Leg TOTAL		1,012	690		
East Leg Inbound		1,791	2,661		
East Leg Outbound		2,305	2,660		
East Leg TOTAL		4,096	5,321		
West Leg Inbound		2,412	2,941		
West Leg Outbound		1,553	2,630		
West Leg TOTAL		3,965	5,571	7%	10%
OVERALL TOTAL		9,740	11,960		

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: I-15 NB Ramps (NS) / Nichols Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	100	154	54	54%	235	409	174	74%
	Through	0	0	0		0	0	0	
	Right	98	417	319	326%	17	196	179	1053%
	NB Total	198	571	373	188%	252	605	353	140%
SOUTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	SB Total	0	0	0		0	0	0	
EAST BOUND	Left	74	82	8	11%	149	528	379	254%
	Through	296	2,316	2,020	682%	82	2,202	2,120	2585%
	Right	0	0	0		0	0	0	
	EB Total	370	2,398	2,028	548%	231	2,730	2,499	1082%
WEST BOUND	Left	0	0	0		0	0	0	
	Through	98	1,751	1,653	1687%	52	2,769	2,717	5225%
	Right	83	580	497	599%	16	746	730	4563%
	WB Total	181	2,331	2,150	1188%	68	3,515	3,447	5069%

FORECAST PEAK HOUR TO ADT COMPARISON					
	VOLUMES		PERCENT OF ADT		ADT
	AM	PM	AM	PM	
North Leg Inbound	0	0			
North Leg Outbound	662	1,274			
North Leg TOTAL	662	1,274			-
South Leg Inbound	571	605			
South Leg Outbound	0	0			
South Leg TOTAL	571	605			-
East Leg Inbound	2,331	3,515			
East Leg Outbound	2,733	2,398			
East Leg TOTAL	5,064	5,913	7%	8%	76,000
West Leg Inbound	2,398	2,730			
West Leg Outbound	1,905	3,178			
West Leg TOTAL	4,303	5,908			-
OVERALL TOTAL	10,600	13,700	14%	18%	76,000

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lincoln St. (NS) / A St.-E St. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	96	96		0	91	91	
	Through	0	832	832		0	663	663	
	Right	0	13	13		0	12	12	
	NB Total	0	941	941		0	766	766	
SOUTH BOUND	Left	0	41	41		0	111	111	
	Through	0	418	418		0	1,093	1,093	
	Right	0	301	301		0	877	877	
	SB Total	0	760	760		0	2,081	2,081	
EAST BOUND	Left	0	606	606		0	575	575	
	Through	0	86	86		0	90	90	
	Right	0	97	97		0	99	99	
	EB Total	0	789	789		0	764	764	
WEST BOUND	Left	0	5	5		0	11	11	
	Through	0	33	33		0	83	83	
	Right	0	32	32		0	66	66	
	WB Total	0	70	70		0	160	160	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	760	2,081		
North Leg	Outbound	1,470	1,304		
North Leg	TOTAL	2,230	3,385	7%	10%
South Leg	Inbound	941	766		
South Leg	Outbound	520	1,203		
South Leg	TOTAL	1,461	1,969	7%	9%
East Leg	Inbound	70	160		
East Leg	Outbound	140	213		
East Leg	TOTAL	210	373	4%	7%
West Leg	Inbound	789	764		
West Leg	Outbound	430	1,051		
West Leg	TOTAL	1,219	1,815	5%	8%
OVERALL TOTAL		5,120	7,542	6%	9%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lincoln St. (NS) / B St. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	4	4		0	21	21	
	Through	0	382	382		0	348	348	
	Right	0	27	27		0	35	35	
	NB Total	0	413	413		0	404	404	
SOUTH BOUND	Left	0	293	293		0	440	440	
	Through	0	176	176		0	591	591	
	Right	0	43	43		0	271	271	
	SB Total	0	512	512		0	1,302	1,302	
EAST BOUND	Left	0	202	202		0	133	133	
	Through	0	130	130		0	120	120	
	Right	0	9	9		0	18	18	
	EB Total	0	341	341		0	271	271	
WEST BOUND	Left	0	15	15		0	46	46	
	Through	0	33	33		0	192	192	
	Right	0	346	346		0	346	346	
	WB Total	0	394	394		0	584	584	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	512	1,302		
North Leg	Outbound	930	827		
North Leg	TOTAL	1,442	2,129	7%	10%
South Leg	Inbound	413	404		
South Leg	Outbound	200	655		
South Leg	TOTAL	613	1,059	7%	12%
East Leg	Inbound	394	584		
East Leg	Outbound	450	595		
East Leg	TOTAL	844	1,179	6%	9%
West Leg	Inbound	341	271		
West Leg	Outbound	80	484		
West Leg	TOTAL	421	755	7%	13%
OVERALL TOTAL		3,320	5,122	7%	10%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lincoln St. (NS) / F St. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	31	31		0	97	97	
	Through	0	366	366		0	405	405	
	Right	0	50	50		0	73	73	
	NB Total	0	447	447		0	575	575	
SOUTH BOUND	Left	0	8	8		0	41	41	
	Through	0	195	195		0	619	619	
	Right	0	5	5		0	55	55	
	SB Total	0	208	208		0	715	715	
EAST BOUND	Left	0	26	26		0	17	17	
	Through	0	32	32		0	27	27	
	Right	0	85	85		0	46	46	
	EB Total	0	143	143		0	90	90	
WEST BOUND	Left	0	60	60		0	65	65	
	Through	0	14	14		0	51	51	
	Right	0	18	18		0	24	24	
	WB Total	0	92	92		0	140	140	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	208	715		
North Leg	Outbound	410	446		
North Leg	TOTAL	618	1,161	7%	13%
South Leg	Inbound	447	575		
South Leg	Outbound	340	730		
South Leg	TOTAL	787	1,305	7%	12%
East Leg	Inbound	92	140		
East Leg	Outbound	90	141		
East Leg	TOTAL	182	281	6%	9%
West Leg	Inbound	143	90		
West Leg	Outbound	50	203		
West Leg	TOTAL	193	293	6%	10%
OVERALL TOTAL		1,780	3,040	7%	12%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lincoln St. (NS) / Nichols Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0		0	0	0	
	Through	0	274	274		0	233	233	
	Right	0	136	136		0	68	68	
	NB Total	0	410	410		0	301	301	
SOUTH BOUND	Left	0	238	238		0	317	317	
	Through	0	103	103		0	471	471	
	Right	0	0	0		0	0	0	
	SB Total	0	341	341		0	788	788	
EAST BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	EB Total	0	0	0		0	0	0	
WEST BOUND	Left	0	39	39		0	167	167	
	Through	0	0	0		0	0	0	
	Right	0	181	181		0	385	385	
	WB Total	0	220	220		0	552	552	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	341	788		
North Leg	Outbound	455	618		
North Leg	TOTAL	796	1,406	7%	13%
South Leg	Inbound	410	301		
South Leg	Outbound	142	638		
South Leg	TOTAL	552	939	8%	13%
East Leg	Inbound	220	552		
East Leg	Outbound	374	385		
East Leg	TOTAL	594	937	7%	12%
West Leg	Inbound	0	0		
West Leg	Outbound	0	0		
West Leg	TOTAL	0	0		
OVERALL TOTAL		1,942	3,282	7%	13%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: C St. (NS) / B St. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	219	219		0	331	331	
	Through	0	318	318		0	421	421	
	Right	0	44	44		0	140	140	
	NB Total	0	581	581		0	892	892	
SOUTH BOUND	Left	0	20	20		0	35	35	
	Through	0	309	309		0	406	406	
	Right	0	101	101		0	82	82	
	SB Total	0	430	430		0	523	523	
EAST BOUND	Left	0	103	103		0	75	75	
	Through	0	128	128		0	225	225	
	Right	0	219	219		0	293	293	
	EB Total	0	450	450		0	593	593	
WEST BOUND	Left	0	25	25		0	91	91	
	Through	0	73	73		0	166	166	
	Right	0	12	12		0	23	23	
	WB Total	0	110	110		0	280	280	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	430	523		
North Leg	Outbound	433	519		
North Leg	TOTAL	863	1,042		
South Leg	Inbound	581	892		
South Leg	Outbound	553	790		
South Leg	TOTAL	1,134	1,682	5%	8%
East Leg	Inbound	110	280		
East Leg	Outbound	192	400		
East Leg	TOTAL	302	680	4%	9%
West Leg	Inbound	450	593		
West Leg	Outbound	393	579		
West Leg	TOTAL	843	1,172	6%	9%
OVERALL TOTAL		3,142	4,576	7%	11%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: C St. (NS) / Nichols Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	9	9		0	21	21	
	Through	0	54	54		0	89	89	
	Right	0	17	17		0	21	21	
	NB Total	0	80	80		0	131	131	
SOUTH BOUND	Left	0	102	102		0	149	149	
	Through	0	50	50		0	75	75	
	Right	0	58	58		0	149	149	
	SB Total	0	210	210		0	373	373	
EAST BOUND	Left	0	95	95		0	119	119	
	Through	0	261	261		0	250	250	
	Right	0	14	14		0	14	14	
	EB Total	0	370	370		0	383	383	
WEST BOUND	Left	0	16	16		0	21	21	
	Through	0	173	173		0	381	381	
	Right	0	111	111		0	182	182	
	WB Total	0	300	300		0	584	584	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
ADT					
North Leg Inbound		210	373		
North Leg Outbound		260	390		
North Leg TOTAL		470	763	6%	10%
South Leg Inbound		80	131		
South Leg Outbound		80	110		
South Leg TOTAL		160	241	5%	8%
East Leg Inbound		300	584		
East Leg Outbound		380	420		
East Leg TOTAL		680	1,004	7%	10%
West Leg Inbound		370	383		
West Leg Outbound		240	551		
West Leg TOTAL		610	934	8%	12%
OVERALL TOTAL		1,920	2,942	7%	10%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: D St. (NS) / Nichols Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	4	4		0	3	3	
	Through	0	17	17		0	9	9	
	Right	0	83	83		0	146	146	
	NB Total	0	104	104		0	158	158	
SOUTH BOUND	Left	0	103	103		0	193	193	
	Through	0	18	18		0	8	8	
	Right	0	5	5		0	5	5	
	SB Total	0	126	126		0	206	206	
EAST BOUND	Left	0	9	9		0	3	3	
	Through	0	388	388		0	481	481	
	Right	0	7	7		0	2	2	
	EB Total	0	404	404		0	486	486	
WEST BOUND	Left	0	126	126		0	110	110	
	Through	0	294	294		0	572	572	
	Right	0	155	155		0	168	168	
	WB Total	0	575	575		0	850	850	

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	126	206			
North Leg	Outbound	181	180			
North Leg TOTAL		307	386	3%	4%	9,000
South Leg	Inbound	104	158			
South Leg	Outbound	151	120			
South Leg TOTAL		255	278	9%	9%	3,000
East Leg	Inbound	575	850			
East Leg	Outbound	574	820			
East Leg TOTAL		1,149	1,670	4%	6%	30,000
West Leg	Inbound	404	486			
West Leg	Outbound	303	580			
West Leg TOTAL		707	1,066	7%	11%	10,000
OVERALL TOTAL		2,418	3,400	5%	7%	52,000

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Job #: 9708
Analyst: MW
Date: June 15

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	101	101		0	127	127	
	Through	617	1,379	762	124%	322	1,248	926	288%
	Right	0	50	50		0	105	105	
	NB Total	617	1,530	913		322	1,480	1,158	
SOUTH BOUND	Left	0	30	30		0	105	105	
	Through	266	959	693	261%	770	1,827 (1,524)	1,057	137%
	Right	0	60	60		0	128	128	
	SB Total	266	1,049	783		770	2,060	1,290	
EAST BOUND	Left	0	60	60		0	190	190	
	Through	0	20	20		0	143	143	
	Right	0	71	71		0	277	277	
	EB Total	0	151	151		0	610	610	
WEST BOUND	Left	0	71	71		0	91	91	
	Through	0	40	40		0	57	57	
	Right	0	60	60		0	62	62	
	WB Total	0	171	171		0	210	210	

FORECAST PEAK HOUR TO ADT COMPARISON					
	VOLUMES		PERCENT OF ADT		ADT
	AM	PM	AM	PM	
North Leg Inbound	1,049	2,060			
North Leg Outbound	1,499	1,500			
North Leg TOTAL	2,548	3,560	5%	6%	56,000
South Leg Inbound	1,530	1,480			
South Leg Outbound	1,101	2,195			
South Leg TOTAL	2,631	3,675	4%	6%	60,000
East Leg Inbound	171	210			
East Leg Outbound	100	353			
East Leg TOTAL	271	563	5%	11%	5,000
West Leg Inbound	151	610			
West Leg Outbound	201	312			
West Leg TOTAL	352	922	5%	13%	7,000
OVERALL TOTAL	5,802	8,720	5%	7%	128,000

Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: May 15

LOCATION: Lake St. (NS) / B St. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	45	45		0	41	41	
	Through	617	1,418	801	130%	322	1,305	983	305%
	Right	0	5	5		0	1	1	
	NB Total	617	1,468	851		322	1,347	1,025	
SOUTH BOUND	Left	0	11	11		0	7	7	
	Through	266	975	709	267%	770	1,950 (1,647)	1,180	153%
	Right	0	84	84		0	245	245	
	SB Total	266	1,070	804		770	2,202	1,432	
EAST BOUND	Left	0	142	142		0	335	335	
	Through	0	5	5		0	3	3	
	Right	0	46	46		0	83	83	
	EB Total	0	193	193		0	421	421	
WEST BOUND	Left	0	4	4		0	3	3	
	Through	0	3	3		0	4	4	
	Right	0	13	13		0	14	14	
	WB Total	0	20	20		0	21	21	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	1,070	2,202		
North Leg	Outbound	1,573	1,654		
North Leg	TOTAL	2,643	3,856	4%	6%
South Leg	Inbound	1,468	1,347		
South Leg	Outbound	1,025	2,036		
South Leg	TOTAL	2,493	3,383	5%	7%
East Leg	Inbound	20	21		
East Leg	Outbound	21	11		
East Leg	TOTAL	41	32	4%	3%
West Leg	Inbound	193	421		
West Leg	Outbound	132	290		
West Leg	TOTAL	325	711	4%	9%
OVERALL TOTAL		5,502	7,982	5%	7%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lake St. (NS) / D St. North (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	115	115		0	120	120	
	Through	617	1,084	467	76%	322	873	551	171%
	Right	0	54	54		0	32	32	
	NB Total	617	1,253	636		322	1,025	703	
SOUTH BOUND	Left	0	83	83		0	109	109	
	Through	266	763	497	187%	770	1,578 (1,275)	808	105%
	Right	0	171	171		0	388	388	
	SB Total	266	1,017	751		770	2,075	1,305	
EAST BOUND	Left	0	267	267		0	414	414	
	Through	0	120	120		0	138	138	
	Right	0	123	123		0	221	221	
	EB Total	0	510	510		0	773	773	
WEST BOUND	Left	0	49	49		0	53	53	
	Through	0	94	94		0	118	118	
	Right	0	107	107		0	99	99	
	WB Total	0	250	250		0	270	270	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	1,017	2,075		
North Leg	Outbound	1,458	1,386		
North Leg	TOTAL	2,475	3,461	5%	7%
South Leg	Inbound	1,253	1,025		
South Leg	Outbound	935	1,852		
South Leg	TOTAL	2,188	2,877	4%	6%
East Leg	Inbound	250	270		
East Leg	Outbound	257	279		
East Leg	TOTAL	507	549	10%	11%
West Leg	Inbound	510	773		
West Leg	Outbound	380	626		
West Leg	TOTAL	890	1,399	9%	14%
OVERALL TOTAL		6,060	8,286	5%	7%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Lake St. (NS) / D St. South (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	26	26		0	35	35	
	Through	920	1,599	679	74%	447	1,340	893	200%
	Right	0	0	0		0	0	0	
	NB Total	920	1,625	705		447	1,375	928	
SOUTH BOUND	Left	0	0	0		0	0	0	
	Through	348	941	593	170%	994	1,739 (1,493)	745	75%
	Right	0	24	24		0	65	65	
	SB Total	348	965	617		994	1,804	810	
EAST BOUND	Left	0	31	31		0	60	60	
	Through	0	0	0		0	0	0	
	Right	0	19	19		0	41	41	
	EB Total	0	50	50		0	101	101	
WEST BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	WB Total	0	0	0		0	0	0	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
ADT					
North Leg Inbound		965	1,804		
North Leg Outbound		1,630	1,400		
North Leg TOTAL		2,595	3,204	7%	8%
South Leg Inbound		1,625	1,375		
South Leg Outbound		960	1,780		
South Leg TOTAL		2,585	3,155	7%	8%
East Leg Inbound		0	0		
East Leg Outbound		0	0		
East Leg TOTAL		0	0		
West Leg Inbound		50	101		
West Leg Outbound		50	100		
West Leg TOTAL		100	201	3%	5%
OVERALL TOTAL		5,280	6,560	6%	8%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Alberhill Ranch Rd. (NS) / Nichols Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	34	34		0	20	20	
	Through	0	27	27		0	18	18	
	Right	0	92	92		0	64	64	
	NB Total	0	153	153		0	102	102	
SOUTH BOUND	Left	0	133	133		0	280	280	
	Through	0	10	10		0	31	31	
	Right	0	50	50		0	87	87	
	SB Total	0	193	193		0	398	398	
EAST BOUND	Left	0	54	54		0	74	74	
	Through	319	1,665	1,346	422%	183	2,346 (2,043)	2,163	1182%
	Right	0	15	15		0	29	29	
	EB Total	319	1,734	1,415		183	2,449	2,266	
WEST BOUND	Left	0	35	35		0	90	90	
	Through	146	1,496	1,350	925%	279	2,252 (2,006)	1,973	707%
	Right	0	130	130		0	229	229	
	WB Total	146	1,661	1,515		279	2,571	2,292	

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg Inbound		193	398		
North Leg Outbound		211	321		
North Leg TOTAL		404	719	7%	12%
South Leg Inbound		153	102		
South Leg Outbound		60	150		
South Leg TOTAL		213	252	7%	8%
East Leg Inbound		1,661	2,571		
East Leg Outbound		1,890	2,690		
East Leg TOTAL		3,551	5,261	7%	10%
West Leg Inbound		1,734	2,449		
West Leg Outbound		1,580	2,359		
West Leg TOTAL		3,314	4,808	7%	10%
OVERALL TOTAL		7,482	11,040	7%	10%

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Project: Alberhill Villages SP
Scenario: General Plan Buildout Proj

Job #: 9708
Analyst: MW
Date: June 15

LOCATION: Terra Cotta Rd. (NS) / Nichols Rd. (EW)
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	118	118	#DIV/0!	0	83	83	#DIV/0!
	Through	0	0	0		0	0	0	
	Right	0	255	255	#DIV/0!	0	202	202	#DIV/0!
	NB Total	0	373	373	#DIV/0!	0	285	285	#DIV/0!
SOUTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	SB Total	0	0	0		0	0	0	
EAST BOUND	Left	0	0	0		0	0	0	
	Through	319	1,875	1,556	488%	183	2,638 (2,335)	2,455	1342%
	Right	0	56	56	#DIV/0!	0	144	144	#DIV/0!
	EB Total	319	1,931	1,612	505%	183	2,782	2,599	1420%
WEST BOUND	Left	0	104	104	#DIV/0!	0	347	347	#DIV/0!
	Through	146	1,592	1,446	990%	279	2,606 (2,360)	2,327	834%
	Right	0	0	0		0	0	0	
	WB Total	146	1,696	1,550	1062%	279	2,953	2,674	958%

FORECAST PEAK HOUR TO ADT COMPARISON					
	VOLUMES		PERCENT OF ADT		ADT
	AM	PM	AM	PM	
North Leg Inbound	0	0			
North Leg Outbound	0	0			
North Leg TOTAL	0	0			-
South Leg Inbound	373	285			
South Leg Outbound	160	491			
South Leg TOTAL	533	776	7%	10%	8,000
East Leg Inbound	1,696	2,953			
East Leg Outbound	2,130	2,840			
East Leg TOTAL	3,826	5,793	7%	10%	58,000
West Leg Inbound	1,931	2,782			
West Leg Outbound	1,710	2,689			
West Leg TOTAL	3,641	5,471	7%	10%	53,000
OVERALL TOTAL	8,000	12,040	7%	10%	119,000

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Project: Alberhill Villages SP
 Scenario: General Plan Buildout Proj

Job #: 9708
 Analyst: MW
 Date: June 15

LOCATION: Lincoln St. (NS) / Temescal Canyon Rd. (EW)
 FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	1,000	1,000		0	817	817	
	Through	0	0	0		0	0	0	
	Right	0	470	470		0	356	356	
	NB Total	0	1,470	1,470		0	1,173	1,173	
SOUTH BOUND	Left	0	0	0		0	0	0	
	Through	0	0	0		0	0	0	
	Right	0	0	0		0	0	0	
	SB Total	0	0	0		0	0	0	
EAST BOUND	Left	0	0	0		0	0	0	
	Through	0	833	833		0	1,608	1,608	
	Right	0	536	536		0	1,515	1,515	
	EB Total	0	1,369	1,369		0	3,123	3,123	
WEST BOUND	Left	0	226	226		0	429	429	
	Through	0	745	745		0	1,045	1,045	
	Right	0	0	0		0	0	0	
	WB Total	0	971	971		0	1,474	1,474	

FORECAST PEAK HOUR TO ADT COMPARISON						
	VOLUMES		PERCENT OF ADT		ADT	
	AM	PM	AM	PM		
North Leg Inbound	0	0				
North Leg Outbound	0	0				
North Leg TOTAL	0	0			-	
South Leg Inbound	1,470	1,173				
South Leg Outbound	762	1,944				
South Leg TOTAL	2,232	3,117	7%	9%	33,000	
East Leg Inbound	971	1,474				
East Leg Outbound	1,303	1,964				
East Leg TOTAL	2,274	3,438	7%	10%	34,000	
West Leg Inbound	1,369	3,123				
West Leg Outbound	1,745	1,862				
West Leg TOTAL	3,114	4,985	7%	11%	44,000	
OVERALL TOTAL	7,620	11,540	7%	10%	111,000	

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APPENDIX D

GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX D-1

**GENERAL PLAN BUILDOUT WITHOUT PROJECT
TRAFFIC CONDITIONS**

AM General Plan Buildout without Project
 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): OVERFLOW Worst Case Level Of Service: F[xxxxx]

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	1	0	0

Volume Module:

Base Vol:	211	0	677	0	0	0	0	647	102	560	1113	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:	211	0	677	0	0	0	0	647	102	560	1113	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:	211	0	677	0	0	0	0	647	102	560	1113	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:	222	0	713	0	0	0	0	681	107	589	1172	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	222	0	713	0	0	0	0	681	107	589	1172	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	3085	3085	735	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	788	xxxxx	xxxxx
Potent Cap.:	13	12	423	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	840	xxxxx	xxxxx
Move Cap.:	0	0	423	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	840	xxxxx	xxxxx
Volume/Cap:	xxxxx	xxxxx	1.68	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.70	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	5.9	xxxxx	xxxxx	
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	18.7	xxxx	xxxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxxx	0	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	
SharedQueue:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	5.9	xxxxx	xxxxxx	
Shrd ConDel:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	18.7	xxxxx	xxxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	C	*	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	F			*			*			*			

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

AM General Plan Buildout without Project
 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 #2 Lake Street at I-15 Northbound Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.735

Loss Time (sec): 12 Average Delay (sec/veh): 20.8

Optimal Cycle: 90 Level Of Service: C

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

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Control: Protected Permitted Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 7 7 0 0 7 7 0 0 0 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: 2 0 1 0 0 0 0 1 1 0 0 0 0 0 0 1 0 1 0 0

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Volume Module:

Base Vol: 1286 510 0 0 114 184 0 0 0 241 0 100

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: 1286 510 0 0 114 184 0 0 0 241 0 100

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: 1286 510 0 0 114 184 0 0 0 241 0 100

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: 1354 537 0 0 120 194 0 0 0 254 0 105

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 1354 537 0 0 120 194 0 0 0 254 0 105

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 1354 537 0 0 120 194 0 0 0 254 0 105

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 1.00 1.00 0.86 0.86 1.00 1.00 1.00 0.92 1.00 0.92

Lanes: 2.00 1.00 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.55 0.00 0.45

Final Sat.: 3502 1900 0 0 1637 1637 0 0 0 2714 0 796

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Capacity Analysis Module:

Vol/Sat: 0.39 0.28 0.00 0.00 0.07 0.12 0.00 0.00 0.00 0.09 0.00 0.13

Crit Moves: **** **** ****

Green Time: 47.3 61.8 0.0 0.0 14.5 14.5 0.0 0.0 0.0 16.2 0.0 16.2

Volume/Cap: 0.74 0.41 0.00 0.00 0.46 0.74 0.00 0.00 0.00 0.52 0.00 0.74

Delay/Veh: 18.1 6.4 0.0 0.0 34.7 42.5 0.0 0.0 0.0 34.1 0.0 40.6

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: 18.1 6.4 0.0 0.0 34.7 42.5 0.0 0.0 0.0 34.1 0.0 40.6

LOS by Move: B A A A C D A A A C A D

HCM2k95thQ: 25 12 0 0 7 13 0 0 0 9 0 15

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 Linscott, Law and Greenspan, Engineers

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2000 HCM Operations Method (Future Volume Alternative)

 Intersection #3 Lake Street at I-15 Southbound Ramps

Cycle (sec): 90 Critical Vol./Cap. (X): 0.762
 Loss Time (sec): 12 Average Delay (sec/veh): 18.3
 Optimal Cycle: 90 Level Of Service: B

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:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	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:	0	0	2	0	1		1	0	2	0	0	

Volume Module:	Lake Street NB			Lake Street SB			I-15 EB			I-15 WB		
Base Vol:	0	1673	372	27	336	0	117	0	240	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	1673	372	27	336	0	117	0	240	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	1673	372	27	336	0	117	0	240	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:	0	1761	392	28	354	0	123	0	253	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1761	392	28	354	0	123	0	253	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
Final Volume:	0	1761	392	28	354	0	123	0	253	0	0	0

Saturation Flow Module:	Lake Street NB			Lake Street SB			I-15 EB			I-15 WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1809	0	1615	0	0	0

Capacity Analysis Module:	Lake Street NB			Lake Street SB			I-15 EB			I-15 WB		
Vol/Sat:	0.00	0.49	0.24	0.02	0.10	0.00	0.07	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	53.8	53.8	7.0	60.8	0.0	17.2	0.0	17.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.82	0.41	0.20	0.15	0.00	0.36	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	16.8	9.9	39.6	5.3	0.0	32.2	0.0	50.3	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:	0.0	16.8	9.9	39.6	5.3	0.0	32.2	0.0	50.3	0.0	0.0	0.0
LOS by Move:	A	B	A	D	A	A	C	A	D	A	A	A
HCM2k95thQ:	0	36	11	1	4	0	6	0	17	0	0	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Lake Street at Nichols Road

Cycle (sec): 105 Critical Vol./Cap.(X): 1.008

Loss Time (sec): 16 Average Delay (sec/veh): 52.9

Optimal Cycle: 120 Level Of Service: D

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

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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 1 0 2 0 2 0 1 2 0 2 0 1 2 0 2 0 1

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Volume Module:

Base Vol: 112 797 540 436 454 91 127 774 89 363 652 514

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: 112 797 540 436 454 91 127 774 89 363 652 514

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: 112 797 540 436 454 91 127 774 89 363 652 514

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: 118 839 568 459 478 96 134 815 94 382 686 541

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 118 839 568 459 478 96 134 815 94 382 686 541

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 118 839 568 459 478 96 134 815 94 382 686 541

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.85 0.85 0.92 0.95 0.85 0.92 0.95 0.85 0.92 0.95 0.85

Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00

Final Sat.: 1805 3247 1624 3502 3610 1615 3502 3610 1615 3502 3610 1615

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Capacity Analysis Module:

Vol/Sat: 0.07 0.26 0.35 0.13 0.13 0.06 0.04 0.23 0.06 0.11 0.19 0.34

Crit Moves: **** **** **** ****

Green Time: 16.2 35.2 35.2 13.2 32.2 32.2 7.0 27.4 27.4 13.3 33.7 33.7

Volume/Cap: 0.42 0.77 1.05 1.05 0.43 0.19 0.57 0.86 0.22 0.86 0.59 1.05

Delay/Veh: 41.2 33.4 72.1 101.1 29.4 27.1 51.0 45.4 30.7 61.1 30.8 87.5

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 41.2 33.4 72.1 101.1 29.4 27.1 51.0 45.4 30.7 61.1 30.8 87.5

LOS by Move: D C E F C C D D C E C F

HCM2k95thQ: 7 24 44 19 12 4 5 25 5 12 17 36

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2000 HCM Operations Method (Future Volume Alternative)

 Intersection #6 Lake Street at Alberhill Ranch Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.567
 Loss Time (sec): 12 Average Delay (sec/veh): 10.9
 Optimal Cycle: 90 Level Of Service: B

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	2	0	1	1	0	2	0	0	0	1

Volume Module:	Lake Street			Lake Street			Alberhill Ranch Road			Alberhill Ranch Road		
Base Vol:	0	1317	31	24	851	0	0	0	0	59	0	143
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	1317	31	24	851	0	0	0	0	59	0	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1317	31	24	851	0	0	0	0	59	0	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1386	33	25	896	0	0	0	0	62	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1386	33	25	896	0	0	0	0	62	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1386	33	25	896	0	0	0	0	62	0	151

Saturation Flow Module:	Lake Street			Lake Street			Alberhill Ranch Road			Alberhill Ranch Road		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615

Capacity Analysis Module:	Lake Street			Lake Street			Alberhill Ranch Road			Alberhill Ranch Road		
Vol/Sat:	0.00	0.38	0.02	0.01	0.25	0.00	0.00	0.00	0.00	0.03	0.00	0.09
Crit Moves:	****			****						****		
Green Time:	0.0	57.1	57.1	7.0	64.1	0.0	0.0	0.0	0.0	13.9	0.0	13.9
Volume/Cap:	0.00	0.60	0.03	0.18	0.35	0.00	0.00	0.00	0.00	0.22	0.00	0.60
Delay/Veh:	0.0	10.2	6.1	39.4	5.0	0.0	0.0	0.0	0.0	33.8	0.0	39.7
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:	0.0	10.2	6.1	39.4	5.0	0.0	0.0	0.0	0.0	33.8	0.0	39.7
LOS by Move:	A	B	A	D	A	A	A	A	A	C	A	D
HCM2k95thQ:	0	21	1	1	10	0	0	0	0	3	0	10

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Lake Street at Mountain Street

Cycle (sec): 90 Critical Vol./Cap. (X): 0.659

Loss Time (sec): 12 Average Delay (sec/veh): 18.3

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

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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 1 0 1 0 1 1 0 1 0 0 1 0

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Volume Module:

Base Vol: 95 1388 38 22 908 118 171 25 90 47 37 61

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: 95 1388 38 22 908 118 171 25 90 47 37 61

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: 95 1388 38 22 908 118 171 25 90 47 37 61

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: 100 1461 40 23 956 124 180 26 95 49 39 64

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 100 1461 40 23 956 124 180 26 95 49 39 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 100 1461 40 23 956 124 180 26 95 49 39 64

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.95 0.95 0.93 0.93 0.67 0.88 0.88 0.63 0.91 0.91

Lanes: 1.00 1.95 0.05 1.00 1.77 0.23 1.00 0.22 0.78 1.00 0.38 0.62

Final Sat.: 1805 3500 96 1805 3141 408 1279 365 1313 1197 651 1073

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Capacity Analysis Module:

Vol/Sat: 0.06 0.42 0.42 0.01 0.30 0.30 0.14 0.07 0.07 0.04 0.06 0.06

Crit Moves: **** **** ****

Green Time: 12.2 53.1 53.1 7.0 47.9 47.9 17.9 17.9 17.9 17.9 17.9 17.9

Volume/Cap: 0.41 0.71 0.71 0.16 0.57 0.57 0.71 0.36 0.36 0.21 0.30 0.30

Delay/Veh: 36.7 14.1 14.1 39.3 14.6 14.6 42.4 31.8 31.8 30.6 31.2 31.2

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 36.7 14.1 14.1 39.3 14.6 14.6 42.4 31.8 31.8 30.6 31.2 31.2

LOS by Move: D B B D B B D C C C C C

HCM2k95thQ: 5 26 26 1 19 19 12 6 6 3 5 5

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2000 HCM Operations Method (Future Volume Alternative)

 Intersection #8 Lake Street/Grand Avenue at Lakeshore Drive

Cycle (sec): 90 Critical Vol./Cap. (X): 0.890
 Loss Time (sec): 16 Average Delay (sec/veh): 38.0
 Optimal Cycle: 106 Level Of Service: D

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	0	2	0	1	0	1	0

Volume Module:	Lake Street/Grand Avenue			Lake Street/Grand Avenue			Lakeshore Drive			Lakeshore Drive		
Base Vol:	99	854	216	472	601	146	117	266	118	213	339	659
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	854	216	472	601	146	117	266	118	213	339	659
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	854	216	472	601	146	117	266	118	213	339	659
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:	104	899	227	497	633	154	123	280	124	224	357	694
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	899	227	497	633	154	123	280	124	224	357	694
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	104	899	227	497	633	154	123	280	124	224	357	694

Saturation Flow Module:	Lake Street/Grand Avenue			Lake Street/Grand Avenue			Lakeshore Drive			Lakeshore Drive		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.92	0.92	0.91	0.91	0.91	0.95	1.00	0.75
Lanes:	1.00	2.00	1.00	2.00	1.61	0.39	0.47	1.06	0.47	1.00	1.00	2.00
Final Sat.:	1805	3610	1615	3502	2820	685	804	1827	811	1805	1900	2842

Capacity Analysis Module:	Lake Street/Grand Avenue			Lake Street/Grand Avenue			Lakeshore Drive			Lakeshore Drive		
Vol/Sat:	0.06	0.25	0.14	0.14	0.22	0.22	0.15	0.15	0.15	0.12	0.19	0.24
Crit Moves:	****			****			****			****		
Green Time:	10.2	25.2	25.2	14.3	29.3	29.3	15.5	19.0	19.0	15.4	19.0	33.3
Volume/Cap:	0.51	0.89	0.50	0.89	0.69	0.69	0.89	0.72	0.72	0.72	0.89	0.66
Delay/Veh:	39.7	41.0	28.1	53.3	28.1	28.1	51.9	36.7	36.7	43.5	55.5	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	41.0	28.1	53.3	28.1	28.1	51.9	36.7	36.7	43.5	55.5	25.2
LOS by Move:	D	D	C	D	C	C	D	D	D	D	E	C
HCM2k95thQ:	7	28	11	15	18	18	20	16	16	14	24	18

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Grand Avenue at Lincoln Street

Cycle (sec): 90 Critical Vol./Cap.(X): 0.680

Loss Time (sec): 16 Average Delay (sec/veh): 31.8

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

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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

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Volume Module:

Base Vol: 346 595 137 103 458 110 82 170 199 104 223 158

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: 346 595 137 103 458 110 82 170 199 104 223 158

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: 346 595 137 103 458 110 82 170 199 104 223 158

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: 364 626 144 108 482 116 86 179 209 109 235 166

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 364 626 144 108 482 116 86 179 209 109 235 166

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 364 626 144 108 482 116 86 179 209 109 235 166

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 0.95 0.92 0.92 0.95 0.87 0.87 0.95 0.89 0.89

Lanes: 1.00 2.00 1.00 1.00 1.61 0.39 1.00 1.00 1.00 1.00 1.17 0.83

Final Sat.: 1805 3610 1615 1805 2826 679 1805 1659 1659 1805 1982 1404

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Capacity Analysis Module:

Vol/Sat: 0.20 0.17 0.09 0.06 0.17 0.17 0.05 0.11 0.13 0.06 0.12 0.12

Crit Moves: **** **** **** ****

Green Time: 26.7 34.0 34.0 15.2 22.6 22.6 9.8 16.7 16.7 8.0 14.9 14.9

Volume/Cap: 0.68 0.46 0.24 0.35 0.68 0.68 0.44 0.58 0.68 0.68 0.71 0.71

Delay/Veh: 31.4 21.3 19.3 33.7 32.6 32.6 39.1 34.7 37.5 51.0 39.8 39.8

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 31.4 21.3 19.3 33.7 32.6 32.6 39.1 34.7 37.5 51.0 39.8 39.8

LOS by Move: C C B C C C D C D D D D

HCM2k95thQ: 18 13 6 6 17 17 6 11 13 9 13 13

AM General Plan Buildout without Project
 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): 32.8 Worst Case Level Of Service: F[1104.6]

 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 0 0 1 0

Volume Module:

Base Vol:	19	11	61	20	1	9	29	1022	8	21	1157	72
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:	19	11	61	20	1	9	29	1022	8	21	1157	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	11	61	20	1	9	29	1022	8	21	1157	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	20	12	64	21	1	9	31	1076	8	22	1218	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	12	64	21	1	9	31	1076	8	22	1218	76

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	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:

Cnflct Vol:	2442	2475	1076	2479	2445	1256	1294	xxxx	xxxxx	1084	xxxx	xxxxx
Potent Cap.:	22	30	269	21	32	211	543	xxxx	xxxxx	651	xxxx	xxxxx
Move Cap.:	19	28	269	10	29	211	543	xxxx	xxxxx	651	xxxx	xxxxx
Volume/Cap:	1.06	0.42	0.24	2.14	0.04	0.04	0.06	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx	10.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	56	xxxxx	xxxx	14	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	9.0	xxxxx	xxxxx	4.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	506	xxxxx	xxxxx	1105	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:	506.2			1104.6			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

AM General Plan Buildout without Project
 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 #11 Collier Avenue at Nichols Road

Cycle (sec): 120 Critical Vol./Cap.(X): 1.360

Loss Time (sec): 12 Average Delay (sec/veh): 138.5

Optimal Cycle: 120 Level Of Service: F

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

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Control: Split Phase Split Phase Permitted Protected

Rights: Include Include Include Include

Min. Green: 7 0 7 0 0 0 0 7 7 7 7 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 0 0 1! 0 1 0 0 0 0 0 0 0 1 0 2 0 0

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Volume Module:

Base Vol: 447 0 430 0 0 0 0 1830 407 253 1183 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: 447 0 430 0 0 0 0 1830 407 253 1183 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: 447 0 430 0 0 0 0 1830 407 253 1183 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: 471 0 453 0 0 0 0 1926 428 266 1245 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 471 0 453 0 0 0 0 1926 428 266 1245 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: 471 0 453 0 0 0 0 1926 428 266 1245 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.90 1.00 0.90 1.00 1.00 1.00 1.00 0.92 0.92 0.95 0.95 1.00

Lanes: 0.68 0.00 1.32 0.00 0.00 0.00 0.00 1.64 0.36 1.00 2.00 0.00

Final Sat.: 1160 0 2275 0 0 0 0 2873 639 1805 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.41 0.00 0.20 0.00 0.00 0.00 0.00 0.67 0.67 0.15 0.34 0.00

Crit Moves: **** **** ****

Green Time: 35.8 0.0 35.8 0.0 0.0 0.0 0.0 59.2 59.2 13.0 72.2 0.0

Volume/Cap: 1.36 0.00 0.67 0.00 0.00 0.00 0.00 1.36 1.36 1.36 0.57 0.00

Delay/Veh: 213.5 0.0 38.1 0.0 0.0 0.0 0.0 196 196.2 244.8 14.9 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: 213.5 0.0 38.1 0.0 0.0 0.0 0.0 196 196.2 244.8 14.9 0.0

LOS by Move: F A D A A A A F F F B A

HCM2k95thQ: 76 0 21 0 0 0 0 129 129 32 25 0

AM General Plan Buildout without Project
 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 #12 I-15 Southbound Ramps at Nichols Road

Cycle (sec): 115 Critical Vol./Cap. (X): 1.055
 Loss Time (sec): 12 Average Delay (sec/veh): 49.5
 Optimal Cycle: 120 Level Of Service: D

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: Split Phase Split Phase						Permitted Protected					
Rights: Include Include						Include Include					
Min. Green: 0 0 0 7 7 7						0 7 7 7 7 0					
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0						4.0 4.0 4.0 4.0 4.0 4.0					
Lanes: 0 0 0 0 0 1 0 1 0 0						0 0 2 0 1 1 0 2 0 0					

Volume Module:												
Base Vol:	0	0	0	563	0	104	0	1787	704	336	1436	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	563	0	104	0	1787	704	336	1436	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	563	0	104	0	1787	704	336	1436	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	593	0	109	0	1881	741	354	1512	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	593	0	109	0	1881	741	354	1512	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
Final Volume:	0	0	0	593	0	109	0	1881	741	354	1512	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.94	1.00	0.94	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.73	0.00	0.27	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	3083	0	481	0	3610	1615	1805	3610	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.23	0.00	0.52	0.46	0.20	0.42	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	24.8	0.0	24.8	0.0	56.8	56.8	21.4	78.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	1.05	0.00	1.05	0.93	1.05	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	56.0	0.0	95.3	0.0	66.5	44.2	111.0	10.6	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:	0.0	0.0	0.0	56.0	0.0	95.3	0.0	66.5	44.2	111.0	10.6	0.0
LOS by Move:	A	A	A	E	A	F	A	E	D	F	B	A
HCM2k95thQ:	0	0	0	26	0	36	0	61	38	25	25	0

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 I-15 Northbound Ramps at Nichols Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.138

Loss Time (sec): 12 Average Delay (sec/veh): 80.0

Optimal Cycle: 120 Level Of Service: E

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

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Control: Split Phase Split Phase Protected Permitted

Rights: Include Include Include Include

Min. Green: 7 7 7 0 0 0 7 7 0 0 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: 0 1 0 0 1 0 0 0 0 0 1 0 1 0

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Volume Module:

Base Vol: 151 0 420 0 0 0 82 2369 0 0 1736 581

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: 151 0 420 0 0 0 82 2369 0 0 1736 581

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: 151 0 420 0 0 0 82 2369 0 0 1736 581

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: 159 0 442 0 0 0 86 2494 0 0 1827 612

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 159 0 442 0 0 0 86 2494 0 0 1827 612

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: 159 0 442 0 0 0 86 2494 0 0 1827 612

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 1.00 0.85 1.00 1.00 1.00 0.95 0.95 1.00 1.00 0.91 0.91

Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 1.00 2.00 0.00 0.00 1.50 0.50

Final Sat.: 1809 0 1615 0 0 0 1805 3610 0 0 2602 871

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Capacity Analysis Module:

Vol/Sat: 0.09 0.00 0.27 0.00 0.00 0.00 0.05 0.69 0.00 0.00 0.70 0.70

Crit Moves: **** **** ****

Green Time: 28.3 0.0 28.3 0.0 0.0 0.0 7.0 79.7 0.0 0.0 72.7 72.7

Volume/Cap: 0.37 0.00 1.16 0.00 0.00 0.00 0.82 1.04 0.00 0.00 1.16 1.16

Delay/Veh: 38.9 0.0 143.0 0.0 0.0 0.0 93.8 50.1 0.0 0.0 101 101.3

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: 38.9 0.0 143.0 0.0 0.0 0.0 93.8 50.1 0.0 0.0 101 101.3

LOS by Move: D A F A A A F D A A F F

HCM2k95thQ: 10 0 44 0 0 0 6 80 0 0 107 107

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 Alberhill Villages Specific Plan, Lake Elsinore [2.10.3129.2]
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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #14 Lincoln Street at A Street/E Street

Cycle (sec): 120 Critical Vol./Cap. (X): 1.647
 Loss Time (sec): 16 Average Delay (sec/veh): 280.4
 Optimal Cycle: 120 Level Of Service: F

Lincoln Street						A Street/E Street						
North Bound			South Bound			East Bound			West Bound			
Approach:												
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	1	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	11	783	179	932	285	58	131	269	9	56	101	796
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	783	179	932	285	58	131	269	9	56	101	796
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	783	179	932	285	58	131	269	9	56	101	796
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	824	188	981	300	61	138	283	9	59	106	838
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	824	188	981	300	61	138	283	9	59	106	838
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	824	188	981	300	61	138	283	9	59	106	838

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.63	0.37	1.00	1.66	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2856	653	1805	2925	595	1805	1900	1615	1805	1900	1615

Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.54	0.10	0.10	0.08	0.15	0.01	0.03	0.06	0.52
Crit Moves:	****			****			****			****		
Green Time:	21.7	20.7	20.7	39.0	38.1	38.1	7.0	31.8	31.8	12.4	37.3	37.3
Volume/Cap:	0.04	1.67	1.67	1.67	0.32	0.32	1.31	0.56	0.02	0.31	0.18	1.67
Delay/Veh:	40.6	359	358.9	350.0	31.3	31.3	248.4	39.5	32.6	50.8	30.4	352.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	359	358.9	350.0	31.3	31.3	248.4	39.5	32.6	50.8	30.4	352.1
LOS by Move:	D	F	F	F	C	C	F	D	C	D	C	F
HCM2k95thQ:	1	70	70	126	10	10	21	17	1	5	6	109

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Lincoln Street at Nichols Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.695

Loss Time (sec): 12 Average Delay (sec/veh): 28.0

Optimal Cycle: 90 Level Of Service: C

Street Name: Lincoln 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

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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 1 0 1 0 2 0 0 0 0 0 0 0 1

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Volume Module:

Base Vol: 0 600 225 335 118 0 0 0 0 32 0 240

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: 0 600 225 335 118 0 0 0 0 32 0 240

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: 0 600 225 335 118 0 0 0 0 32 0 240

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: 0 632 237 353 124 0 0 0 0 34 0 253

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 632 237 353 124 0 0 0 0 34 0 253

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: 0 632 237 353 124 0 0 0 0 34 0 253

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 1.00 0.91 0.91 0.95 0.95 1.00 1.00 1.00 1.00 0.95 1.00 0.85

Lanes: 0.00 1.45 0.55 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00

Final Sat.: 0 2518 944 1805 3610 0 0 0 0 1805 0 1615

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Capacity Analysis Module:

Vol/Sat: 0.00 0.25 0.25 0.20 0.03 0.00 0.00 0.00 0.00 0.02 0.00 0.16

Crit Moves: **** **** ****

Green Time: 0.0 32.5 32.5 25.3 57.8 0.0 0.0 0.0 0.0 20.3 0.0 20.3

Volume/Cap: 0.00 0.70 0.70 0.70 0.05 0.00 0.00 0.00 0.00 0.08 0.00 0.70

Delay/Veh: 0.0 26.3 26.3 33.1 6.0 0.0 0.0 0.0 0.0 27.6 0.0 37.8

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 26.3 26.3 33.1 6.0 0.0 0.0 0.0 0.0 27.6 0.0 37.8

LOS by Move: A C C C A A A A A C A D

HCM2k95thQ: 0 21 21 18 1 0 0 0 0 1 0 13

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #21 Lake Street at A Street

Cycle (sec): 90 Critical Vol./Cap. (X): 0.946
 Loss Time (sec): 12 Average Delay (sec/veh): 42.5
 Optimal Cycle: 120 Level Of Service: D

Lake Street						A Street						
North Bound			South Bound			East Bound			West Bound			
Approach:												
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	1	0	1	0	0	1	0	1	0

Volume Module:												
Base Vol:	399	912	18	8	392	170	485	88	488	29	113	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	912	18	8	392	170	485	88	488	29	113	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	912	18	8	392	170	485	88	488	29	113	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	420	960	19	8	413	179	511	93	514	31	119	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	960	19	8	413	179	511	93	514	31	119	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	420	960	19	8	413	179	511	93	514	31	119	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.91	0.91	0.65	0.87	0.87	0.20	0.97	0.97
Lanes:	1.00	1.96	0.04	1.00	1.40	0.60	1.00	0.15	0.85	1.00	0.80	0.20
Final Sat.:	1805	3530	70	1805	2405	1043	1229	253	1405	372	1465	376

Capacity Analysis Module:												
Vol/Sat:	0.23	0.27	0.27	0.00	0.17	0.17	0.42	0.37	0.37	0.08	0.08	0.08
Crit Moves:	****			****			****					
Green Time:	22.1	29.9	29.9	8.6	16.3	16.3	39.5	39.5	39.5	39.5	39.5	39.5
Volume/Cap:	0.95	0.82	0.82	0.05	0.95	0.95	0.95	0.83	0.83	0.19	0.18	0.18
Delay/Veh:	62.6	32.1	32.1	37.1	59.8	59.8	50.0	30.4	30.4	16.0	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	32.1	32.1	37.1	59.8	59.8	50.0	30.4	30.4	16.0	15.5	15.5
LOS by Move:	E	C	C	D	E	E	D	C	C	B	B	B
HCM2k95thQ:	24	24	24	0	19	19	32	30	30	1	5	5

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Lake Street at B Street

Cycle (sec): 90 Critical Vol./Cap. (X): 0.561

Loss Time (sec): 12 Average Delay (sec/veh): 15.1

Optimal Cycle: 90 Level Of Service: B

Street Name: Lake Street B 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 1 0 1 0 1 1 0 1 0 0 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 10 1271 10 4 919 10 85 6 164 13 0 7

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 10 1271 10 4 919 10 85 6 164 13 0 7

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 10 1271 10 4 919 10 85 6 164 13 0 7

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 11 1338 11 4 967 11 89 6 173 14 0 7

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 11 1338 11 4 967 11 89 6 173 14 0 7

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 11 1338 11 4 967 11 89 6 173 14 0 7

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.95 0.95 0.95 0.95 0.76 0.86 0.86 0.47 1.00 0.85

Lanes: 1.00 1.98 0.02 1.00 1.98 0.02 1.00 0.04 0.96 1.00 0.00 1.00

Final Sat.: 1805 3578 28 1805 3564 39 1450 57 1567 901 0 1615

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.01 0.37 0.37 0.00 0.27 0.27 0.06 0.11 0.11 0.02 0.00 0.00

Crit Moves: **** **** ****

Green Time: 13.8 54.8 54.8 7.0 48.1 48.1 16.2 16.2 16.2 16.2 0.0 16.2

Volume/Cap: 0.04 0.61 0.61 0.03 0.51 0.51 0.34 0.61 0.61 0.08 0.00 0.03

Delay/Veh: 32.5 11.5 11.5 38.4 13.6 13.6 33.1 37.9 37.9 31.0 0.0 30.5

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 32.5 11.5 11.5 38.4 13.6 13.6 33.1 37.9 37.9 31.0 0.0 30.5

LOS by Move: C B B D B B C D D C A C

HCM2k95thQ: 0 21 21 0 16 16 4 9 9 1 0 0

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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 Operations Method (Future Volume Alternative)

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*****
Intersection #23 Lake Street at D Street (North)
*****
Cycle (sec):          90          Critical Vol./Cap.(X):          0.753
Loss Time (sec):      12          Average Delay (sec/veh):        27.3
Optimal Cycle:        90          Level Of Service:          C
*****
Street Name:          Lake Street          D Street (North)
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  1  0          1  0  1  1  0          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              169 1061    106    60  733    100    212 190    259    96 106    78
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:           169 1061    106    60  733    100    212 190    259    96 106    78
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:           169 1061    106    60  733    100    212 190    259    96 106    78
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:            178 1117    112    63  772    105    223 200    273    101 112    82
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           178 1117    112    63  772    105    223 200    273    101 112    82
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:           178 1117    112    63  772    105    223 200    273    101 112    82
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1900 1900    1900    1900 1900    1900    1900 1900    1900    1900 1900    1900
Adjustment:            0.95 0.94    0.94    0.95 0.93    0.93    0.57 0.91    0.91    0.23 0.94    0.94
Lanes:                 1.00 1.82    0.18    1.00 1.76    0.24    1.00 0.42    0.58    1.00 0.58    0.42
Final Sat.:            1805 3236    323    1805 3119    426    1077 734    1001    428 1025    754
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.10 0.35    0.35    0.03 0.25    0.25    0.21 0.27    0.27    0.24 0.11    0.11
Crit Moves:            ****          ****          ****
Green Time:            13.3 39.7    39.7    7.0 33.4    33.4    31.3 31.3    31.3    31.3 31.3    31.3
Volume/Cap:            0.67 0.78    0.78    0.45 0.67    0.67    0.60 0.78    0.78    0.68 0.31    0.31
Delay/Veh:             42.6 24.1    24.1    41.9 25.0    25.0    26.7 32.9    32.9    37.0 21.8    21.8
User DelAdj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
AdjDel/Veh:            42.6 24.1    24.1    41.9 25.0    25.0    26.7 32.9    32.9    37.0 21.8    21.8
LOS by Move:           D    C    C          D    C    C          C    C    C          D    C    C
HCM2k95thQ:            9    26    26          3    19    19          12    24    24          8    8    8
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AM General Plan Buildout without Project
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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #25 Alberhill Ranch Road at Nichols Road

Cycle (sec): 110 Critical Vol./Cap.(X): 0.803
 Loss Time (sec): 16 Average Delay (sec/veh): 26.1
 Optimal Cycle: 91 Level Of Service: C

Alberhill Ranch Road						Nichols Road								
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 0 1 0						1 0 1 0 1			1 0 1 1 0			1 0 1 1 0		

Volume Module:

Base Vol:	32	27	91	148	11	53	57	1720	14	34	1445	135
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:	32	27	91	148	11	53	57	1720	14	34	1445	135
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:	32	27	91	148	11	53	57	1720	14	34	1445	135
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:	34	28	96	156	12	56	60	1811	15	36	1521	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	28	96	156	12	56	60	1811	15	36	1521	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	28	96	156	12	56	60	1811	15	36	1521	142

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	1.00	0.23	0.77	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.83	0.17
Final Sat.:	1805	384	1295	1805	1900	1615	1805	3577	29	1805	3259	304

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.07	0.09	0.01	0.03	0.03	0.51	0.51	0.02	0.47	0.47
Crit Moves:	****			****			****			****		
Green Time:	10.5	9.7	9.7	11.3	10.5	10.5	8.8	66.1	66.1	7.0	64.3	64.3
Volume/Cap:	0.20	0.84	0.84	0.84	0.06	0.36	0.42	0.84	0.84	0.31	0.80	0.80
Delay/Veh:	46.5	82.7	82.7	76.4	45.5	48.1	50.1	20.9	20.9	50.8	20.1	20.1
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:	46.5	82.7	82.7	76.4	45.5	48.1	50.1	20.9	20.9	50.8	20.1	20.1
LOS by Move:	D	F	F	E	D	D	D	C	C	D	C	C
HCM2k95thQ:	2	12	12	14	1	4	4	42	42	2	38	38

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Terra Cotta Road at Nichols Road

Cycle (sec): 105 Critical Vol./Cap. (X): 0.929

Loss Time (sec): 12 Average Delay (sec/veh): 24.8

Optimal Cycle: 120 Level Of Service: C

Street Name: Terra Cotta Road Nichols Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Split Phase Split Phase Permitted Protected

Rights: Include Include Include Include

Min. Green: 7 0 7 0 0 0 0 7 7 7 7 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 0 0 1 0 0 0 0 0 1 1 0 1 0 2 0 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 120 0 272 0 0 0 0 1943 57 103 1554 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: 120 0 272 0 0 0 0 1943 57 103 1554 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: 120 0 272 0 0 0 0 1943 57 103 1554 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: 126 0 286 0 0 0 0 2045 60 108 1636 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 126 0 286 0 0 0 0 2045 60 108 1636 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

Final Volume: 126 0 286 0 0 0 0 2045 60 108 1636 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 1.00 0.85 1.00 1.00 1.00 1.00 0.95 0.95 0.95 0.95 1.00

Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.94 0.06 1.00 2.00 0.00

Final Sat.: 1805 0 1615 0 0 0 0 3493 102 1805 3610 0

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.07 0.00 0.18 0.00 0.00 0.00 0.00 0.59 0.59 0.06 0.45 0.00

Crit Moves: **** **** ****

Green Time: 20.0 0.0 20.0 0.0 0.0 0.0 0.0 66.0 66.0 7.0 73.0 0.0

Volume/Cap: 0.37 0.00 0.93 0.00 0.00 0.00 0.00 0.93 0.93 0.90 0.65 0.00

Delay/Veh: 37.7 0.0 75.5 0.0 0.0 0.0 0.0 25.2 25.2 101.1 9.5 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: 37.7 0.0 75.5 0.0 0.0 0.0 0.0 25.2 25.2 101.1 9.5 0.0

LOS by Move: D A E A A A A C C F A A

HCM2k95thQ: 8 0 23 0 0 0 0 52 52 12 28 0

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 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): OVERFLOW Worst Case Level Of Service: F[xxxxx]

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	1	0

Volume Module:	Horsethief Canyon Road						Temescal Canyon Road					
Base Vol:	182	0	1261	0	0	0	0	1829	242	848	928	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:	182	0	1261	0	0	0	0	1829	242	848	928	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:	182	0	1261	0	0	0	0	1829	242	848	928	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:	192	0	1327	0	0	0	0	1925	255	893	977	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	192	0	1327	0	0	0	0	1925	255	893	977	0

Critical Gap Module:	Horsethief Canyon Road						Temescal Canyon Road					
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:	Horsethief Canyon Road						Temescal Canyon Road					
Cnflict Vol:	4815	4815	2053	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2180	xxxx	xxxxx
Potent Cap.:	1	1	71	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	247	xxxx	xxxxx
Move Cap.:	0	0	71	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	247	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	18.80	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.61	xxxx	xxxx

Level Of Service Module:	Horsethief Canyon Road						Temescal Canyon Road					
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	84.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1214	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	84.6	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1214	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F				*			*			*	

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

PM General Plan Buildout without Project
 Alberhill Villages Specific Plan, Lake Elsinore [2.10.3129.2]
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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Lake Street at I-15 Northbound Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	12	Average Delay (sec/veh):	24.7
Optimal Cycle:	90	Level Of Service:	C

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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	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:	2	0	1	0	0	1	0	0	0	1	0	1

Volume Module:

Base Vol:	606	483	0	0	488	382	0	0	0	228	0	142
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:	606	483	0	0	488	382	0	0	0	228	0	142
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:	606	483	0	0	488	382	0	0	0	228	0	142
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:	638	508	0	0	514	402	0	0	0	240	0	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	638	508	0	0	514	402	0	0	0	240	0	149
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:	638	508	0	0	514	402	0	0	0	240	0	149

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.91	1.00	0.91
Lanes:	2.00	1.00	0.00	0.00	1.12	0.88	0.00	0.00	0.00	1.45	0.00	0.55
Final Sat.:	3502	1900	0	0	1891	1480	0	0	0	2509	0	963

Capacity Analysis Module:

Vol/Sat:	0.18	0.27	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.10	0.00	0.16
Crit Moves:	****			****						****		
Green Time:	23.3	58.1	0.0	0.0	34.8	34.8	0.0	0.0	0.0	19.9	0.0	19.9
Volume/Cap:	0.70	0.41	0.00	0.00	0.70	0.70	0.00	0.00	0.00	0.43	0.00	0.70
Delay/Veh:	32.7	7.9	0.0	0.0	25.0	25.0	0.0	0.0	0.0	30.5	0.0	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	7.9	0.0	0.0	25.0	25.0	0.0	0.0	0.0	30.5	0.0	36.4
LOS by Move:	C	A	A	A	C	C	A	A	A	C	A	D
HCM2k95thQ:	15	12	0	0	22	22	0	0	0	9	0	16

PM General Plan Buildout without Project
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Linscott, Law and Greenspan, Engineers

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Lake Street at I-15 Southbound Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	12	Average Delay (sec/veh):	39.3
Optimal Cycle:	120	Level Of Service:	D

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:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	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:	0	0	2	0	1		1	0	2	0	0	

Volume Module:

Base Vol:	0	923	172	218	568	0	167	0	639	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	923	172	218	568	0	167	0	639	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	923	172	218	568	0	167	0	639	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:	0	972	181	229	598	0	176	0	673	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	972	181	229	598	0	176	0	673	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:	0	972	181	229	598	0	176	0	673	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1809	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.11	0.13	0.17	0.00	0.10	0.00	0.42	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	25.8	25.8	12.2	38.0	0.0	40.0	0.0	40.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.94	0.39	0.94	0.39	0.00	0.22	0.00	0.94	0.00	0.00	0.00
Delay/Veh:	0.0	46.6	26.3	79.2	18.1	0.0	15.5	0.0	43.7	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:	0.0	46.6	26.3	79.2	18.1	0.0	15.5	0.0	43.7	0.0	0.0	0.0
LOS by Move:	A	D	C	E	B	A	B	A	D	A	A	A
HCM2k95thQ:	0	28	8	14	11	0	6	0	38	0	0	0

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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):	120	Critical Vol./Cap.(X):	1.160
Loss Time (sec):	16	Average Delay (sec/veh):	80.1
Optimal Cycle:	120	Level Of Service:	F

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			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	1	0	2	2	0	2	0	2	0

Volume Module:

Base Vol:	134	611	577	559	883	200	142	882	139	371	1257	638
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:	134	611	577	559	883	200	142	882	139	371	1257	638
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:	134	611	577	559	883	200	142	882	139	371	1257	638
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:	141	643	607	588	929	211	149	928	146	391	1323	672
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	643	607	588	929	211	149	928	146	391	1323	672
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	643	607	588	929	211	149	928	146	391	1323	672

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.84	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3206	1603	3502	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.08	0.20	0.38	0.17	0.26	0.13	0.04	0.26	0.09	0.11	0.37	0.42
Crit Moves:	****			****			****			****		
Green Time:	12.8	38.2	38.2	16.9	42.3	42.3	7.0	34.1	34.1	14.8	41.9	41.9
Volume/Cap:	0.73	0.63	1.19	1.19	0.73	0.37	0.73	0.90	0.32	0.90	1.05	1.19
Delay/Veh:	65.2	35.6	136.5	156.2	36.1	29.4	68.3	52.6	34.2	74.1	78.6	141.7
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:	65.2	35.6	136.5	156.2	36.1	29.4	68.3	52.6	34.2	74.1	78.6	141.7
LOS by Move:	E	D	F	F	D	C	E	D	C	E	E	F
HCM2k95thQ:	10	20	61	29	26	10	6	33	8	13	46	57

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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):	90	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	12	Average Delay (sec/veh):	9.8
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	2	0	1		1	0	2	0	0	

Volume Module:

Base Vol:	0	1415	36	164	1156	0	0	0	0	23	0	35
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	1415	36	164	1156	0	0	0	0	23	0	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1415	36	164	1156	0	0	0	0	23	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1489	38	173	1217	0	0	0	0	24	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1489	38	173	1217	0	0	0	0	24	0	37
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	1489	38	173	1217	0	0	0	0	24	0	37

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.41	0.02	0.10	0.34	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:	****			****						****		
Green Time:	0.0	57.6	57.6	13.4	71.0	0.0	0.0	0.0	0.0	7.0	0.0	7.0
Volume/Cap:	0.00	0.64	0.04	0.64	0.43	0.00	0.00	0.00	0.00	0.17	0.00	0.29
Delay/Veh:	0.0	10.5	6.0	41.4	3.1	0.0	0.0	0.0	0.0	39.4	0.0	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.5	6.0	41.4	3.1	0.0	0.0	0.0	0.0	39.4	0.0	40.5
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	23	1	9	11	0	0	0	0	2	0	3

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Lake Street at Mountain Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	12	Average Delay (sec/veh):	18.3
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 1 0	1 0 1 1 0	1 0 0 1 0 1 0 0 1 0

Volume Module:

Base Vol:	87	1519	21	38	1434	153	172	16	108	17	15	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1519	21	38	1434	153	172	16	108	17	15	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1519	21	38	1434	153	172	16	108	17	15	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	1599	22	40	1509	161	181	17	114	18	16	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1599	22	40	1509	161	181	17	114	18	16	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1599	22	40	1509	161	181	17	114	18	16	25

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.73	0.87	0.87	0.59	0.91	0.91
Lanes:	1.00	1.97	0.03	1.00	1.81	0.19	1.00	0.13	0.87	1.00	0.38	0.62
Final Sat.:	1805	3554	49	1805	3216	343	1395	213	1438	1115	664	1062

Capacity Analysis Module:

Vol/Sat:	0.05	0.45	0.45	0.02	0.47	0.47	0.13	0.08	0.08	0.02	0.02	0.02
Crit Moves:	****			****			****					
Green Time:	7.0	53.4	53.4	9.2	55.6	55.6	15.4	15.4	15.4	15.4	15.4	15.4
Volume/Cap:	0.65	0.76	0.76	0.22	0.76	0.76	0.76	0.46	0.46	0.09	0.14	0.14
Delay/Veh:	50.8	15.2	15.2	37.7	14.0	14.0	48.8	34.8	34.8	31.6	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:	50.8	15.2	15.2	37.7	14.0	14.0	48.8	34.8	34.8	31.6	31.9	31.9
LOS by Move:	D	B	B	D	B	B	D	C	C	C	C	C
HCM2k95thQ:	5	29	29	2	31	31	13	7	7	1	2	2

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Lake Street/Grand Avenue at Lakeshore Drive

Cycle (sec): 90 Critical Vol./Cap.(X): 0.788

Loss Time (sec): 16 Average Delay (sec/veh): 28.4

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	

Volume Module:

Base Vol:	23	582	138	1024	601	27	31	66	25	178	60	1190
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:	23	582	138	1024	601	27	31	66	25	178	60	1190
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:	23	582	138	1024	601	27	31	66	25	178	60	1190
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:	24	613	145	1078	633	28	33	69	26	187	63	1253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	613	145	1078	633	28	33	69	26	187	63	1253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	613	145	1078	633	28	33	69	26	187	63	1253

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	0.94	0.94	0.91	0.91	0.91	0.95	1.00	0.75
Lanes:	1.00	2.00	1.00	2.00	1.91	0.09	0.51	1.08	0.41	1.00	1.00	2.00
Final Sat.:	1805	3610	1615	3502	3434	154	877	1868	708	1805	1900	2842

Capacity Analysis Module:

Vol/Sat:	0.01	0.17	0.09	0.31	0.18	0.18	0.04	0.04	0.04	0.10	0.03	0.44
Crit Moves:	****			****			****					****
Green Time:	15.6	18.6	18.6	33.8	36.9	36.9	7.0	9.2	9.2	12.3	14.6	48.4
Volume/Cap:	0.08	0.82	0.43	0.82	0.45	0.45	0.48	0.36	0.36	0.76	0.21	0.82
Delay/Veh:	31.3	41.3	32.0	29.6	19.5	19.5	41.1	38.3	38.3	50.0	33.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	41.3	32.0	29.6	19.5	19.5	41.1	38.3	38.3	50.0	33.0	20.9
LOS by Move:	C	D	C	C	B	B	D	D	D	D	C	C
HCM2k95thQ:	1	20	8	25	13	13	5	4	4	13	3	32

PM General Plan Buildout without Project
 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 #9 Grand Avenue at Lincoln Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	16	Average Delay (sec/veh):	35.2
Optimal Cycle:	90	Level Of Service:	D

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
	1			0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	148	551	144	167	508	33	76	179	397	157	73	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	551	144	167	508	33	76	179	397	157	73	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	551	144	167	508	33	76	179	397	157	73	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	156	580	152	176	535	35	80	188	418	165	77	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	580	152	176	535	35	80	188	418	165	77	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	580	152	176	535	35	80	188	418	165	77	84

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	0.94	0.94	0.95	0.85	0.85	0.95	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3359	218	1805	1619	1619	1805	1664	1664

Capacity Analysis Module:

Vol/Sat:	0.09	0.16	0.09	0.10	0.16	0.16	0.04	0.12	0.26	0.09	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	11.0	19.6	19.6	11.9	20.4	20.4	21.3	31.4	31.4	11.1	21.3	21.3
Volume/Cap:	0.70	0.74	0.43	0.74	0.70	0.70	0.19	0.33	0.74	0.74	0.20	0.21
Delay/Veh:	47.7	36.6	31.3	49.2	34.8	34.8	27.7	21.7	29.3	50.3	27.6	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	36.6	31.3	49.2	34.8	34.8	27.7	21.7	29.3	50.3	27.6	27.8
LOS by Move:	D	D	C	D	C	C	C	C	C	D	C	C
HCM2k95thQ:	11	18	8	12	17	17	4	8	22	12	4	4

PM General Plan Buildout without Project
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 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): OVERFLOW Worst Case Level Of Service: F[xxxxx]

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	1	0	1 0	1	1	0

Volume Module:												
Base Vol:	15	6	61	255	21	91	22	1361	13	59	1530	65
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:	15	6	61	255	21	91	22	1361	13	59	1530	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	6	61	255	21	91	22	1361	13	59	1530	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:	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:	16	6	64	268	22	96	23	1433	14	62	1611	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	6	64	268	22	96	23	1433	14	62	1611	68

Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	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:	3307	3282	1433	3290	3262	1645	1679	xxxx	xxxxx	1446	xxxx	xxxxx
Potent Cap.:	5	9	166	5	9	124	387	xxxx	xxxxx	475	xxxx	xxxxx
Move Cap.:	0	7	166	1	8	124	387	xxxx	xxxxx	475	xxxx	xxxxx
Volume/Cap:	xxxx	0.86	0.39	xxxx	2.91	0.77	0.06	xxxx	xxxx	0.13	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.9	xxxx	xxxxx	13.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx	0	xxxxx	xxxx	1	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	51.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

PM General Plan Buildout without Project
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 Linscott, Law and Greenspan, Engineers

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Collier Avenue at Nichols Road

Cycle (sec):	120	Critical Vol./Cap.(X):	2.047
Loss Time (sec):	12	Average Delay (sec/veh):	331.1
Optimal Cycle:	120	Level Of Service:	F

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				
Control:	Split Phase			Split Phase			Permitted			Protected									
Rights:	Include			Include			Include			Include									
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0							
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0							
Lanes:	0	0	1	0	1	0	0	0	0	0	0	1	1	0	1	0	2	0	0

Volume Module:

Base Vol:	850	0	670	0	0	0	0	1617	779	661	1824	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:	850	0	670	0	0	0	0	1617	779	661	1824	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:	850	0	670	0	0	0	0	1617	779	661	1824	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:	895	0	705	0	0	0	0	1702	820	696	1920	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	895	0	705	0	0	0	0	1702	820	696	1920	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:	895	0	705	0	0	0	0	1702	820	696	1920	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.90	0.90	0.95	0.95	1.00
Lanes:	0.72	0.00	1.28	0.00	0.00	0.00	0.00	1.35	0.65	1.00	2.00	0.00
Final Sat.:	1239	0	2215	0	0	0	0	2317	1116	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.72	0.00	0.32	0.00	0.00	0.00	0.00	0.73	0.73	0.39	0.53	0.00
Crit Moves:	****							****		****		
Green Time:	42.3	0.0	42.3	0.0	0.0	0.0	0.0	43.1	43.1	22.6	65.7	0.0
Volume/Cap:	2.05	0.00	0.90	0.00	0.00	0.00	0.00	2.05	2.05	2.05	0.97	0.00
Delay/Veh:	514.5	0.0	43.7	0.0	0.0	0.0	0.0	513	512.7	530.1	40.5	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:	514.5	0.0	43.7	0.0	0.0	0.0	0.0	513	512.7	530.1	40.5	0.0
LOS by Move:	F	A	D	A	A	A	A	F	F	F	D	A
HCM2k95thQ:	185	0	38	0	0	0	0	197	197	103	57	0

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 I-15 Southbound Ramps at Nichols Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.263
Loss Time (sec):	12	Average Delay (sec/veh):	90.1
Optimal Cycle:	120	Level Of Service:	F

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
Control:	Split Phase			Split Phase			Permitted			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	7	7	7	0	7	7	7	7	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	0	0	0	1	0	1	0	0	0	0	2	0	1

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Volume Module:												
Base Vol:	0	0	0	505	0	177	0	2105	470	456	2217	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	505	0	177	0	2105	470	456	2217	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	505	0	177	0	2105	470	456	2217	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	532	0	186	0	2216	495	480	2334	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	532	0	186	0	2216	495	480	2334	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	532	0	186	0	2216	495	480	2334	0

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Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.93	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.59	0.00	0.41	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2795	0	725	0	3610	1615	1805	3610	0

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Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.26	0.00	0.61	0.31	0.27	0.65	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	24.4	0.0	24.4	0.0	58.3	58.3	25.3	83.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.94	0.00	1.26	0.00	1.26	0.63	1.26	0.93	0.00
Delay/Veh:	0.0	0.0	0.0	65.5	0.0	179.7	0.0	154	24.5	185.1	22.4	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:	0.0	0.0	0.0	65.5	0.0	179.7	0.0	154	24.5	185.1	22.4	0.0
LOS by Move:	A	A	A	E	A	F	A	F	C	F	C	A
HCM2k95thQ:	0	0	0	28	0	49	0	105	22	47	57	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 I-15 Northbound Ramps at Nichols Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.778
Loss Time (sec):	12	Average Delay (sec/veh):	257.5
Optimal Cycle:	120	Level Of Service:	F

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	0	0	0	7	7	0	0	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:	0	1	0 0 1	0	0	0 0 0	1	0	2 0 0	0	0	1 1 0

Volume Module:

Base Vol:	407	0	199	0	0	0	516	2163	0	0	2769	757
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:	407	0	199	0	0	0	516	2163	0	0	2769	757
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:	407	0	199	0	0	0	516	2163	0	0	2769	757
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:	428	0	209	0	0	0	543	2277	0	0	2915	797
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	0	209	0	0	0	543	2277	0	0	2915	797
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:	428	0	209	0	0	0	543	2277	0	0	2915	797

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.92	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.57	0.43
Final Sat.:	1809	0	1615	0	0	0	1805	3610	0	0	2744	750

Capacity Analysis Module:

Vol/Sat:	0.24	0.00	0.13	0.00	0.00	0.00	0.30	0.63	0.00	0.00	1.06	1.06
Crit Moves:	****						****			****		
Green Time:	16.0	0.0	16.0	0.0	0.0	0.0	20.3	92.0	0.0	0.0	71.7	71.7
Volume/Cap:	1.78	0.00	0.97	0.00	0.00	0.00	1.78	0.82	0.00	0.00	1.78	1.78
Delay/Veh:	418.5	0.0	105.5	0.0	0.0	0.0	412.7	10.9	0.0	0.0	376	376.0
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:	418.5	0.0	105.5	0.0	0.0	0.0	412.7	10.9	0.0	0.0	376	376.0
LOS by Move:	F	A	F	A	A	A	F	B	A	A	F	F
HCM2k95thQ:	62	0	21	0	0	0	74	42	0	0	261	261

PM General Plan Buildout without Project
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Linscott, Law and Greenspan, Engineers

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Lincoln Street at A Street/E Street

Cycle (sec):	120	Critical Vol./Cap.(X):	2.398
Loss Time (sec):	16	Average Delay (sec/veh):	481.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Lincoln Street	A Street/E Street	
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected
Rights:	Include	Include	Include
Min. Green:	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
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 0 1

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Volume Module:			
Base Vol:	12 483 93	1837 986 247	109 189 11
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	12 483 93	1837 986 247	109 189 11
Added Vol:	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0
Initial Fut:	12 483 93	1837 986 247	109 189 11
User Adj:	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
PHF Volume:	13 508 98	1934 1038 260	115 199 12
Reduct Vol:	0 0 0	0 0 0	0 0 0
Reduced Vol:	13 508 98	1934 1038 260	115 199 12
PCE Adj:	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
FinalVolume:	13 508 98	1934 1038 260	115 199 12

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Saturation Flow Module:			
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.93 0.93	0.95 0.92 0.92	0.95 1.00 0.85
Lanes:	1.00 1.68 0.32	1.00 1.60 0.40	1.00 1.00 1.00
Final Sat.:	1805 2954 569	1805 2800 701	1805 1900 1615

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Capacity Analysis Module:			
Vol/Sat:	0.01 0.17 0.17	1.07 0.37 0.37	0.06 0.10 0.01
Crit Moves:	****	****	****
Green Time:	8.1 8.3 8.3	51.6 51.7 51.7	7.0 26.3 26.3
Volume/Cap:	0.10 2.49 2.49	2.49 0.86 0.86	1.09 0.48 0.03
Delay/Veh:	52.9 740 739.8	709.9 36.1 36.1	170.4 41.7 36.9
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	52.9 740 739.8	709.9 36.1 36.1	170.4 41.7 36.9
LOS by Move:	D F F	F D D	F D D
HCM2k95thQ:	1 55 55	316 40 40	16 13 1

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Lincoln Street at Nichols Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	12	Average Delay (sec/veh):	28.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lincoln Street	Nichols Road	
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Permitted	Protected	Split Phase
Rights:	Include	Include	Include
Min. Green:	0 7 7	7 7 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0

Volume Module:			
Base Vol:	0 205 76	457 662 0	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 205 76	457 662 0	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0
Initial Fut:	0 205 76	457 662 0	0 0 0
User Adj:	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
PHF Volume:	0 216 80	481 697 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 216 80	481 697 0	0 0 0
PCE Adj:	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
FinalVolume:	0 216 80	481 697 0	0 0 0

Saturation Flow Module:			
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	1.00 0.91 0.91	0.95 0.95 1.00	1.00 1.00 1.00
Lanes:	0.00 1.46 0.54	1.00 2.00 0.00	0.00 0.00 0.00
Final Sat.:	0 2528 937	1805 3610 0	0 0 0

Capacity Analysis Module:			
Vol/Sat:	0.00 0.09 0.09	0.27 0.19 0.00	0.00 0.00 0.00
Crit Moves:	****	****	****
Green Time:	0.0 9.6 9.6	30.0 39.7 0.0	0.0 0.0 0.0
Volume/Cap:	0.00 0.80 0.80	0.80 0.44 0.00	0.00 0.00 0.00
Delay/Veh:	0.0 50.8 50.8	34.7 17.6 0.0	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
AdjDel/Veh:	0.0 50.8 50.8	34.7 17.6 0.0	0.0 0.0 0.0
LOS by Move:	A D D	C B A	A A A
HCM2k95thQ:	0 12 12	25 14 0	0 0 0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Lake Street at A Street

Cycle (sec):	120	Critical Vol./Cap.(X):	1.305
Loss Time (sec):	12	Average Delay (sec/veh):	133.3
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Lake Street						A 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	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	398	708	44	43	675	389	501	281	709	40	142	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	708	44	43	675	389	501	281	709	40	142	28
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:	398	708	44	43	675	389	501	281	709	40	142	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	419	745	46	45	711	409	527	296	746	42	149	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	745	46	45	711	409	527	296	746	42	149	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	419	745	46	45	711	409	527	296	746	42	149	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.90	0.90	0.60	0.89	0.89	0.07	0.98	0.98
Lanes:	1.00	1.88	0.12	1.00	1.27	0.73	1.00	0.28	0.72	1.00	0.84	0.16
Final Sat.:	1805	3368	209	1805	2164	1247	1146	482	1215	135	1547	305

Capacity Analysis Module:

Vol/Sat:	0.23	0.22	0.22	0.03	0.33	0.33	0.46	0.61	0.61	0.31	0.10	0.10
Crit Moves:	****			****			****					
Green Time:	21.3	40.8	40.8	10.8	30.2	30.2	56.5	56.5	56.5	56.5	56.5	56.5
Volume/Cap:	1.31	0.65	0.65	0.28	1.31	1.31	0.98	1.31	1.31	0.66	0.21	0.21
Delay/Veh:	207.5	34.8	34.8	52.0	191	190.7	64.2	178	178.1	47.7	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	207.5	34.8	34.8	52.0	191	190.7	64.2	178	178.1	47.7	18.7	18.7
LOS by Move:	F	C	C	D	F	F	E	F	F	D	B	B
HCM2k95thQ:	45	23	23	3	61	61	41	104	104	5	7	7

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Lake Street at B Street

Cycle (sec): 90 Critical Vol./Cap.(X): 0.588

Loss Time (sec): 12 Average Delay (sec/veh): 11.6

Optimal Cycle: 90 Level Of Service: B

Street Name:	Lake Street										B 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	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	35	1154	4	4	1416	43	75	2	93	10	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1154	4	4	1416	43	75	2	93	10	2	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1154	4	4	1416	43	75	2	93	10	2	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	37	1215	4	4	1491	45	79	2	98	11	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1215	4	4	1491	45	79	2	98	11	2	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	1215	4	4	1491	45	79	2	98	11	2	8

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.76	0.85	0.85	0.63	0.88	0.88
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	1.00	0.02	0.98	1.00	0.20	0.80
Final Sat.:	1805	3598	12	1805	3490	106	1444	34	1587	1197	334	1338

Capacity Analysis Module:

Vol/Sat:	0.02	0.34	0.34	0.00	0.43	0.43	0.05	0.06	0.06	0.01	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	7.0	56.1	56.1	12.9	62.0	62.0	9.0	9.0	9.0	9.0	9.0	9.0
Volume/Cap:	0.26	0.54	0.54	0.02	0.62	0.62	0.55	0.62	0.62	0.09	0.06	0.06
Delay/Veh:	40.1	9.9	9.9	33.1	8.1	8.1	43.0	46.1	46.1	37.1	36.9	36.9
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:	40.1	9.9	9.9	33.1	8.1	8.1	43.0	46.1	46.1	37.1	36.9	36.9
LOS by Move:	D	A	A	C	A	A	D	D	D	D	D	D
HCM2k95thQ:	2	18	18	0	20	20	4	6	6	1	1	1

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Lake Street at D Street (North)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	12	Average Delay (sec/veh):	32.6
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Lake Street						D Street (North)											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Protected						Permitted					
Rights:	Include						Include						Include					
Min. Green:	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			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0			

Volume Module:

Base Vol:	167	924	97	126	1138	210	187	177	225	143	188	119
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:	167	924	97	126	1138	210	187	177	225	143	188	119
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:	167	924	97	126	1138	210	187	177	225	143	188	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	176	973	102	133	1198	221	197	186	237	151	198	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	973	102	133	1198	221	197	186	237	151	198	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	973	102	133	1198	221	197	186	237	151	198	125

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.41	0.92	0.92	0.30	0.94	0.94
Lanes:	1.00	1.81	0.19	1.00	1.69	0.31	1.00	0.44	0.56	1.00	0.61	0.39
Final Sat.:	1805	3221	338	1805	2978	549	785	766	974	568	1096	694

Capacity Analysis Module:

Vol/Sat:	0.10	0.30	0.30	0.07	0.40	0.40	0.25	0.24	0.24	0.26	0.18	0.18
Crit Moves:	****			****						****		
Green Time:	9.9	40.5	40.5	10.4	41.0	41.0	27.0	27.0	27.0	27.0	27.0	27.0
Volume/Cap:	0.88	0.67	0.67	0.63	0.88	0.88	0.84	0.81	0.81	0.88	0.60	0.60
Delay/Veh:	73.1	20.6	20.6	44.2	28.4	28.4	51.4	38.3	38.3	67.5	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	20.6	20.6	44.2	28.4	28.4	51.4	38.3	38.3	67.5	28.8	28.8
LOS by Move:	E	C	C	D	C	C	D	D	D	E	C	C
HCM2k95thQ:	10	22	22	7	34	34	15	23	23	13	16	16

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Alberhill Ranch Road at Nichols Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.076
Loss Time (sec):	16	Average Delay (sec/veh):	66.3
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Alberhill Ranch Road						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			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	0	1	0	0	1	0	1	1	0	0

Volume Module:

Base Vol:	20	19	62	284	33	92	75	1910	28	90	2031	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	19	62	284	33	92	75	1910	28	90	2031	238
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:	20	19	62	284	33	92	75	1910	28	90	2031	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	20	65	299	35	97	79	2011	29	95	2138	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	20	65	299	35	97	79	2011	29	95	2138	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	20	65	299	35	97	79	2011	29	95	2138	251

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	0.23	0.77	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.79	0.21
Final Sat.:	1805	394	1287	1805	1900	1615	1805	3551	52	1805	3180	373

Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.05	0.17	0.02	0.06	0.04	0.57	0.57	0.05	0.67	0.67
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.2	7.0	7.0	17.8	12.6	12.6	7.0	71.8	71.8	7.4	72.2	72.2
Volume/Cap:	0.11	0.87	0.87	1.12	0.17	0.57	0.75	0.95	0.95	0.85	1.12	1.12
Delay/Veh:	49.2	108	107.5	141.4	49.4	55.8	81.1	31.9	31.9	98.7	83.8	83.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	108	107.5	141.4	49.4	55.8	81.1	31.9	31.9	98.7	83.8	83.8
LOS by Move:	D	F	F	F	D	E	F	C	C	F	F	F
HCM2k95thQ:	2	10	10	31	3	8	6	58	58	7	93	93

PM General Plan Buildout without Project
 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 #26 Terra Cotta Road at Nichols Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	12	Average Delay (sec/veh):	59.0
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Terra Cotta Road						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:	Split Phase			Split Phase			Permitted			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	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	0	0	1		0	0	1	1	0	1	0	2	0	0

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Volume Module:												
Base Vol:	86	0	198	0	0	0	0	2208	138	333	2387	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	0	198	0	0	0	0	2208	138	333	2387	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	0	198	0	0	0	0	2208	138	333	2387	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:	91	0	208	0	0	0	0	2324	145	351	2513	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	0	208	0	0	0	0	2324	145	351	2513	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:	91	0	208	0	0	0	0	2324	145	351	2513	0

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Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.94	0.94	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3367	210	1805	3610	0

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Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.69	0.69	0.19	0.70	0.00
Crit Moves:			****					****		****		
Green Time:	13.8	0.0	13.8	0.0	0.0	0.0	0.0	73.6	73.6	20.7	94.2	0.0
Volume/Cap:	0.44	0.00	1.13	0.00	0.00	0.00	0.00	1.13	1.13	1.13	0.89	0.00
Delay/Veh:	51.0	0.0	157.2	0.0	0.0	0.0	0.0	86.5	86.5	139.3	12.9	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:	51.0	0.0	157.2	0.0	0.0	0.0	0.0	86.5	86.5	139.3	12.9	0.0
LOS by Move:	D	A	F	A	A	A	A	F	F	F	B	A
HCM2k95thQ:	7	0	24	0	0	0	0	96	96	36	59	0

APPENDIX D-II

**GENERAL PLAN BUILDOUT WITH PROJECT
TRAFFIC CONDITIONS**

AM General Plan Buildout with Project
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): OVERFLOW Worst Case Level Of Service: F[xxxxx]

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	1	0	0

Volume Module:	Horsethief Canyon Road			Horsethief Canyon Road			Temescal Canyon Road			Temescal Canyon Road		
Base Vol:	199	0	710	0	0	0	0	690	101	579	1111	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:	199	0	710	0	0	0	0	690	101	579	1111	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:	199	0	710	0	0	0	0	690	101	579	1111	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:	209	0	747	0	0	0	0	726	106	609	1169	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	209	0	747	0	0	0	0	726	106	609	1169	0

Critical Gap Module:	Horsethief Canyon Road			Horsethief Canyon Road			Temescal Canyon Road			Temescal Canyon Road		
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:	Horsethief Canyon Road			Horsethief Canyon Road			Temescal Canyon Road			Temescal Canyon Road		
Cnflct Vol:	3168	3168	779	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	833	xxxx	xxxxx
Potent Cap.:	12	11	399	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	809	xxxx	xxxxx
Move Cap.:	0	0	399	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	809	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	1.87	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.75	xxxx	xxxx

Level Of Service Module:	Horsethief Canyon Road			Horsethief Canyon Road			Temescal Canyon Road			Temescal Canyon Road		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	7.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	C	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

AM General Plan Buildout with Project
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 #2 Lake Street at I-15 Northbound Ramps

Cycle (sec): 90 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 90 Level Of Service: C

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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	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:	2	0	1	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	1262	534	0	0	145	168	0	0	0	260	0	86
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:	1262	534	0	0	145	168	0	0	0	260	0	86
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:	1262	534	0	0	145	168	0	0	0	260	0	86
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:	1328	562	0	0	153	177	0	0	0	274	0	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1328	562	0	0	153	177	0	0	0	274	0	91
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:	1328	562	0	0	153	177	0	0	0	274	0	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.60	0.00	0.40
Final Sat.:	3502	1900	0	0	1659	1659	0	0	0	2825	0	702

Capacity Analysis Module:

Vol/Sat:	0.38	0.30	0.00	0.00	0.09	0.11	0.00	0.00	0.00	0.10	0.00	0.13
Crit Moves:	****					****						****
Green Time:	48.1	61.7	0.0	0.0	13.5	13.5	0.0	0.0	0.0	16.4	0.0	16.4
Volume/Cap:	0.71	0.43	0.00	0.00	0.61	0.71	0.00	0.00	0.00	0.53	0.00	0.71
Delay/Veh:	17.0	6.6	0.0	0.0	37.9	41.4	0.0	0.0	0.0	34.2	0.0	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	6.6	0.0	0.0	37.9	41.4	0.0	0.0	0.0	34.2	0.0	39.2
LOS by Move:	B	A	A	A	D	D	A	A	A	C	A	D
HCM2k95thQ:	25	13	0	0	10	12	0	0	0	10	0	14

AM General Plan Buildout with Project
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 #3 Lake Street at I-15 Southbound Ramps

Cycle (sec): 90 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): 16.3
Optimal Cycle: 90 Level Of Service: B

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:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	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:	0	0	2	0	1	0	0	1	0	0	0	0

Volume Module:	Lake Street NB			Lake Street SB			I-15 EB			I-15 WB		
Base Vol:	0	1316	404	33	383	0	88	0	241	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	1316	404	33	383	0	88	0	241	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	1316	404	33	383	0	88	0	241	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:	0	1385	425	35	403	0	93	0	254	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1385	425	35	403	0	93	0	254	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
Final Volume:	0	1385	425	35	403	0	93	0	254	0	0	0

Saturation Flow Module:	Lake Street NB			Lake Street SB			I-15 EB			I-15 WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1809	0	1615	0	0	0

Capacity Analysis Module:	Lake Street NB			Lake Street SB			I-15 EB			I-15 WB		
Vol/Sat:	0.00	0.38	0.26	0.02	0.11	0.00	0.05	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	50.4	50.4	7.0	57.4	0.0	20.6	0.0	20.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.47	0.25	0.18	0.00	0.22	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	15.1	12.2	39.9	6.7	0.0	28.5	0.0	37.0	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:	0.0	15.1	12.2	39.9	6.7	0.0	28.5	0.0	37.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	A	D	A	A	A
HCM2k95thQ:	0	24	13	2	5	0	4	0	15	0	0	0

AM General Plan Buildout with Project
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 #4 Lake Street at Temescal Canyon Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.890
Loss Time (sec): 12 Average Delay (sec/veh): 34.1
Optimal Cycle: 100 Level Of Service: C

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	2	0	0	1	1	0	2	0	0	0

Volume Module:	Lake Street			Lake Street			Temescal Canyon Road			Temescal Canyon Road		
Base Vol:	319	1185	0	0	381	151	765	0	649	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:	319	1185	0	0	381	151	765	0	649	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:	319	1185	0	0	381	151	765	0	649	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:	336	1247	0	0	401	159	805	0	683	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1247	0	0	401	159	805	0	683	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
Final Volume:	336	1247	0	0	401	159	805	0	683	0	0	0

Saturation Flow Module:	Lake Street			Lake Street			Temescal Canyon Road			Temescal Canyon Road		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.43	0.57	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2474	981	3502	0	1615	0	0	0

Capacity Analysis Module:	Lake Street			Lake Street			Temescal Canyon Road			Temescal Canyon Road		
Vol/Sat:	0.19	0.35	0.00	0.00	0.16	0.16	0.23	0.00	0.42	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	18.8	35.2	0.0	0.0	16.4	16.4	42.8	0.0	42.8	0.0	0.0	0.0
Volume/Cap:	0.89	0.88	0.00	0.00	0.89	0.89	0.48	0.00	0.89	0.00	0.00	0.00
Delay/Veh:	56.5	32.4	0.0	0.0	50.6	50.6	16.3	0.0	33.9	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:	56.5	32.4	0.0	0.0	50.6	50.6	16.3	0.0	33.9	0.0	0.0	0.0
LOS by Move:	E	C	A	A	D	D	B	A	C	A	A	A
HCM2k95thQ:	18	31	0	0	17	17	14	0	28	0	0	0

AM General Plan Buildout with Project
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): 120 Critical Vol./Cap. (X): 1.172
Loss Time (sec): 16 Average Delay (sec/veh): 87.6
Optimal Cycle: 120 Level Of Service: F

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			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	1	0	2	2	0	2	0	1	2	0	2	0	1

Volume Module:	Lake Street NB			Lake Street SB			Nichols Road EB			Nichols Road WB		
Base Vol:	78	759	794	407	384	40	52	488	51	536	499	543
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:	78	759	794	407	384	40	52	488	51	536	499	543
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:	78	759	794	407	384	40	52	488	51	536	499	543
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:	82	799	836	428	404	42	55	514	54	564	525	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	799	836	428	404	42	55	514	54	564	525	572
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	82	799	836	428	404	42	55	514	54	564	525	572

Saturation Flow Module:	Lake Street NB			Lake Street SB			Nichols Road EB			Nichols Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.84	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3192	1596	3502	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:	Lake Street NB			Lake Street SB			Nichols Road EB			Nichols Road WB		
Vol/Sat:	0.05	0.25	0.52	0.12	0.11	0.03	0.02	0.14	0.03	0.16	0.15	0.35
Crit Moves:	****			****			****			****		
Green Time:	21.5	50.8	50.8	11.9	41.2	41.2	7.0	19.4	19.4	21.9	34.3	34.3
Volume/Cap:	0.25	0.59	1.24	1.24	0.33	0.08	0.27	0.88	0.21	0.88	0.51	1.24
Delay/Veh:	42.8	27.0	148.0	183.2	29.3	26.6	54.8	63.7	44.0	61.2	36.2	167.0
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:	42.8	27.0	148.0	183.2	29.3	26.6	54.8	63.7	44.0	61.2	36.2	167.0
LOS by Move:	D	C	F	F	C	C	D	E	D	E	D	F
HCM2k95thQ:	5	22	84	24	11	2	2	20	3	19	15	54

AM General Plan Buildout with Project
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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): 90 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 12 Average Delay (sec/veh): 11.1
Optimal Cycle: 90 Level Of Service: B

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	2	0	1	1	0	2	0	0	0	1

Volume Module:	Lake Street						Alberhill Ranch Road					
Base Vol:	0	1497	31	24	911	0	0	0	0	59	0	143
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	1497	31	24	911	0	0	0	0	59	0	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1497	31	24	911	0	0	0	0	59	0	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1576	33	25	959	0	0	0	0	62	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1576	33	25	959	0	0	0	0	62	0	151
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	1576	33	25	959	0	0	0	0	62	0	151

Saturation Flow Module:	Lake Street						Alberhill Ranch Road					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615

Capacity Analysis Module:	Lake Street						Alberhill Ranch Road					
Vol/Sat:	0.00	0.44	0.02	0.01	0.27	0.00	0.00	0.00	0.00	0.03	0.00	0.09
Crit Moves:	****			****						****		
Green Time:	0.0	58.5	58.5	7.0	65.5	0.0	0.0	0.0	0.0	12.5	0.0	12.5
Volume/Cap:	0.00	0.67	0.03	0.18	0.36	0.00	0.00	0.00	0.00	0.25	0.00	0.67
Delay/Veh:	0.0	10.5	5.6	39.4	4.6	0.0	0.0	0.0	0.0	35.1	0.0	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.5	5.6	39.4	4.6	0.0	0.0	0.0	0.0	35.1	0.0	44.5
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	24	1	1	9	0	0	0	0	3	0	10

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Linscott, Law and Greenspan, Engineers

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Lake Street at Mountain Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	12	Average Delay (sec/veh):	18.6
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	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	97	1516	39	22	913	116	170	24	85	47	37	64
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:	97	1516	39	22	913	116	170	24	85	47	37	64
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:	97	1516	39	22	913	116	170	24	85	47	37	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	1596	41	23	961	122	179	25	89	49	39	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1596	41	23	961	122	179	25	89	49	39	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	1596	41	23	961	122	179	25	89	49	39	67

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.66	0.88	0.88	0.64	0.91	0.91
Lanes:	1.00	1.95	0.05	1.00	1.77	0.23	1.00	0.22	0.78	1.00	0.37	0.63
Final Sat.:	1805	3505	90	1805	3149	400	1258	369	1308	1214	630	1090

Capacity Analysis Module:

Vol/Sat:	0.06	0.46	0.46	0.01	0.31	0.31	0.14	0.07	0.07	0.04	0.06	0.06
Crit Moves:	****			****			****					
Green Time:	12.4	54.1	54.1	7.0	48.7	48.7	16.9	16.9	16.9	16.9	16.9	16.9
Volume/Cap:	0.41	0.76	0.76	0.16	0.56	0.56	0.76	0.36	0.36	0.22	0.33	0.33
Delay/Veh:	36.6	14.7	14.7	39.3	14.0	14.0	47.8	32.6	32.6	31.4	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	14.7	14.7	39.3	14.0	14.0	47.8	32.6	32.6	31.4	32.2	32.2
LOS by Move:	D	B	B	D	B	B	D	C	C	C	C	C
HCM2k95thQ:	5	29	29	1	19	19	13	6	6	3	6	6

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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): 0.904
 Loss Time (sec): 16 Average Delay (sec/veh): 39.3
 Optimal Cycle: 111 Level Of Service: D

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	1	0	1	0	1	0	2

Volume Module:

Base Vol:	99	928	202	438	635	146	128	252	121	226	339	716
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	928	202	438	635	146	128	252	121	226	339	716
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	928	202	438	635	146	128	252	121	226	339	716
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:	104	977	213	461	668	154	135	265	127	238	357	754
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	977	213	461	668	154	135	265	127	238	357	754
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	104	977	213	461	668	154	135	265	127	238	357	754

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	0.92	0.92	0.90	0.90	0.90	0.95	1.00	0.75
Lanes:	1.00	2.00	1.00	2.00	1.63	0.37	0.51	1.01	0.48	1.00	1.00	2.00
Final Sat.:	1805	3610	1615	3502	2853	656	878	1728	830	1805	1900	2842

Capacity Analysis Module:

Vol/Sat:	0.06	0.27	0.13	0.13	0.23	0.23	0.15	0.15	0.15	0.13	0.19	0.27
Crit Moves:	****			****			****			****		
Green Time:	10.0	26.9	26.9	13.1	30.1	30.1	15.3	18.3	18.3	15.7	18.7	31.8
Volume/Cap:	0.52	0.90	0.44	0.90	0.70	0.70	0.90	0.76	0.76	0.76	0.90	0.75
Delay/Veh:	40.2	41.0	26.1	57.3	28.0	28.0	54.2	38.5	38.5	45.4	58.4	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	41.0	26.1	57.3	28.0	28.0	54.2	38.5	38.5	45.4	58.4	28.8
LOS by Move:	D	D	C	E	C	C	D	D	D	D	E	C
HCM2k95thQ:	7	30	10	14	19	19	20	17	17	15	24	22

AM General Plan Buildout with Project
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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Grand Avenue at Lincoln Street

Cycle (sec): 90 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 16 Average Delay (sec/veh): 29.6
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	0	1	0	1

Volume Module:	Grand Avenue			Grand Avenue			Lincoln Street			Lincoln Street		
Base Vol:	229	673	135	117	497	97	88	159	153	114	201	180
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:	229	673	135	117	497	97	88	159	153	114	201	180
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:	229	673	135	117	497	97	88	159	153	114	201	180
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:	241	708	142	123	523	102	93	167	161	120	212	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	708	142	123	523	102	93	167	161	120	212	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	241	708	142	123	523	102	93	167	161	120	212	189

Saturation Flow Module:	Grand Avenue			Grand Avenue			Lincoln Street			Lincoln Street		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.88	0.88	0.95	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	1.67	0.33	1.00	1.02	0.98	1.00	1.06	0.94
Final Sat.:	1805	3610	1615	1805	2948	575	1805	1705	1641	1805	1769	1584

Capacity Analysis Module:	Grand Avenue			Grand Avenue			Lincoln Street			Lincoln Street		
Vol/Sat:	0.13	0.20	0.09	0.07	0.18	0.18	0.05	0.10	0.10	0.07	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	20.5	34.2	34.2	13.6	27.3	27.3	7.9	14.6	14.6	11.6	18.4	18.4
Volume/Cap:	0.59	0.52	0.23	0.45	0.59	0.59	0.59	0.60	0.60	0.52	0.59	0.59
Delay/Veh:	33.2	21.9	19.2	36.0	27.4	27.4	45.1	36.9	36.9	38.6	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	21.9	19.2	36.0	27.4	27.4	45.1	36.9	36.9	38.6	33.7	33.7
LOS by Move:	C	C	B	D	C	C	D	D	D	D	C	C
HCM2k95thQ:	13	15	5	7	16	16	7	10	10	8	12	12

AM General Plan Buildout with Project
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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): 25.6 Worst Case Level Of Service: F[848.4]

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	0 1 0

Volume Module:

Base Vol:	18	10	63	21	1	9	26	971	8	21	1138	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:	18	10	63	21	1	9	26	971	8	21	1138	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:	18	10	63	21	1	9	26	971	8	21	1138	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	19	11	66	22	1	9	27	1022	8	22	1198	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	11	66	22	1	9	27	1022	8	22	1198	78

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	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:	2363	2397	1022	2401	2366	1237	1276	xxxx	xxxxx	1031	xxxx	xxxxx
Potent Cap.:	25	34	289	23	36	217	551	xxxx	xxxxx	682	xxxx	xxxxx
Move Cap.:	22	31	289	13	33	217	551	xxxx	xxxxx	682	xxxx	xxxxx
Volume/Cap:	0.87	0.34	0.23	1.76	0.03	0.04	0.05	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.9	xxxx	xxxxx	10.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	67	xxxxx	xxxx	18	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	8.1	xxxxx	xxxxx	4.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	368	xxxxx	xxxxx	848	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:	368.3			848.4			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

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

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Intersection #11 Collier Avenue at Nichols Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.345
Loss Time (sec): 12 Average Delay (sec/veh): 133.9
Optimal Cycle: 120 Level Of Service: F

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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	1	0	1

Volume Module:	Collier Avenue			Collier Avenue			Nichols Road			Nichols Road		
Base Vol:	471	0	432	0	0	0	0	1748	400	250	1189	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:	471	0	432	0	0	0	0	1748	400	250	1189	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:	471	0	432	0	0	0	0	1748	400	250	1189	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:	496	0	455	0	0	0	0	1840	421	263	1252	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	0	455	0	0	0	0	1840	421	263	1252	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
Final Volume:	496	0	455	0	0	0	0	1840	421	263	1252	0

Saturation Flow Module:	Collier Avenue			Collier Avenue			Nichols Road			Nichols Road		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	1.00	0.92	0.92	0.95	0.95	1.00
Lanes:	0.69	0.00	1.31	0.00	0.00	0.00	0.00	1.63	0.37	1.00	2.00	0.00
Final Sat.:	1179	0	2260	0	0	0	0	2855	653	1805	3610	0

Capacity Analysis Module:	Collier Avenue			Collier Avenue			Nichols Road			Nichols Road		
Vol/Sat:	0.42	0.00	0.20	0.00	0.00	0.00	0.00	0.64	0.64	0.15	0.35	0.00
Crit Moves:	****							****		****		
Green Time:	37.5	0.0	37.5	0.0	0.0	0.0	0.0	57.5	57.5	13.0	70.5	0.0
Volume/Cap:	1.35	0.00	0.64	0.00	0.00	0.00	0.00	1.35	1.35	1.34	0.59	0.00
Delay/Veh:	206.0	0.0	36.5	0.0	0.0	0.0	0.0	191	190.7	238.8	16.1	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:	206.0	0.0	36.5	0.0	0.0	0.0	0.0	191	190.7	238.8	16.1	0.0
LOS by Move:	F	A	D	A	A	A	A	F	F	F	B	A
HCM2k95thQ:	78	0	21	0	0	0	0	123	123	31	26	0

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Intersection #12 I-15 Southbound Ramps at Nichols Road

Cycle (sec): 115 Critical Vol./Cap.(X): 1.042
Loss Time (sec): 12 Average Delay (sec/veh): 46.9
Optimal Cycle: 120 Level Of Service: D

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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	7	7	0	7	7	7	7	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	2	0	1	1

Volume Module:	I-15 Southbound Ramp			I-15 Southbound Ramp			Nichols Road			Nichols Road		
Base Vol:	0	0	0	565	0	102	0	1740	672	340	1451	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	565	0	102	0	1740	672	340	1451	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	565	0	102	0	1740	672	340	1451	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	595	0	107	0	1832	707	358	1527	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	595	0	107	0	1832	707	358	1527	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	595	0	107	0	1832	707	358	1527	0

Saturation Flow Module:	I-15 Southbound Ramp			I-15 Southbound Ramp			Nichols Road			Nichols Road		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.94	1.00	0.94	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.73	0.00	0.27	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	3088	0	472	0	3610	1615	1805	3610	0

Capacity Analysis Module:	I-15 Southbound Ramp			I-15 Southbound Ramp			Nichols Road			Nichols Road		
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.23	0.00	0.51	0.44	0.20	0.42	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	25.1	0.0	25.1	0.0	56.0	56.0	21.9	77.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.88	0.00	1.04	0.00	1.04	0.90	1.04	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	54.8	0.0	90.9	0.0	62.7	40.2	106.5	10.9	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:	0.0	0.0	0.0	54.8	0.0	90.9	0.0	62.7	40.2	106.5	10.9	0.0
LOS by Move:	A	A	A	D	A	F	A	E	D	F	B	A
HCM2k95thQ:	0	0	0	26	0	36	0	58	36	25	26	0

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Intersection #13 I-15 Northbound Ramps at Nichols Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.139
Loss Time (sec): 12 Average Delay (sec/veh): 77.1
Optimal Cycle: 120 Level Of Service: E

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	0	0	0	7	7	0	0	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:	0	1	0	0	0	0	1	0	2	0	0	0

Volume Module:

Base Vol:	154	0	417	0	0	0	82	2316	0	0	1751	580
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:	154	0	417	0	0	0	82	2316	0	0	1751	580
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:	154	0	417	0	0	0	82	2316	0	0	1751	580
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:	162	0	439	0	0	0	86	2438	0	0	1843	611
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	0	439	0	0	0	86	2438	0	0	1843	611
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:	162	0	439	0	0	0	86	2438	0	0	1843	611

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.50	0.50
Final Sat.:	1809	0	1615	0	0	0	1805	3610	0	0	2611	865

Capacity Analysis Module:

Vol/Sat:	0.09	0.00	0.27	0.00	0.00	0.00	0.05	0.68	0.00	0.00	0.71	0.71
Crit Moves:	****			****			****			****		
Green Time:	28.1	0.0	28.1	0.0	0.0	0.0	7.0	79.9	0.0	0.0	72.9	72.9
Volume/Cap:	0.38	0.00	1.16	0.00	0.00	0.00	0.82	1.01	0.00	0.00	1.16	1.16
Delay/Veh:	39.3	0.0	144.0	0.0	0.0	0.0	93.8	41.9	0.0	0.0	102	101.9
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:	39.3	0.0	144.0	0.0	0.0	0.0	93.8	41.9	0.0	0.0	102	101.9
LOS by Move:	D	A	F	A	A	A	F	D	A	A	F	F
HCM2k95thQ:	10	0	44	0	0	0	6	74	0	0	108	108

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 Intersection #14 Lincoln Street at A Street/E Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.765
 Loss Time (sec): 16 Average Delay (sec/veh): 39.6
 Optimal Cycle: 90 Level Of Service: D

Street Name:	Lincoln Street						A Street/E 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	1	1	0	1	1	0	1	1	0	1

Volume Module:	Lincoln Street			Lincoln Street			A Street/E Street			A Street/E Street		
Base Vol:	96	832	13	41	418	301	606	86	97	5	33	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	832	13	41	418	301	606	86	97	5	33	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	832	13	41	418	301	606	86	97	5	33	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	876	14	43	440	317	638	91	102	5	35	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	876	14	43	440	317	638	91	102	5	35	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	876	14	43	440	317	638	91	102	5	35	34

Saturation Flow Module:	Lincoln Street			Lincoln Street			A Street/E Street			A Street/E Street		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.89	0.89	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.97	0.03	1.00	1.16	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3547	55	1805	1967	1416	1805	1900	1615	1805	1900	1615

Capacity Analysis Module:	Lincoln Street			Lincoln Street			A Street/E Street			A Street/E Street		
Vol/Sat:	0.06	0.25	0.25	0.02	0.22	0.22	0.35	0.05	0.06	0.00	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	8.5	28.8	28.8	7.0	27.3	27.3	41.2	24.1	24.1	24.1	7.0	7.0
Volume/Cap:	0.66	0.86	0.86	0.34	0.82	0.82	0.86	0.20	0.26	0.01	0.26	0.30
Delay/Veh:	54.2	40.9	40.9	45.9	40.0	40.0	36.5	30.5	31.1	28.9	45.1	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	40.9	40.9	45.9	40.0	40.0	36.5	30.5	31.1	28.9	45.1	45.6
LOS by Move:	D	D	D	D	D	D	D	C	C	C	D	D
HCM2k95thQ:	6	25	25	3	22	22	35	5	5	0	3	3

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Intersection #15 Lincoln Street at B Street/F Street

Cycle (sec): 90 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 12 Average Delay (sec/veh): 28.4
Optimal Cycle: 90 Level Of Service: C

Street Name:	Lincoln Street						B Street/F 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	1	0	1	1	0	0	1	0	0

Volume Module:	Lincoln Street			Lincoln Street			B Street/F Street			B Street/F Street		
Base Vol:	4	382	27	293	176	43	202	130	9	15	33	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	382	27	293	176	43	202	130	9	15	33	346
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:	4	382	27	293	176	43	202	130	9	15	33	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	402	28	308	185	45	213	137	9	16	35	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	402	28	308	185	45	213	137	9	16	35	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	402	28	308	185	45	213	137	9	16	35	364

Saturation Flow Module:	Lincoln Street			Lincoln Street			B Street/F Street			B Street/F Street		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.92	0.92	0.38	0.99	0.99	0.65	0.86	0.86
Lanes:	1.00	1.87	0.13	1.00	1.61	0.39	1.00	0.94	0.06	1.00	0.09	0.91
Final Sat.:	1805	3338	236	1805	2817	688	730	1759	122	1235	143	1497

Capacity Analysis Module:	Lincoln Street			Lincoln Street			B Street/F Street			B Street/F Street		
Vol/Sat:	0.00	0.12	0.12	0.17	0.07	0.07	0.29	0.08	0.08	0.01	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	19.5	16.1	16.1	22.9	19.5	19.5	39.0	39.0	39.0	39.0	39.0	39.0
Volume/Cap:	0.01	0.67	0.67	0.67	0.30	0.30	0.67	0.18	0.18	0.03	0.56	0.56
Delay/Veh:	27.7	37.3	37.3	34.1	29.8	29.8	26.0	15.8	15.8	14.7	20.1	20.1
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:	27.7	37.3	37.3	34.1	29.8	29.8	26.0	15.8	15.8	14.7	20.1	20.1
LOS by Move:	C	D	D	C	C	C	C	B	B	B	C	C
HCM2k95thQ:	0	12	12	14	5	5	12	5	5	1	15	15

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 Intersection #16 Lincoln Street at F Street

Cycle (sec): 90 Critical Vol./Cap. (X): 0.232
 Loss Time (sec): 12 Average Delay (sec/veh): 19.1
 Optimal Cycle: 90 Level Of Service: B

Street Name:		Lincoln Street						F 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	1	0	1	1	0	0	1	0	1	0

Volume Module:												
Base Vol:	31	366	50	8	195	5	26	32	85	60	14	18
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:	31	366	50	8	195	5	26	32	85	60	14	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	366	50	8	195	5	26	32	85	60	14	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	385	53	8	205	5	27	34	89	63	15	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	385	53	8	205	5	27	34	89	63	15	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	385	53	8	205	5	27	34	89	63	15	19

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.74	0.89	0.89	0.66	0.92	0.92
Lanes:	1.00	1.76	0.24	1.00	1.95	0.05	1.00	0.27	0.73	1.00	0.44	0.56
Final Sat.:	1805	3119	426	1805	3506	90	1406	463	1230	1246	761	979

Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.00	0.06	0.06	0.02	0.07	0.07	0.05	0.02	0.02
Crit Moves:	****			****			****					
Green Time:	25.8	44.7	44.7	7.0	25.8	25.8	26.3	26.3	26.3	26.3	26.3	26.3
Volume/Cap:	0.06	0.25	0.25	0.06	0.20	0.20	0.07	0.25	0.25	0.17	0.07	0.07
Delay/Veh:	23.3	13.1	13.1	38.6	24.4	24.4	23.0	24.6	24.6	24.0	23.0	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:	23.3	13.1	13.1	38.6	24.4	24.4	23.0	24.6	24.6	24.0	23.0	23.0
LOS by Move:	C	B	B	D	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	7	7	0	4	4	1	5	5	3	1	1

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Intersection #17 Lincoln Street at Nichols Road

Cycle (sec): 90 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 12 Average Delay (sec/veh): 24.4
Optimal Cycle: 90 Level Of Service: C

Street Name: Lincoln 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:	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	1	0	1	0	2	0	0	0	1

Volume Module:

Base Vol:	0	274	136	238	103	0	0	0	0	39	0	181
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	274	136	238	103	0	0	0	0	39	0	181
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	274	136	238	103	0	0	0	0	39	0	181
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	288	143	251	108	0	0	0	0	41	0	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	288	143	251	108	0	0	0	0	41	0	191
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	288	143	251	108	0	0	0	0	41	0	191

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.34	0.66	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2292	1138	1805	3610	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.13	0.14	0.03	0.00	0.00	0.00	0.00	0.02	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	25.7	25.7	28.3	53.9	0.0	0.0	0.0	0.0	24.0	0.0	24.0
Volume/Cap:	0.00	0.44	0.44	0.44	0.05	0.00	0.00	0.00	0.00	0.09	0.00	0.44
Delay/Veh:	0.0	26.6	26.6	25.1	7.5	0.0	0.0	0.0	0.0	24.8	0.0	28.1
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:	0.0	26.6	26.6	25.1	7.5	0.0	0.0	0.0	0.0	24.8	0.0	28.1
LOS by Move:	A	C	C	C	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	11	11	11	1	0	0	0	0	2	0	8

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Intersection #18 C Street at B Street

Cycle (sec): 90 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 8 Average Delay (sec/veh): 16.3
Optimal Cycle: 90 Level Of Service: B

Street Name:	C Street						B Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	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	0	1	0	0	1	0	0

Volume Module:

Base Vol:	219	318	44	20	309	101	103	128	219	25	73	12
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:	219	318	44	20	309	101	103	128	219	25	73	12
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:	219	318	44	20	309	101	103	128	219	25	73	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	231	335	46	21	325	106	108	135	231	26	77	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	335	46	21	325	106	108	135	231	26	77	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	335	46	21	325	106	108	135	231	26	77	13

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.98	0.98	0.45	0.96	0.96	0.70	0.91	0.91	0.38	0.98	0.98
Lanes:	1.00	0.88	0.12	1.00	0.75	0.25	1.00	0.37	0.63	1.00	0.86	0.14
Final Sat.:	779	1639	227	859	1379	451	1326	634	1085	722	1597	263

Capacity Analysis Module:

Vol/Sat:	0.30	0.20	0.20	0.02	0.24	0.24	0.08	0.21	0.21	0.04	0.05	0.05
Crit Moves:	****						****					
Green Time:	47.7	47.7	47.7	47.7	47.7	47.7	34.3	34.3	34.3	34.3	34.3	34.3
Volume/Cap:	0.56	0.39	0.39	0.05	0.44	0.44	0.21	0.56	0.56	0.10	0.13	0.13
Delay/Veh:	15.8	12.7	12.7	10.2	13.3	13.3	19.0	23.0	23.0	18.1	18.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	12.7	12.7	10.2	13.3	13.3	19.0	23.0	23.0	18.1	18.2	18.2
LOS by Move:	B	B	B	B	B	B	B	C	C	B	B	B
HCM2k95thQ:	10	12	12	1	14	14	4	15	15	1	3	3

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Intersection #19 C Street at Nichols Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.258
Loss Time (sec):	12	Average Delay (sec/veh):	23.9
Optimal Cycle:	90	Level Of Service:	C

Street Name:	C 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:	Permitted			Permitted			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	0	1	0	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	9	54	17	102	50	58	95	261	14	16	173	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	54	17	102	50	58	95	261	14	16	173	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	54	17	102	50	58	95	261	14	16	173	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	57	18	107	53	61	100	275	15	17	182	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	57	18	107	53	61	100	275	15	17	182	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	57	18	107	53	61	100	275	15	17	182	117

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.96	0.96	0.71	0.92	0.92	0.95	0.94	0.94	0.95	0.89	0.89
Lanes:	1.00	0.76	0.24	1.00	0.46	0.54	1.00	1.90	0.10	1.00	1.22	0.78
Final Sat.:	1283	1393	439	1345	808	938	1805	3399	182	1805	2069	1328

Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.08	0.07	0.07	0.06	0.08	0.08	0.01	0.09	0.09
Crit Moves:				****			****			****		
Green Time:	27.9	27.9	27.9	27.9	27.9	27.9	19.4	25.5	25.5	24.6	30.8	30.8
Volume/Cap:	0.02	0.13	0.13	0.26	0.21	0.21	0.26	0.28	0.28	0.03	0.26	0.26
Delay/Veh:	21.6	22.4	22.4	23.6	23.1	23.1	29.7	25.3	25.3	24.0	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	22.4	22.4	23.6	23.1	23.1	29.7	25.3	25.3	24.0	21.5	21.5
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	0	3	3	5	5	5	4	6	6	1	6	6

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Intersection #20 D Street at Nichols Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.261
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 90 Level Of Service: C

Street Name:	D 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:	Permitted			Permitted			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	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	4	17	83	103	18	5	9	388	7	126	294	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	17	83	103	18	5	9	388	7	126	294	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	17	83	103	18	5	9	388	7	126	294	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	18	87	108	19	5	9	408	7	133	309	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	18	87	108	19	5	9	408	7	133	309	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	18	87	108	19	5	9	408	7	133	309	163

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.88	0.88	0.69	0.97	0.97	0.95	0.95	0.95	0.95	0.90	0.90
Lanes:	1.00	0.17	0.83	1.00	0.78	0.22	1.00	1.96	0.04	1.00	1.31	0.69
Final Sat.:	1423	283	1381	1303	1438	399	1805	3535	64	1805	2241	1181

Capacity Analysis Module:

Vol/Sat:	0.00	0.06	0.06	0.08	0.01	0.01	0.01	0.12	0.12	0.07	0.14	0.14
Crit Moves:				****				****				****
Green Time:	26.7	26.7	26.7	26.7	26.7	26.7	7.0	30.7	30.7	20.6	44.3	44.3
Volume/Cap:	0.01	0.21	0.21	0.28	0.04	0.04	0.07	0.34	0.34	0.32	0.28	0.28
Delay/Veh:	22.3	24.0	24.0	24.7	22.6	22.6	38.7	22.3	22.3	29.3	13.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	24.0	24.0	24.7	22.6	22.6	38.7	22.3	22.3	29.3	13.5	13.5
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2k95thQ:	0	5	5	5	1	1	0	9	9	6	8	8

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*****
Intersection #21 Lake Street at A Street
*****
Cycle (sec):      90          Critical Vol./Cap. (X):      0.574
Loss Time (sec):  12          Average Delay (sec/veh):    14.0
Optimal Cycle:    90          Level Of Service:      B
*****
Street Name:      Lake Street          A 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  1  0        1  0  1  1  0        1  0  0  1  0        1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:         101 1379   50   30 959   60   60 20   71   71 40   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:      101 1379   50   30 959   60   60 20   71   71 40   60
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:      101 1379   50   30 959   60   60 20   71   71 40   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:          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:       106 1452   53   32 1009  63   63 21   75   75 42   63
Reduct Vol:       0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:      106 1452   53   32 1009  63   63 21   75   75 42   63
PCE Adj:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Volume:     106 1452   53   32 1009  63   63 21   75   75 42   63
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         1900 1900  1900  1900 1900  1900 1900  1900  1900 1900  1900  1900
Adjustment:       0.95 0.95  0.95  0.95 0.94  0.94  0.61 0.88  0.88  0.65 0.91  0.91
Lanes:           1.00 1.93  0.07  1.00 1.88  0.12  1.00 0.22  0.78  1.00 0.40  0.60
Final Sat.:      1805 3466  126  1805 3367  211  1155 369  1309  1233 692  1037
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.06 0.42  0.42  0.02 0.30  0.30  0.05 0.06  0.06  0.06 0.06  0.06
Crit Moves:       ****          ****          ****
Green Time:       14.2 62.0  62.0   7.0 54.8  54.8   9.0 9.0   9.0   9.0 9.0   9.0
Volume/Cap:       0.37 0.61  0.61  0.22 0.49  0.49  0.55 0.57  0.57  0.61 0.61  0.61
Delay/Veh:        34.7 7.9   7.9  39.8 10.0  10.0  43.9 43.3  43.3  47.1 44.9  44.9
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:       34.7 7.9   7.9  39.8 10.0  10.0  43.9 43.3  43.3  47.1 44.9  44.9
LOS by Move:      C   A   A   D   B   B   D   D   D   D   D   D
HCM2k95thQ:       5   21   21   2   15  15   5   7   7   6   8   8
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Linscott, Law and Greenspan, Engineers

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Lake Street at B Street

Cycle (sec): 90 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 12 Average Delay (sec/veh): 14.4
Optimal Cycle: 90 Level Of Service: B

Street Name: Lake Street

B 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	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	45	1418	5	11	975	84	142	5	46	4	3	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:	45	1418	5	11	975	84	142	5	46	4	3	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:	45	1418	5	11	975	84	142	5	46	4	3	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	1493	5	12	1026	88	149	5	48	4	3	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1493	5	12	1026	88	149	5	48	4	3	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
Final Volume:	47	1493	5	12	1026	88	149	5	48	4	3	14

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.75	0.87	0.87	0.72	0.88	0.88
Lanes:	1.00	1.99	0.01	1.00	1.84	0.16	1.00	0.10	0.90	1.00	0.19	0.81
Final Sat.:	1805	3594	13	1805	3284	283	1433	161	1482	1376	313	1355

Capacity Analysis Module:

Vol/Sat:	0.03	0.42	0.42	0.01	0.31	0.31	0.10	0.03	0.03	0.00	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	12.7	56.7	56.7	7.0	51.0	51.0	14.3	14.3	14.3	14.3	14.3	14.3
Volume/Cap:	0.19	0.66	0.66	0.08	0.55	0.55	0.66	0.21	0.21	0.02	0.06	0.06
Delay/Veh:	34.4	11.2	11.2	38.8	12.6	12.6	42.5	33.3	33.3	32.0	32.3	32.3
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:	34.4	11.2	11.2	38.8	12.6	12.6	42.5	33.3	33.3	32.0	32.3	32.3
LOS by Move:	C	B	B	D	B	B	D	C	C	C	C	C
HCM2k95thQ:	2	24	24	1	18	18	8	3	3	0	1	1

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Linscott, Law and Greenspan, Engineers

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Lake Street at D Street (North)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	12	Average Delay (sec/veh):	26.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lake Street						D Street (North)					
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	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	115	1084	54	83	763	171	267	120	123	49	94	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1084	54	83	763	171	267	120	123	49	94	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1084	54	83	763	171	267	120	123	49	94	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	121	1141	57	87	803	180	281	126	129	52	99	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1141	57	87	803	180	281	126	129	52	99	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	1141	57	87	803	180	281	126	129	52	99	113

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.92	0.92	0.55	0.92	0.92	0.49	0.92	0.92
Lanes:	1.00	1.91	0.09	1.00	1.63	0.37	1.00	0.49	0.51	1.00	0.47	0.53
Final Sat.:	1805	3415	170	1805	2869	643	1036	867	889	927	817	931

Capacity Analysis Module:

Vol/Sat:	0.07	0.33	0.33	0.05	0.28	0.28	0.27	0.15	0.15	0.06	0.12	0.12
Crit Moves:	****			****			****					
Green Time:	10.0	39.2	39.2	7.0	36.1	36.1	31.8	31.8	31.8	31.8	31.8	31.8
Volume/Cap:	0.60	0.77	0.77	0.62	0.70	0.70	0.77	0.41	0.41	0.16	0.34	0.34
Delay/Veh:	43.1	23.9	23.9	48.6	23.9	23.9	35.3	22.5	22.5	20.1	21.7	21.7
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:	43.1	23.9	23.9	48.6	23.9	23.9	35.3	22.5	22.5	20.1	21.7	21.7
LOS by Move:	D	C	C	D	C	C	D	C	C	C	C	C
HCM2k95thQ:	6	26	26	5	21	21	17	11	11	2	9	9

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Lake Street at D Street (South)

Cycle (sec): 90 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 12 Average Delay (sec/veh): 17.1
Optimal Cycle: 98 Level Of Service: B

Street Name:	Lake Street						D Street (South)					
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	2	0	0	1	1	0	1	0	0	0

Volume Module:												
Base Vol:	26	1599	0	0	941	24	31	0	19	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:	26	1599	0	0	941	24	31	0	19	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:	26	1599	0	0	941	24	31	0	19	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:	27	1683	0	0	991	25	33	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1683	0	0	991	25	33	0	20	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:	27	1683	0	0	991	25	33	0	20	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.95	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.95	0.05	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3506	89	1805	0	1615	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.00	0.00	0.28	0.28	0.02	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	42.3	71.0	0.0	0.0	28.7	28.7	7.0	0.0	7.0	0.0	0.0	0.0
Volume/Cap:	0.03	0.59	0.00	0.00	0.88	0.88	0.23	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	12.9	4.1	0.0	0.0	37.5	37.5	39.8	0.0	39.3	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:	12.9	4.1	0.0	0.0	37.5	37.5	39.8	0.0	39.3	0.0	0.0	0.0
LOS by Move:	B	A	A	A	D	D	D	A	D	A	A	A
HCM2k95thQ:	1	18	0	0	27	27	2	0	1	0	0	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Alberhill Ranch Road at Nichols Road

Cycle (sec): 105 Critical Vol./Cap. (X): 0.782
Loss Time (sec): 16 Average Delay (sec/veh): 24.9
Optimal Cycle: 90 Level Of Service: C

Street Name:	Alberhill Ranch Road						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			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	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	34	27	92	133	10	50	54	1665	15	35	1496	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	27	92	133	10	50	54	1665	15	35	1496	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	27	92	133	10	50	54	1665	15	35	1496	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	36	28	97	140	11	53	57	1753	16	37	1575	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	28	97	140	11	53	57	1753	16	37	1575	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	28	97	140	11	53	57	1753	16	37	1575	137

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	1.00	0.23	0.77	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.84	0.16
Final Sat.:	1805	381	1299	1805	1900	1615	1805	3574	32	1805	3282	285

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.07	0.08	0.01	0.03	0.03	0.49	0.49	0.02	0.48	0.48
Crit Moves:	****			****			****			****		
Green Time:	9.7	9.5	9.5	9.9	9.7	9.7	8.5	62.6	62.6	7.0	61.1	61.1
Volume/Cap:	0.21	0.82	0.82	0.82	0.06	0.35	0.39	0.82	0.82	0.31	0.82	0.82
Delay/Veh:	44.8	75.8	75.8	73.1	43.6	46.1	47.5	19.5	19.5	48.1	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	75.8	75.8	73.1	43.6	46.1	47.5	19.5	19.5	48.1	20.5	20.5
LOS by Move:	D	E	E	E	D	D	D	B	B	D	C	C
HCM2k95thQ:	3	12	12	13	1	4	3	38	38	2	39	39

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 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #26 Terra Cotta Road at Nichols Road

Cycle (sec): 95 Critical Vol./Cap.(X): 0.907
 Loss Time (sec): 12 Average Delay (sec/veh): 21.8
 Optimal Cycle: 110 Level Of Service: C

Street Name:	Terra Cotta Road						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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	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	0	0	0	0	0	0	1	1	0	1

Volume Module:	Terra Cotta Road			Terra Cotta Road			Nichols Road			Nichols Road		
Base Vol:	118	0	255	0	0	0	0	1875	56	104	1592	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:	118	0	255	0	0	0	0	1875	56	104	1592	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:	118	0	255	0	0	0	0	1875	56	104	1592	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:	124	0	268	0	0	0	0	1974	59	109	1676	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	0	268	0	0	0	0	1974	59	109	1676	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
Final Volume:	124	0	268	0	0	0	0	1974	59	109	1676	0

Saturation Flow Module:	Terra Cotta Road			Terra Cotta Road			Nichols Road			Nichols Road		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.94	0.06	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3491	104	1805	3610	0

Capacity Analysis Module:	Terra Cotta Road			Terra Cotta Road			Nichols Road			Nichols Road		
Vol/Sat:	0.07	0.00	0.17	0.00	0.00	0.00	0.00	0.57	0.57	0.06	0.46	0.00
Crit Moves:	****			****			****			****		
Green Time:	17.3	0.0	17.3	0.0	0.0	0.0	0.0	58.7	58.7	7.0	65.7	0.0
Volume/Cap:	0.38	0.00	0.91	0.00	0.00	0.00	0.00	0.91	0.91	0.82	0.67	0.00
Delay/Veh:	34.9	0.0	69.3	0.0	0.0	0.0	0.0	22.3	22.3	75.5	9.1	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:	34.9	0.0	69.3	0.0	0.0	0.0	0.0	22.3	22.3	75.5	9.1	0.0
LOS by Move:	C	A	E	A	A	A	A	C	C	E	A	A
HCM2k95thQ:	7	0	21	0	0	0	0	45	45	10	27	0

AM General Plan Buildout with Project
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 #27 Lincoln Street at Temescal Canyon Road

Cycle (sec): 120 Critical Vol./Cap.(X): 1.266
Loss Time (sec): 12 Average Delay (sec/veh): 122.8
Optimal Cycle: 120 Level Of Service: F

Street Name:	Lincoln 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	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	0	0	0	0	0	0	1	1	0	2

Volume Module:	Lincoln Street NB			Lincoln Street SB			Temescal Canyon Road EB			Temescal Canyon Road WB		
Base Vol:	1000	0	470	0	0	0	0	833	536	226	745	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:	1000	0	470	0	0	0	0	833	536	226	745	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:	1000	0	470	0	0	0	0	833	536	226	745	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:	1053	0	495	0	0	0	0	877	564	238	784	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1053	0	495	0	0	0	0	877	564	238	784	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:	1053	0	495	0	0	0	0	877	564	238	784	0

Saturation Flow Module:	Lincoln Street NB			Lincoln Street SB			Temescal Canyon Road EB			Temescal Canyon Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.89	0.89	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.22	0.78	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2067	1330	1805	3610	0

Capacity Analysis Module:	Lincoln Street NB			Lincoln Street SB			Temescal Canyon Road EB			Temescal Canyon Road WB		
Vol/Sat:	0.58	0.00	0.31	0.00	0.00	0.00	0.00	0.42	0.42	0.13	0.22	0.00
Crit Moves:	****			****			****			****		
Green Time:	55.3	0.0	55.3	0.0	0.0	0.0	0.0	40.2	40.2	12.5	52.7	0.0
Volume/Cap:	1.27	0.00	0.66	0.00	0.00	0.00	0.00	1.27	1.27	1.27	0.49	0.00
Delay/Veh:	161.5	0.0	27.4	0.0	0.0	0.0	0.0	167	166.7	208.7	24.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	161.5	0.0	27.4	0.0	0.0	0.0	0.0	167	166.7	208.7	24.3	0.0
LOS by Move:	F	A	C	A	A	A	A	F	F	F	C	A
HCM2k95thQ:	97	0	24	0	0	0	0	76	76	27	19	0

PM General Plan Buildout with Project
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): OVERFLOW Worst Case Level Of Service: F[xxxxx]

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	1	0

Volume Module:	Horsethief Canyon Road						Temescal Canyon Road					
Base Vol:	175	0	1263	0	0	0	0	1837	230	870	965	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:	175	0	1263	0	0	0	0	1837	230	870	965	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:	175	0	1263	0	0	0	0	1837	230	870	965	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:	184	0	1329	0	0	0	0	1934	242	916	1016	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	184	0	1329	0	0	0	0	1934	242	916	1016	0

Critical Gap Module:	Horsethief Canyon Road						Temescal Canyon Road					
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:	Horsethief Canyon Road						Temescal Canyon Road					
Cnflict Vol:	4902	4902	2055	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2176	xxxx	xxxxx
Potent Cap.:	1	1	70	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	248	xxxx	xxxxx
Move Cap.:	0	0	70	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	248	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	18.89	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.69	xxxx	xxxx

Level Of Service Module:	Horsethief Canyon Road						Temescal Canyon Road					
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	87.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1249	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	87.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1249	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	F	*	*
Approach Del:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
Approach LOS:	F			*			*			*		

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

PM General Plan Buildout with Project
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Linscott, Law and Greenspan, Engineers

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Lake Street at I-15 Northbound Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	12	Average Delay (sec/veh):	24.8
Optimal Cycle:	90	Level Of Service:	C

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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	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:	2	0	1	0	0	1	1	0	0	0	1	0

Volume Module:

Base Vol:	663	505	0	0	550	321	0	0	0	263	0	117
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:	663	505	0	0	550	321	0	0	0	263	0	117
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:	663	505	0	0	550	321	0	0	0	263	0	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:	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:	698	532	0	0	579	338	0	0	0	277	0	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	698	532	0	0	579	338	0	0	0	277	0	123
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:	698	532	0	0	579	338	0	0	0	277	0	123

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.92	1.00	0.92
Lanes:	2.00	1.00	0.00	0.00	1.26	0.74	0.00	0.00	0.00	1.53	0.00	0.47
Final Sat.:	3502	1900	0	0	2154	1257	0	0	0	2680	0	825

Capacity Analysis Module:

Vol/Sat:	0.20	0.28	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.10	0.00	0.15
Crit Moves:	****			****								****
Green Time:	25.2	59.1	0.0	0.0	34.0	34.0	0.0	0.0	0.0	18.9	0.0	18.9
Volume/Cap:	0.71	0.43	0.00	0.00	0.71	0.71	0.00	0.00	0.00	0.49	0.00	0.71
Delay/Veh:	31.6	7.6	0.0	0.0	25.8	25.8	0.0	0.0	0.0	31.8	0.0	37.3
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:	31.6	7.6	0.0	0.0	25.8	25.8	0.0	0.0	0.0	31.8	0.0	37.3
LOS by Move:	C	A	A	A	C	C	A	A	A	C	A	D
HCM2k95thQ:	16	13	0	0	23	23	0	0	0	10	0	15

PM General Plan Buildout with Project
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Linscott, Law and Greenspan, Engineers

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Lake Street at I-15 Southbound Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	12	Average Delay (sec/veh):	33.3
Optimal Cycle:	97	Level Of Service:	C

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
Control:	Permitted			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	0	7	7	7	7	0	7	7	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:	0	0	2	0	1	1	0	2	0	0	0	1			
	0	0	2	0	1	1	0	1	0	0	0	0			

Volume Module:

Base Vol:	0	864	168	222	690	0	146	0	587	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	864	168	222	690	0	146	0	587	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	864	168	222	690	0	146	0	587	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:	0	909	177	234	726	0	154	0	618	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	909	177	234	726	0	154	0	618	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:	0	909	177	234	726	0	154	0	618	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1809	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.11	0.13	0.20	0.00	0.08	0.00	0.38	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	25.7	25.7	13.2	38.9	0.0	39.1	0.0	39.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.88	0.38	0.88	0.46	0.00	0.20	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	39.7	26.3	64.7	18.4	0.0	15.9	0.0	35.9	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:	0.0	39.7	26.3	64.7	18.4	0.0	15.9	0.0	35.9	0.0	0.0	0.0
LOS by Move:	A	D	C	E	B	A	B	A	D	A	A	A
HCM2k95thQ:	0	25	8	13	14	0	5	0	33	0	0	0

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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):	120	Critical Vol./Cap.(X):	1.259
Loss Time (sec):	12	Average Delay (sec/veh):	120.2
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Lake Street	Temescal Canyon Road	
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Protected	Permitted	Split Phase
Rights:	Include	Include	Include
Min. Green:	7 7 0	0 7 7	7 0 7
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 0	0 0 1 1 0	2 0 0 0 1

Volume Module:

Base Vol:	559	940	0	0	1125	431	260	0	512	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:	559	940	0	0	1125	431	260	0	512	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:	559	940	0	0	1125	431	260	0	512	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:	588	989	0	0	1184	454	274	0	539	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	989	0	0	1184	454	274	0	539	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:	588	989	0	0	1184	454	274	0	539	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.45	0.55	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2500	958	3502	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.33	0.27	0.00	0.00	0.47	0.47	0.08	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	31.1	76.2	0.0	0.0	45.1	45.1	31.8	0.0	31.8	0.0	0.0	0.0
Volume/Cap:	1.26	0.43	0.00	0.00	1.26	1.26	0.29	0.00	1.26	0.00	0.00	0.00
Delay/Veh:	177.5	11.1	0.0	0.0	160	160.5	35.3	0.0	178.5	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:	177.5	11.1	0.0	0.0	160	160.5	35.3	0.0	178.5	0.0	0.0	0.0
LOS by Move:	F	B	A	A	F	F	D	A	F	A	A	A
HCM2k95thQ:	57	17	0	0	82	82	7	0	51	0	0	0

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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):	120	Critical Vol./Cap.(X):	1.437
Loss Time (sec):	16	Average Delay (sec/veh):	147.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Lake Street	Nichols Road	
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected
Rights:	Include	Include	Include
Min. Green:	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
Lanes:	1 0 2 1 0	2 0 2 0 1	2 0 2 0 1

Volume Module:

Base Vol:	63	454	853	722	788	76	78	572	90	706	821	658
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:	63	454	853	722	788	76	78	572	90	706	821	658
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:	63	454	853	722	788	76	78	572	90	706	821	658
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:	66	478	898	760	829	80	82	602	95	743	864	693
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	478	898	760	829	80	82	602	95	743	864	693
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:	66	478	898	760	829	80	82	602	95	743	864	693

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.82	0.82	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3119	1560	3502	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.15	0.58	0.22	0.23	0.05	0.02	0.17	0.06	0.21	0.24	0.43
Crit Moves:			****	****			****					****
Green Time:	12.7	45.7	45.7	17.2	50.2	50.2	7.0	18.1	18.1	23.0	34.1	34.1
Volume/Cap:	0.35	0.40	1.51	1.51	0.55	0.12	0.40	1.11	0.39	1.11	0.84	1.51
Delay/Veh:	50.8	27.2	272.9	291.6	26.8	21.4	55.8	123	47.0	116.7	47.0	284.1
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:	50.8	27.2	272.9	291.6	26.8	21.4	55.8	123	47.0	116.7	47.0	284.1
LOS by Move:	D	C	F	F	C	C	E	F	D	F	D	F
HCM2k95thQ:	4	13	115	48	20	3	3	29	6	31	26	80

PM General Plan Buildout with Project
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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):	90	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	12	Average Delay (sec/veh):	9.8
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
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	2	0	1	1	0	2	0	0	0	0	1		

Volume Module:

Base Vol:	0	1495	35	165	1336	0	0	0	0	23	0	35
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	1495	35	165	1336	0	0	0	0	23	0	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1495	35	165	1336	0	0	0	0	23	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1574	37	174	1406	0	0	0	0	24	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1574	37	174	1406	0	0	0	0	24	0	37
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	1574	37	174	1406	0	0	0	0	24	0	37

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.44	0.02	0.10	0.39	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:	****			****			****			****		
Green Time:	0.0	58.2	58.2	12.8	71.0	0.0	0.0	0.0	0.0	7.0	0.0	7.0
Volume/Cap:	0.00	0.67	0.04	0.67	0.49	0.00	0.00	0.00	0.00	0.17	0.00	0.29
Delay/Veh:	0.0	10.8	5.8	43.5	3.4	0.0	0.0	0.0	0.0	39.4	0.0	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.8	5.8	43.5	3.4	0.0	0.0	0.0	0.0	39.4	0.0	40.5
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	25	1	9	13	0	0	0	0	2	0	3

PM General Plan Buildout with Project
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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):	0.770
Loss Time (sec):	12	Average Delay (sec/veh):	17.8
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	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	89	1502	21	38	1521	152	160	16	110	18	15	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:	89	1502	21	38	1521	152	160	16	110	18	15	23
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:	89	1502	21	38	1521	152	160	16	110	18	15	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:	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:	94	1581	22	40	1601	160	168	17	116	19	16	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1581	22	40	1601	160	168	17	116	19	16	24
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:	94	1581	22	40	1601	160	168	17	116	19	16	24

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.74	0.87	0.87	0.57	0.91	0.91
Lanes:	1.00	1.97	0.03	1.00	1.82	0.18	1.00	0.13	0.87	1.00	0.39	0.61
Final Sat.:	1805	3553	50	1805	3236	323	1397	210	1441	1079	682	1045

Capacity Analysis Module:

Vol/Sat:	0.05	0.44	0.44	0.02	0.49	0.49	0.12	0.08	0.08	0.02	0.02	0.02
Crit Moves:	****			****			****					
Green Time:	7.0	54.6	54.6	9.5	57.1	57.1	13.9	13.9	13.9	13.9	13.9	13.9
Volume/Cap:	0.67	0.73	0.73	0.21	0.78	0.78	0.78	0.52	0.52	0.11	0.15	0.15
Delay/Veh:	52.0	13.9	13.9	37.3	13.7	13.7	53.1	36.9	36.9	33.0	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	13.9	13.9	37.3	13.7	13.7	53.1	36.9	36.9	33.0	33.2	33.2
LOS by Move:	D	B	B	D	B	B	D	D	D	C	C	C
HCM2k95thQ:	5	28	28	2	32	32	13	8	8	1	2	2

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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):	0.769
Loss Time (sec):	16	Average Delay (sec/veh):	28.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lake Street/Grand Avenue	Lakeshore Drive	
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected
Rights:	Include	Include	Include
Min. Green:	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
Lanes:	1 0 2 0 1	2 0 1 1 0	0 1 0 1 0

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Volume Module:			
Base Vol:	24 634 138	1015 715 30	32 63 25
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	24 634 138	1015 715 30	32 63 25
Added Vol:	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0
Initial Fut:	24 634 138	1015 715 30	32 63 25
User Adj:	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
PHF Volume:	25 667 145	1068 753 32	34 66 26
Reduct Vol:	0 0 0	0 0 0	0 0 0
Reduced Vol:	25 667 145	1068 753 32	34 66 26
PCE Adj:	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
Final Volume:	25 667 145	1068 753 32	34 66 26

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Saturation Flow Module:			
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.95 0.85	0.92 0.94 0.94	0.91 0.91 0.91
Lanes:	1.00 2.00 1.00	2.00 1.92 0.08	0.53 1.05 0.42
Final Sat.:	1805 3610 1615	3502 3444 144	921 1813 719

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Capacity Analysis Module:			
Vol/Sat:	0.01 0.18 0.09	0.31 0.22 0.22	0.04 0.04 0.04
Crit Moves:	****	****	****
Green Time:	14.5 20.8 20.8	34.3 40.7 40.7	7.7 7.0 7.0
Volume/Cap:	0.09 0.80 0.39	0.80 0.48 0.48	0.43 0.47 0.47
Delay/Veh:	32.3 38.2 29.9	28.3 17.5 17.5	40.1 41.0 41.0
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	32.3 38.2 29.9	28.3 17.5 17.5	40.1 41.0 41.0
LOS by Move:	C D C	C B B	D D D
HCM2k95thQ:	1 21 7	24 14 14	5 5 5

PM General Plan Buildout with Project
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Linscott, Law and Greenspan, Engineers

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Grand Avenue at Lincoln Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	16	Average Delay (sec/veh):	32.1
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	1
	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	119	584	131	181	604	42	82	166	293	139	72	89
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:	119	584	131	181	604	42	82	166	293	139	72	89
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:	119	584	131	181	604	42	82	166	293	139	72	89
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:	125	615	138	191	636	44	86	175	308	146	76	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	615	138	191	636	44	86	175	308	146	76	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	615	138	191	636	44	86	175	308	146	76	94

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	0.94	0.94	0.95	0.86	0.86	0.95	0.87	0.87
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3342	232	1805	1632	1632	1805	1655	1655

Capacity Analysis Module:

Vol/Sat:	0.07	0.17	0.09	0.11	0.19	0.19	0.05	0.11	0.19	0.08	0.05	0.06
Crit Moves:	****			****			****			****		
Green Time:	10.8	23.1	23.1	14.3	26.5	26.5	18.3	25.6	25.6	11.0	18.3	18.3
Volume/Cap:	0.58	0.66	0.33	0.66	0.65	0.65	0.24	0.38	0.66	0.66	0.23	0.28
Delay/Veh:	41.2	31.8	27.7	41.3	29.0	29.0	30.3	26.0	30.7	45.2	30.1	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	31.8	27.7	41.3	29.0	29.0	30.3	26.0	30.7	45.2	30.1	30.5
LOS by Move:	D	C	C	D	C	C	C	C	C	D	C	C
HCM2k95thQ:	8	17	7	12	18	18	4	8	17	10	4	5

PM General Plan Buildout with Project
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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): OVERFLOW Worst Case Level Of Service: F[xxxxx]

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:	13	5	62	277	21	89	21	1344	12	59	1467	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	5	62	277	21	89	21	1344	12	59	1467	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	5	62	277	21	89	21	1344	12	59	1467	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	5	65	292	22	94	22	1415	13	62	1544	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	5	65	292	22	94	22	1415	13	62	1544	69

Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:												
Cnflict Vol:	3220	3197	1415	3204	3175	1579	1614	xxxx	xxxxxx	1427	xxxx	xxxxxx
Potent Cap.:	6	10	170	6	11	136	410	xxxx	xxxxxx	483	xxxx	xxxxxx
Move Cap.:	0	8	170	2	9	136	410	xxxx	xxxxxx	483	xxxx	xxxxxx
Volume/Cap:	xxxx	0.62	0.38	xxxx	2.53	0.69	0.05	xxxx	xxxx	0.13	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	0.4	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	14.3	xxxx	xxxxxx	13.6	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx	0	xxxxxx	xxxx	2	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	53.5	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

PM General Plan Buildout with Project
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Collier Avenue at Nichols Road

Cycle (sec):	120	Critical Vol./Cap.(X):	2.069
Loss Time (sec):	12	Average Delay (sec/veh):	339.6
Optimal Cycle:	120	Level Of Service:	F

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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 1	0	0	0 0 0	0	0	1 1 0	1	0	2 0 0

Volume Module:

Base Vol:	846	0	654	0	0	0	0	1703	812	648	1828	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:	846	0	654	0	0	0	0	1703	812	648	1828	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:	846	0	654	0	0	0	0	1703	812	648	1828	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:	891	0	688	0	0	0	0	1793	855	682	1924	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	891	0	688	0	0	0	0	1793	855	682	1924	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:	891	0	688	0	0	0	0	1793	855	682	1924	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.90	0.90	0.95	0.95	1.00
Lanes:	0.72	0.00	1.28	0.00	0.00	0.00	0.00	1.35	0.65	1.00	2.00	0.00
Final Sat.:	1247	0	2210	0	0	0	0	2327	1110	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.71	0.00	0.31	0.00	0.00	0.00	0.00	0.77	0.77	0.38	0.53	0.00
Crit Moves:	****							****		****		
Green Time:	41.4	0.0	41.4	0.0	0.0	0.0	0.0	44.7	44.7	21.9	66.6	0.0
Volume/Cap:	2.07	0.00	0.90	0.00	0.00	0.00	0.00	2.07	2.07	2.07	0.96	0.00
Delay/Veh:	525.0	0.0	44.3	0.0	0.0	0.0	0.0	522	521.7	540.7	37.7	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:	525.0	0.0	44.3	0.0	0.0	0.0	0.0	522	521.7	540.7	37.7	0.0
LOS by Move:	F	A	D	A	A	A	A	F	F	F	D	A
HCM2k95thQ:	184	0	37	0	0	0	0	208	208	102	56	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 I-15 Southbound Ramps at Nichols Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.278
Loss Time (sec):	12	Average Delay (sec/veh):	93.3
Optimal Cycle:	120	Level Of Service:	F

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:	Split Phase			Split Phase			Permitted			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	7	7	7	0	7	7	7	7	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	0	1	0	1	0	0	2	0	1	1	0	2	0	0

Volume Module:

Base Vol:	0	0	0	504	0	177	0	2156	482	454	2207	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	504	0	177	0	2156	482	454	2207	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	504	0	177	0	2156	482	454	2207	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	531	0	186	0	2269	507	478	2323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	531	0	186	0	2269	507	478	2323	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
Final Volume:	0	0	0	531	0	186	0	2269	507	478	2323	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.93	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.59	0.00	0.41	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2794	0	726	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.26	0.00	0.63	0.31	0.26	0.64	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	24.1	0.0	24.1	0.0	59.0	59.0	24.9	83.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.95	0.00	1.28	0.00	1.28	0.64	1.28	0.92	0.00
Delay/Veh:	0.0	0.0	0.0	67.8	0.0	186.2	0.0	160	24.3	191.8	21.4	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:	0.0	0.0	0.0	67.8	0.0	186.2	0.0	160	24.3	191.8	21.4	0.0
LOS by Move:	A	A	A	E	A	F	A	F	C	F	C	A
HCM2k95thQ:	0	0	0	28	0	50	0	110	23	47	56	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 I-15 Northbound Ramps at Nichols Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.783
Loss Time (sec):	12	Average Delay (sec/veh):	258.0
Optimal Cycle:	120	Level Of Service:	F

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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	0	0	0	7	7	0	0	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:	0	1	0 0 1	0	0	0 0 0	1	0	2 0 0	0	0	1 1 0

Volume Module:

Base Vol:	409	0	196	0	0	0	528	2202	0	0	2769	746
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:	409	0	196	0	0	0	528	2202	0	0	2769	746
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:	409	0	196	0	0	0	528	2202	0	0	2769	746
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:	431	0	206	0	0	0	556	2318	0	0	2915	785
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	0	206	0	0	0	556	2318	0	0	2915	785
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	431	0	206	0	0	0	556	2318	0	0	2915	785

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.92	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.58	0.42
Final Sat.:	1809	0	1615	0	0	0	1805	3610	0	0	2753	742

Capacity Analysis Module:

Vol/Sat:	0.24	0.00	0.13	0.00	0.00	0.00	0.31	0.64	0.00	0.00	1.06	1.06
Crit Moves:	****						****			****		
Green Time:	16.0	0.0	16.0	0.0	0.0	0.0	20.7	92.0	0.0	0.0	71.3	71.3
Volume/Cap:	1.78	0.00	0.96	0.00	0.00	0.00	1.78	0.84	0.00	0.00	1.78	1.78
Delay/Veh:	420.5	0.0	100.6	0.0	0.0	0.0	414.7	11.5	0.0	0.0	379	378.7
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:	420.5	0.0	100.6	0.0	0.0	0.0	414.7	11.5	0.0	0.0	379	378.7
LOS by Move:	F	A	F	A	A	A	F	B	A	A	F	F
HCM2k95thQ:	63	0	21	0	0	0	76	44	0	0	261	261

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Lincoln Street at A Street/E Street

Cycle (sec):	120	Critical Vol./Cap.(X):	1.212
Loss Time (sec):	16	Average Delay (sec/veh):	123.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Lincoln Street						A Street/E Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	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	1	1	0	1	0	1	1	0	1	0	1	0	1

Volume Module:

Base Vol:	91	663	12	111	1093	877	575	90	99	11	83	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	663	12	111	1093	877	575	90	99	11	83	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	663	12	111	1093	877	575	90	99	11	83	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	698	13	117	1151	923	605	95	104	12	87	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	698	13	117	1151	923	605	95	104	12	87	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	698	13	117	1151	923	605	95	104	12	87	69

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.89	0.89	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.96	0.04	1.00	1.11	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3535	64	1805	1869	1499	1805	1900	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.20	0.20	0.06	0.62	0.62	0.34	0.05	0.06	0.01	0.05	0.04
Crit Moves:	****			****			****			****		
Green Time:	7.0	49.1	49.1	16.1	58.3	58.3	31.7	20.3	20.3	18.4	7.0	7.0
Volume/Cap:	0.91	0.48	0.48	0.48	1.27	1.27	1.27	0.29	0.38	0.04	0.79	0.74
Delay/Veh:	115.9	26.3	26.3	49.6	156	156.5	180.5	44.1	45.1	43.4	86.2	81.6
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:	115.9	26.3	26.3	49.6	156	156.5	180.5	44.1	45.1	43.4	86.2	81.6
LOS by Move:	F	C	C	D	F	F	F	D	D	D	F	F
HCM2k95thQ:	8	18	18	8	104	104	63	6	7	1	10	8

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Lincoln Street at B Street/F Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	12	Average Delay (sec/veh):	33.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lincoln Street						B Street/F 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	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	21	348	35	440	591	271	133	120	18	46	192	346
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	348	35	440	591	271	133	120	18	46	192	346
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	348	35	440	591	271	133	120	18	46	192	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	366	37	463	622	285	140	126	19	48	202	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	366	37	463	622	285	140	126	19	48	202	364
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:	22	366	37	463	622	285	140	126	19	48	202	364

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.91	0.91	0.23	0.98	0.98	0.65	0.90	0.90
Lanes:	1.00	1.82	0.18	1.00	1.37	0.63	1.00	0.87	0.13	1.00	0.36	0.64
Final Sat.:	1805	3234	325	1805	2359	1082	428	1621	243	1237	613	1105

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.11	0.26	0.26	0.26	0.33	0.08	0.08	0.04	0.33	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.4	12.6	12.6	28.6	31.8	31.8	36.8	36.8	36.8	36.8	36.8	36.8
Volume/Cap:	0.12	0.81	0.81	0.81	0.75	0.75	0.80	0.19	0.19	0.10	0.81	0.81
Delay/Veh:	36.8	46.9	46.9	36.5	28.1	28.1	46.1	17.2	17.2	16.5	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	46.9	46.9	36.5	28.1	28.1	46.1	17.2	17.2	16.5	30.4	30.4
LOS by Move:	D	D	D	D	C	C	D	B	B	B	C	C
HCM2k95thQ:	1	12	12	20	19	19	11	5	5	2	26	26

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Lincoln Street at F Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.354
Loss Time (sec):	12	Average Delay (sec/veh):	17.7
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Lincoln Street						F 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	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	97	405	73	41	619	55	17	27	46	65	51	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	405	73	41	619	55	17	27	46	65	51	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	405	73	41	619	55	17	27	46	65	51	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	426	77	43	652	58	18	28	48	68	54	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	426	77	43	652	58	18	28	48	68	54	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	426	77	43	652	58	18	28	48	68	54	25

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.71	0.91	0.91	0.71	0.95	0.95
Lanes:	1.00	1.69	0.31	1.00	1.84	0.16	1.00	0.37	0.63	1.00	0.68	0.32
Final Sat.:	1805	2988	539	1805	3276	291	1340	637	1085	1341	1230	579

Capacity Analysis Module:

Vol/Sat:	0.06	0.14	0.14	0.02	0.20	0.20	0.01	0.04	0.04	0.05	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	14.4	42.1	42.1	22.9	50.6	50.6	13.0	13.0	13.0	13.0	13.0	13.0
Volume/Cap:	0.35	0.31	0.31	0.09	0.35	0.35	0.09	0.31	0.31	0.35	0.30	0.30
Delay/Veh:	34.4	15.0	15.0	25.7	10.9	10.9	33.6	35.2	35.2	35.8	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	15.0	15.0	25.7	10.9	10.9	33.6	35.2	35.2	35.8	35.1	35.1
LOS by Move:	C	B	B	C	B	B	C	D	D	D	D	D
HCM2k95thQ:	6	9	9	2	10	10	1	4	4	4	4	4

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Lincoln Street at Nichols Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	12	Average Delay (sec/veh):	24.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lincoln Street						Nichols Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	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	1	0	1	0	2	0	0	0	0	1		

Volume Module:

Base Vol:	0	233	68	317	471	0	0	0	0	167	0	385
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	233	68	317	471	0	0	0	0	167	0	385
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	233	68	317	471	0	0	0	0	167	0	385
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	245	72	334	496	0	0	0	0	176	0	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	245	72	334	496	0	0	0	0	176	0	405
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	245	72	334	496	0	0	0	0	176	0	405

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.55	0.45	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2699	788	1805	3610	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.18	0.14	0.00	0.00	0.00	0.00	0.10	0.00	0.25
Crit Moves:	****			****						****		
Green Time:	0.0	13.5	13.5	27.4	40.8	0.0	0.0	0.0	0.0	37.2	0.0	37.2
Volume/Cap:	0.00	0.61	0.61	0.61	0.30	0.00	0.00	0.00	0.00	0.24	0.00	0.61
Delay/Veh:	0.0	37.9	37.9	28.7	15.7	0.0	0.0	0.0	0.0	17.3	0.0	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.9	37.9	28.7	15.7	0.0	0.0	0.0	0.0	17.3	0.0	22.3
LOS by Move:	A	D	D	C	B	A	A	A	A	B	A	C
HCM2k95thQ:	0	10	10	16	9	0	0	0	0	6	0	16

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 C Street at B Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	8	Average Delay (sec/veh):	28.9
Optimal Cycle:	115	Level Of Service:	C

Street Name:	C Street						B Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	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	0	1	0	0	1	0	0

Volume Module:

Base Vol:	331	421	140	35	406	82	75	225	293	91	166	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:	331	421	140	35	406	82	75	225	293	91	166	23
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:	331	421	140	35	406	82	75	225	293	91	166	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:	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:	348	443	147	37	427	86	79	237	308	96	175	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	443	147	37	427	86	79	237	308	96	175	24
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:	348	443	147	37	427	86	79	237	308	96	175	24

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.96	0.96	0.28	0.98	0.98	0.57	0.92	0.92	0.19	0.98	0.98
Lanes:	1.00	0.75	0.25	1.00	0.83	0.17	1.00	0.43	0.57	1.00	0.88	0.12
Final Sat.:	650	1373	457	540	1541	311	1088	755	983	360	1639	227

Capacity Analysis Module:

Vol/Sat:	0.54	0.32	0.32	0.07	0.28	0.28	0.07	0.31	0.31	0.27	0.11	0.11
Crit Moves:	****			****								
Green Time:	51.7	51.7	51.7	51.7	51.7	51.7	30.3	30.3	30.3	30.3	30.3	30.3
Volume/Cap:	0.93	0.56	0.56	0.12	0.48	0.48	0.22	0.93	0.93	0.79	0.32	0.32
Delay/Veh:	47.5	12.7	12.7	8.9	11.6	11.6	21.7	51.0	51.0	55.8	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	12.7	12.7	8.9	11.6	11.6	21.7	51.0	51.0	55.8	22.5	22.5
LOS by Move:	D	B	B	A	B	B	C	D	D	E	C	C
HCM2k95thQ:	24	19	19	1	16	16	3	30	30	6	8	8

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 C Street at Nichols Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	12	Average Delay (sec/veh):	23.9
Optimal Cycle:	90	Level Of Service:	C

Street Name:	C 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:	Permitted			Permitted			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	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	21	89	21	149	75	149	119	250	14	21	381	182
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	89	21	149	75	149	119	250	14	21	381	182
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	89	21	149	75	149	119	250	14	21	381	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	94	22	157	79	157	125	263	15	22	401	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	94	22	157	79	157	125	263	15	22	401	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	94	22	157	79	157	125	263	15	22	401	192

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.97	0.97	0.67	0.90	0.90	0.95	0.94	0.94	0.95	0.90	0.90
Lanes:	1.00	0.81	0.19	1.00	0.33	0.67	1.00	1.89	0.11	1.00	1.35	0.65
Final Sat.:	933	1493	352	1277	573	1137	1805	3391	190	1805	2326	1111

Capacity Analysis Module:

Vol/Sat:	0.02	0.06	0.06	0.12	0.14	0.14	0.07	0.08	0.08	0.01	0.17	0.17
Crit Moves:				****			****			****		
Green Time:	28.3	28.3	28.3	28.3	28.3	28.3	14.3	24.8	24.8	24.8	35.4	35.4
Volume/Cap:	0.08	0.20	0.20	0.39	0.44	0.44	0.44	0.28	0.28	0.04	0.44	0.44
Delay/Veh:	21.8	22.7	22.7	24.7	25.1	25.1	35.3	25.7	25.7	23.9	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	22.7	22.7	24.7	25.1	25.1	35.3	25.7	25.7	23.9	20.2	20.2
LOS by Move:	C	C	C	C	C	C	D	C	C	C	C	C
HCM2k95thQ:	1	5	5	7	11	11	6	6	6	1	12	12

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 D Street at Nichols Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	12	Average Delay (sec/veh):	21.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	D 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:	Permitted			Permitted			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	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	3	9	146	193	8	5	3	481	2	110	572	168
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	9	146	193	8	5	3	481	2	110	572	168
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	9	146	193	8	5	3	481	2	110	572	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	9	154	203	8	5	3	506	2	116	602	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	154	203	8	5	3	506	2	116	602	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	9	154	203	8	5	3	506	2	116	602	177

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.86	0.86	0.61	0.94	0.94	0.95	0.95	0.95	0.95	0.92	0.92
Lanes:	1.00	0.06	0.94	1.00	0.62	0.38	1.00	1.99	0.01	1.00	1.55	0.45
Final Sat.:	1438	95	1537	1157	1101	688	1805	3591	15	1805	2696	792

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.10	0.18	0.01	0.01	0.00	0.14	0.14	0.06	0.22	0.22
Crit Moves:				****				****				****
Green Time:	31.2	31.2	31.2	31.2	31.2	31.2	7.0	30.1	30.1	16.6	39.8	39.8
Volume/Cap:	0.01	0.29	0.29	0.51	0.02	0.02	0.02	0.42	0.42	0.35	0.51	0.51
Delay/Veh:	19.2	21.6	21.6	24.3	19.3	19.3	38.4	23.4	23.4	32.6	18.3	18.3
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:	19.2	21.6	21.6	24.3	19.3	19.3	38.4	23.4	23.4	32.6	18.3	18.3
LOS by Move:	B	C	C	C	B	B	D	C	C	C	B	B
HCM2k95thQ:	0	7	7	10	1	1	0	11	11	5	14	14

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Lake Street at A Street

Cycle (sec):	95	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	12	Average Delay (sec/veh):	34.5
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Lake Street						A 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	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	127	1248	105	105	1524	128	190	143	277	91	57	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1248	105	105	1524	128	190	143	277	91	57	62
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:	127	1248	105	105	1524	128	190	143	277	91	57	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:	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:	134	1314	111	111	1604	135	200	151	292	96	60	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1314	111	111	1604	135	200	151	292	96	60	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1314	111	111	1604	135	200	151	292	96	60	65

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.66	0.90	0.90	0.23	0.92	0.92
Lanes:	1.00	1.84	0.16	1.00	1.85	0.15	1.00	0.34	0.66	1.00	0.48	0.52
Final Sat.:	1805	3290	277	1805	3290	276	1245	583	1129	428	839	913

Capacity Analysis Module:

Vol/Sat:	0.07	0.40	0.40	0.06	0.49	0.49	0.16	0.26	0.26	0.22	0.07	0.07
Crit Moves:	****			****			****					
Green Time:	7.5	48.0	48.0	8.9	49.4	49.4	26.1	26.1	26.1	26.1	26.1	26.1
Volume/Cap:	0.94	0.79	0.79	0.66	0.94	0.94	0.58	0.94	0.94	0.81	0.26	0.26
Delay/Veh:	100.4	21.8	21.8	50.7	31.2	31.2	32.3	60.4	60.4	65.8	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.4	21.8	21.8	50.7	31.2	31.2	32.3	60.4	60.4	65.8	27.2	27.2
LOS by Move:	F	C	C	D	C	C	C	E	E	E	C	C
HCM2k95thQ:	9	31	31	6	39	39	11	30	30	9	6	6

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Linscott, Law and Greenspan, Engineers

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Lake Street at B Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	12	Average Delay (sec/veh):	34.4
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Lake Street						B 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	1	0	1	1	0	1	0	0	1	0

Volume Module:

Base Vol:	41	1305	1	7	1647	245	335	3	83	3	4	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:	41	1305	1	7	1647	245	335	3	83	3	4	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:	41	1305	1	7	1647	245	335	3	83	3	4	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	1374	1	7	1734	258	353	3	87	3	4	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1374	1	7	1734	258	353	3	87	3	4	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	1374	1	7	1734	258	353	3	87	3	4	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.75	0.86	0.86	0.68	0.88	0.88
Lanes:	1.00	1.99	0.01	1.00	1.74	0.26	1.00	0.03	0.97	1.00	0.22	0.78
Final Sat.:	1805	3607	3	1805	3083	459	1431	57	1568	1290	373	1305

Capacity Analysis Module:

Vol/Sat:	0.02	0.38	0.38	0.00	0.56	0.56	0.25	0.06	0.06	0.00	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	7.0	67.0	67.0	10.3	70.2	70.2	30.8	30.8	30.8	30.8	30.8	30.8
Volume/Cap:	0.41	0.68	0.68	0.05	0.96	0.96	0.96	0.22	0.22	0.01	0.04	0.04
Delay/Veh:	57.1	19.9	19.9	50.5	35.5	35.5	80.7	35.4	35.4	33.3	33.6	33.6
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:	57.1	19.9	19.9	50.5	35.5	35.5	80.7	35.4	35.4	33.3	33.6	33.6
LOS by Move:	E	B	B	D	D	D	F	D	D	C	C	C
HCM2k95thQ:	3	32	32	0	57	57	23	5	5	0	1	1

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Lake Street at D Street (North)

Cycle (sec):	115	Critical Vol./Cap.(X):	1.128
Loss Time (sec):	12	Average Delay (sec/veh):	73.8
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Lake Street						D Street (North)					
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	1	0	1	1	0	0	1	0	0

Volume Module:												
Base Vol:	120	873	32	109	1275	388	414	138	221	53	118	99
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:	120	873	32	109	1275	388	414	138	221	53	118	99
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:	120	873	32	109	1275	388	414	138	221	53	118	99
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:	126	919	34	115	1342	408	436	145	233	56	124	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	919	34	115	1342	408	436	145	233	56	124	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	919	34	115	1342	408	436	145	233	56	124	104

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.92	0.92	0.52	0.91	0.91	0.36	0.93	0.93
Lanes:	1.00	1.93	0.07	1.00	1.53	0.47	1.00	0.38	0.62	1.00	0.54	0.46
Final Sat.:	1805	3465	127	1805	2671	813	996	663	1062	682	963	808

Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.06	0.50	0.50	0.44	0.22	0.22	0.08	0.13	0.13
Crit Moves:	****			****			****					
Green Time:	7.1	47.1	47.1	11.3	51.2	51.2	44.6	44.6	44.6	44.6	44.6	44.6
Volume/Cap:	1.13	0.65	0.65	0.65	1.13	1.13	1.13	0.56	0.56	0.21	0.33	0.33
Delay/Veh:	177.5	28.3	28.3	58.1	98.3	98.3	120.5	28.7	28.7	23.8	25.0	25.0
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:	177.5	28.3	28.3	58.1	98.3	98.3	120.5	28.7	28.7	23.8	25.0	25.0
LOS by Move:	F	C	C	E	F	F	F	C	C	C	C	C
HCM2k95thQ:	13	25	25	7	68	68	41	20	20	3	11	11

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Lake Street at D Street (South)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	12	Average Delay (sec/veh):	6.7
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Lake Street	D Street (South)	
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Protected	Permitted	Split Phase
Rights:	Include	Include	Include
Min. Green:	7 7 0	0 7 7	7 0 7
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1

Volume Module:			
Base Vol:	35 1340 0	0 1493 65	60 0 41
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	35 1340 0	0 1493 65	60 0 41
Added Vol:	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0
Initial Fut:	35 1340 0	0 1493 65	60 0 41
User Adj:	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
PHF Volume:	37 1411 0	0 1572 68	63 0 43
Reduct Vol:	0 0 0	0 0 0	0 0 0
Reduced Vol:	37 1411 0	0 1572 68	63 0 43
PCE Adj:	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
FinalVolume:	37 1411 0	0 1572 68	63 0 43

Saturation Flow Module:			
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.95 1.00	1.00 0.94 0.94	0.95 1.00 0.85
Lanes:	1.00 2.00 0.00	0.00 1.92 0.08	1.00 0.00 1.00
Final Sat.:	1805 3610 0	0 3439 150	1805 0 1615

Capacity Analysis Module:			
Vol/Sat:	0.02 0.39 0.00	0.00 0.46 0.46	0.03 0.00 0.03
Crit Moves:	****	****	****
Green Time:	7.0 101 0.0	0.0 93.8 93.8	7.2 0.0 7.2
Volume/Cap:	0.35 0.47 0.00	0.00 0.58 0.58	0.58 0.00 0.45
Delay/Veh:	56.3 2.6 0.0	0.0 5.6 5.6	62.9 0.0 57.7
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	56.3 2.6 0.0	0.0 5.6 5.6	62.9 0.0 57.7
LOS by Move:	E A A	A A A	E A E
HCM2k95thQ:	3 14 0	0 23 23	6 0 4

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Alberhill Ranch Road at Nichols Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.061
Loss Time (sec):	16	Average Delay (sec/veh):	67.3
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Alberhill Ranch Road						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			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	0	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	20	18	64	280	31	87	74	2043	29	90	2006	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	18	64	280	31	87	74	2043	29	90	2006	229
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:	20	18	64	280	31	87	74	2043	29	90	2006	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	19	67	295	33	92	78	2151	31	95	2112	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	19	67	295	33	92	78	2151	31	95	2112	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	19	67	295	33	92	78	2151	31	95	2112	241

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	1.00	0.22	0.78	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.80	0.20
Final Sat.:	1805	368	1309	1805	1900	1615	1805	3552	50	1805	3192	364

Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.05	0.16	0.02	0.06	0.04	0.61	0.61	0.05	0.66	0.66
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.4	7.0	7.0	17.8	12.4	12.4	7.0	72.2	72.2	7.0	72.2	72.2
Volume/Cap:	0.11	0.88	0.88	1.10	0.17	0.55	0.74	1.01	1.01	0.90	1.10	1.10
Delay/Veh:	49.1	111	110.9	135.5	49.5	55.0	79.6	44.8	44.8	113.1	76.7	76.7
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:	49.1	111	110.9	135.5	49.5	55.0	79.6	44.8	44.8	113.1	76.7	76.7
LOS by Move:	D	F	F	F	D	D	E	D	D	F	E	E
HCM2k95thQ:	2	11	11	31	2	8	5	66	66	7	89	89

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Terra Cotta Road at Nichols Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.182
Loss Time (sec):	12	Average Delay (sec/veh):	72.3
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Terra Cotta Road						Nichols Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	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	0	0	1	0	0	0	0	0	1	0	2	0	0

Volume Module:

Base Vol:	83	0	202	0	0	0	0	2335	144	347	2360	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:	83	0	202	0	0	0	0	2335	144	347	2360	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:	83	0	202	0	0	0	0	2335	144	347	2360	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:	87	0	213	0	0	0	0	2458	152	365	2484	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	0	213	0	0	0	0	2458	152	365	2484	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:	87	0	213	0	0	0	0	2458	152	365	2484	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.94	0.94	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3370	208	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.73	0.73	0.20	0.69	0.00
Crit Moves:	****						****			****		
Green Time:	13.4	0.0	13.4	0.0	0.0	0.0	0.0	74.1	74.1	20.6	94.6	0.0
Volume/Cap:	0.43	0.00	1.18	0.00	0.00	0.00	0.00	1.18	1.18	1.18	0.87	0.00
Delay/Veh:	51.3	0.0	177.9	0.0	0.0	0.0	0.0	110	109.7	159.5	11.9	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:	51.3	0.0	177.9	0.0	0.0	0.0	0.0	110	109.7	159.5	11.9	0.0
LOS by Move:	D	A	F	A	A	A	A	F	F	F	B	A
HCM2k95thQ:	7	0	26	0	0	0	0	110	110	39	56	0

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Intersection #27 Lincoln Street at Temescal Canyon Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.899
Loss Time (sec):	12	Average Delay (sec/veh):	342.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Lincoln 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:	Split Phase			Split Phase			Permitted			Protected									
Rights:	Include			Include			Include			Include									
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	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	0	0	1	0	0	0	0	0	0	1	1	0	1	0	2	0	0

Volume Module:

Base Vol:	817	0	356	0	0	0	0	1608	1515	429	1045	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:	817	0	356	0	0	0	0	1608	1515	429	1045	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:	817	0	356	0	0	0	0	1608	1515	429	1045	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:	860	0	375	0	0	0	0	1693	1595	452	1100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	0	375	0	0	0	0	1693	1595	452	1100	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:	860	0	375	0	0	0	0	1693	1595	452	1100	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.88	0.88	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.03	0.97	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1723	1623	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.48	0.00	0.23	0.00	0.00	0.00	0.00	0.98	0.98	0.25	0.30	0.00
Crit Moves:	****						****			****		
Green Time:	30.1	0.0	30.1	0.0	0.0	0.0	0.0	62.1	62.1	15.8	77.9	0.0
Volume/Cap:	1.90	0.00	0.92	0.00	0.00	0.00	0.00	1.90	1.90	1.90	0.47	0.00
Delay/Veh:	457.7	0.0	70.7	0.0	0.0	0.0	0.0	436	435.7	471.7	10.8	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:	457.7	0.0	70.7	0.0	0.0	0.0	0.0	436	435.7	471.7	10.8	0.0
LOS by Move:	F	A	E	A	A	A	A	F	F	F	B	A
HCM2k95thQ:	121	0	27	0	0	0	0	243	243	66	19	0

APPENDIX D-III

**GENERAL PLAN BUILDOUT WITH PROJECT
WITH IMPROVEMENTS TRAFFIC CONDITIONS**

AM General Plan Buildout with Project - Mitigation
 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 #1 Horsethief Canyon Road at Temescal Canyon Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.524
 Loss Time (sec): 12 Average Delay (sec/veh): 18.9
 Optimal Cycle: 90 Level Of Service: B

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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	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	0	0	0	0	0	0	2	1	0	2

Volume Module:	Horsethief Canyon Road			Horsethief Canyon Road			Temescal Canyon Road			Temescal Canyon Road		
Base Vol:	199	0	710	0	0	0	0	690	101	579	1111	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:	199	0	710	0	0	0	0	690	101	579	1111	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:	199	0	710	0	0	0	0	690	101	579	1111	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	209	0	0	0	0	0	0	726	106	609	1169	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	0	0	0	0	0	0	726	106	609	1169	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	209	0	0	0	0	0	0	726	106	609	1169	0

Saturation Flow Module:	Horsethief Canyon Road			Horsethief Canyon Road			Temescal Canyon Road			Temescal Canyon Road		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.92	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.62	0.38	2.00	2.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	4439	650	3502	3610	0

Capacity Analysis Module:	Horsethief Canyon Road			Horsethief Canyon Road			Temescal Canyon Road			Temescal Canyon Road		
Vol/Sat:	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.17	0.32	0.00
Crit Moves:	****			****			****			****		
Green Time:	20.0	0.0	0.0	0.0	0.0	0.0	0.0	28.1	28.1	29.9	58.1	0.0
Volume/Cap:	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.52	0.52	0.50	0.00
Delay/Veh:	32.1	0.0	0.0	0.0	0.0	0.0	0.0	25.8	25.8	24.7	8.6	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:	32.1	0.0	0.0	0.0	0.0	0.0	0.0	25.8	25.8	24.7	8.6	0.0
LOS by Move:	C	A	A	A	A	A	A	C	C	C	A	A
HCM2k95thQ:	11	0	0	0	0	0	0	14	14	14	17	0

AM General Plan Buildout with Project - Mitigation
 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 #4 Lake Street at Temescal Canyon Road

Cycle (sec): 90 Critical Vol./Cap.(X): 0.766
 Loss Time (sec): 12 Average Delay (sec/veh): 28.7
 Optimal Cycle: 102 Level Of Service: C

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:	2	0	3	0	0	2	1	0	2	0	0	0

Volume Module:

Base Vol:	319	1185	0	0	381	151	765	0	649	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:	319	1185	0	0	381	151	765	0	649	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:	319	1185	0	0	381	151	765	0	649	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:	336	1247	0	0	401	159	805	0	683	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1247	0	0	401	159	805	0	683	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:	336	1247	0	0	401	159	805	0	683	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.87	0.87	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	2.15	0.85	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	5187	0	0	3555	1409	3502	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.10	0.24	0.00	0.00	0.11	0.11	0.23	0.00	0.42	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	24.2	35.5	0.0	0.0	11.3	11.3	42.5	0.0	42.5	0.0	0.0	0.0
Volume/Cap:	0.36	0.61	0.00	0.00	0.90	0.90	0.49	0.00	0.90	0.00	0.00	0.00
Delay/Veh:	26.9	22.3	0.0	0.0	54.3	54.3	16.5	0.0	34.9	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:	26.9	22.3	0.0	0.0	54.3	54.3	16.5	0.0	34.9	0.0	0.0	0.0
LOS by Move:	C	C	A	A	D	D	B	A	C	A	A	A
HCM2k95thQ:	7	18	0	0	13	13	14	0	31	0	0	0

AM General Plan Buildout with Project - Mitigation
 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): 90 Critical Vol./Cap.(X): 0.637
 Loss Time (sec): 16 Average Delay (sec/veh): 31.0
 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			Protected			Protected		
Rights:	Ignore			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	3	0	1		2	0	2	0	1	

Volume Module:	Lake Street NB			Lake Street SB			Nichols Road EB			Nichols Road WB		
Base Vol:	78	759	794	407	384	40	52	488	51	536	499	543
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:	78	759	794	407	384	40	52	488	51	536	499	543
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:	78	759	794	407	384	40	52	488	51	536	499	543
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	799	0	428	404	42	55	514	54	564	525	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	799	0	428	404	42	55	514	54	564	525	572
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	82	799	0	428	404	42	55	514	54	564	525	572

Saturation Flow Module:	Lake Street NB			Lake Street SB			Nichols Road EB			Nichols Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	5187	1900	3502	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:	Lake Street NB			Lake Street SB			Nichols Road EB			Nichols Road WB		
Vol/Sat:	0.05	0.15	0.00	0.12	0.11	0.03	0.02	0.14	0.03	0.16	0.15	0.35
Crit Moves:	****			****			****			****		
Green Time:	14.9	20.3	0.0	16.1	21.5	21.5	7.0	17.6	17.6	19.9	30.5	46.7
Volume/Cap:	0.27	0.68	0.00	0.68	0.47	0.11	0.20	0.73	0.17	0.73	0.43	0.68
Delay/Veh:	33.3	33.6	0.0	37.6	29.7	26.9	39.2	37.8	30.4	36.0	23.2	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	33.6	0.0	37.6	29.7	26.9	39.2	37.8	30.4	36.0	23.2	18.5
LOS by Move:	C	C	A	D	C	C	D	D	C	D	C	B
HCM2k95thQ:	4	14	0	11	9	2	1	14	2	14	11	21

AM General Plan Buildout with Project - Mitigation
 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 #10 Terra Cotta Road at Lakeshore Drive

Cycle (sec): 110 Critical Vol./Cap. (X): 0.475
 Loss Time (sec): 16 Average Delay (sec/veh): 14.9
 Optimal Cycle: 90 Level Of Service: B

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:	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	0	1	0	0	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	18	10	63	21	1	9	26	971	8	21	1138	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:	18	10	63	21	1	9	26	971	8	21	1138	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:	18	10	63	21	1	9	26	971	8	21	1138	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	19	11	66	22	1	9	27	1022	8	22	1198	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	11	66	22	1	9	27	1022	8	22	1198	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	11	66	22	1	9	27	1022	8	22	1198	78

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.87	0.87	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.14	0.86	1.00	0.10	0.90	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	227	1428	1805	164	1479	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.05	0.01	0.01	0.01	0.02	0.28	0.01	0.01	0.33	0.05
Crit Moves:	****			****			****			****		
Green Time:	8.4	9.8	9.8	7.0	8.4	8.4	7.0	63.0	63.0	14.2	70.2	70.2
Volume/Cap:	0.14	0.52	0.52	0.19	0.08	0.08	0.24	0.49	0.01	0.10	0.52	0.08
Delay/Veh:	47.9	51.1	51.1	49.6	47.5	47.5	50.0	14.2	10.1	42.4	11.0	7.6
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:	47.9	51.1	51.1	49.6	47.5	47.5	50.0	14.2	10.1	42.4	11.0	7.6
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	A
HCM2k95thQ:	1	6	6	2	1	1	2	20	0	1	21	2

AM General Plan Buildout with Project - Mitigation
 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 #12 I-15 Southbound Ramps/Collier Avenue at Nichols Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.692

Loss Time (sec): 12 Average Delay (sec/veh): 20.1

Optimal Cycle: 90 Level Of Service: C

Street Name: I-15 Southbound Ramp/Collier Ave Nichols Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Permitted Protected

Rights: Ignore Ignore Include Include

Min. Green: 7 0 7 7 7 7 0 7 7 7 7 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 0 0 1 2 0 1 0 1 0 0 3 0 1 2 0 2 0 0

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Volume Module:

Base Vol: 471 0 432 565 0 102 0 1748 400 250 1189 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: 471 0 432 565 0 102 0 1748 400 250 1189 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: 471 0 432 565 0 102 0 1748 400 250 1189 0

User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.00 0.95 0.95 0.00 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 496 0 0 595 0 0 0 1840 421 263 1252 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 496 0 0 595 0 0 0 1840 421 263 1252 0

PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 496 0 0 595 0 0 0 1840 421 263 1252 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 1.00 0.92 1.00 1.00 1.00 0.91 0.85 0.92 0.95 1.00

Lanes: 2.00 0.00 1.00 2.00 1.00 1.00 0.00 3.00 1.00 2.00 2.00 0.00

Final Sat.: 3502 0 1900 3502 1900 1900 0 5187 1615 3502 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.14 0.00 0.00 0.17 0.00 0.00 0.00 0.35 0.26 0.08 0.35 0.00

Crit Moves: **** **** **** ****

Green Time: 22.1 0.0 0.0 22.1 0.0 0.0 0.0 46.1 46.1 9.8 55.9 0.0

Volume/Cap: 0.58 0.00 0.00 0.69 0.00 0.00 0.00 0.69 0.51 0.69 0.56 0.00

Delay/Veh: 30.8 0.0 0.0 33.3 0.0 0.0 0.0 17.4 15.0 44.1 10.2 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: 30.8 0.0 0.0 33.3 0.0 0.0 0.0 17.4 15.0 44.1 10.2 0.0

LOS by Move: C A A C A A A B B D B A

HCM2k95thQ: 13 0 0 17 0 0 0 24 14 7 18 0

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Intersection #13 I-15 Northbound Ramps at Nichols Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.859
 Loss Time (sec): 12 Average Delay (sec/veh): 21.9
 Optimal Cycle: 90 Level Of Service: C

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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	0	0	7	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	0	0	0	0	0	0	3	0	0	0

Volume Module:

Base Vol:	154	0	417	0	0	0	0	2316	0	0	2331	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:	154	0	417	0	0	0	0	2316	0	0	2331	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:	154	0	417	0	0	0	0	2316	0	0	2331	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:	162	0	439	0	0	0	0	2438	0	0	2454	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	0	439	0	0	0	0	2438	0	0	2454	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
Final Volume:	162	0	439	0	0	0	0	2438	0	0	2454	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	0	0	5187	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.27	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.47	0.00
Crit Moves:	****									****		
Green Time:	28.5	0.0	28.5	0.0	0.0	0.0	0.0	49.5	0.0	0.0	49.5	0.0
Volume/Cap:	0.15	0.00	0.86	0.00	0.00	0.00	0.00	0.85	0.00	0.00	0.86	0.00
Delay/Veh:	22.1	0.0	42.6	0.0	0.0	0.0	0.0	19.9	0.0	0.0	20.1	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:	22.1	0.0	42.6	0.0	0.0	0.0	0.0	19.9	0.0	0.0	20.1	0.0
LOS by Move:	C	A	D	A	A	A	A	B	A	A	C	A
HCM2k95thQ:	3	0	26	0	0	0	0	36	0	0	40	0

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 Intersection #14 Lincoln Street at A Street/E Street

Cycle (sec): 90 Critical Vol./Cap. (X): 0.573
 Loss Time (sec): 16 Average Delay (sec/veh): 27.3
 Optimal Cycle: 90 Level Of Service: C

Street Name:	Lincoln Street						A Street/E 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	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	96	832	13	41	418	301	606	86	97	5	33	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	832	13	41	418	301	606	86	97	5	33	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	832	13	41	418	301	606	86	97	5	33	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	876	14	43	440	317	638	91	102	5	35	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	876	14	43	440	317	638	91	102	5	35	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	876	14	43	440	317	638	91	102	5	35	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.92	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3547	55	1805	3610	1615	3502	1900	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.06	0.25	0.25	0.02	0.12	0.20	0.18	0.05	0.06	0.00	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	11.8	34.5	34.5	7.0	29.7	29.7	25.5	16.2	16.2	16.2	7.0	7.0
Volume/Cap:	0.43	0.64	0.64	0.31	0.37	0.59	0.64	0.26	0.35	0.02	0.24	0.27
Delay/Veh:	37.2	23.8	23.8	40.5	23.2	26.9	29.7	32.2	33.0	30.3	39.8	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	23.8	23.8	40.5	23.2	26.9	29.7	32.2	33.0	30.3	39.8	40.2
LOS by Move:	D	C	C	D	C	C	C	C	C	C	D	D
HCM2k95thQ:	5	19	19	2	9	14	17	5	6	0	2	2

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Intersection #21 Lake Street at A Street

Cycle (sec): 90 Critical Vol./Cap.(X): 0.458
 Loss Time (sec): 12 Average Delay (sec/veh): 15.9
 Optimal Cycle: 90 Level Of Service: B

Lake Street						A Street					
North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R		L - T - R		L - T - R		L - T - R		L - T - R		
Control:	Protected		Protected		Protected		Protected		Protected		
Rights:	Include		Ovl		Include		Include		Include		
Min. Green:	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	
Lanes:	1	0	2	1	0	1	0	3	0	1	

Volume Module:

Base Vol:	101	1379	50	30	959	60	60	20	71	71	40	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:	101	1379	50	30	959	60	60	20	71	71	40	60
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:	101	1379	50	30	959	60	60	20	71	71	40	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:	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:	106	1452	53	32	1009	63	63	21	75	75	42	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1452	53	32	1009	63	63	21	75	75	42	63
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:	106	1452	53	32	1009	63	63	21	75	75	42	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.92	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.90	0.10	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4980	181	1805	5187	1615	3502	1900	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.06	0.29	0.29	0.02	0.19	0.04	0.02	0.01	0.05	0.04	0.02	0.04
Crit Moves:	****		****		****		****		****		****	
Green Time:	17.6	54.6	54.6	7.0	44.0	52.2	8.2	8.7	8.7	7.8	8.2	8.2
Volume/Cap:	0.30	0.48	0.48	0.22	0.40	0.07	0.20	0.12	0.48	0.48	0.24	0.43
Delay/Veh:	31.4	10.0	10.0	39.8	14.7	8.3	38.2	37.4	40.9	41.5	38.7	40.7
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:	31.4	10.0	10.0	39.8	14.7	8.3	38.2	37.4	40.9	41.5	38.7	40.7
LOS by Move:	C	A	A	D	B	A	D	D	D	D	D	D
HCM2k95thQ:	5	15	15	2	12	1	2	1	5	5	3	4

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 Intersection #22 Lake Street at B Street

Cycle (sec): 90 Critical Vol./Cap. (X): 0.461
 Loss Time (sec): 12 Average Delay (sec/veh): 14.9
 Optimal Cycle: 90 Level Of Service: B

Lake Street						B Street																	
North Bound						South Bound						East Bound						West Bound					
Approach:						Approach:						Approach:						Approach:					
Movement:						Movement:						Movement:						Movement:					
L - T - R						L - T - R						L - T - R						L - T - R					
Control:						Control:						Control:						Control:					
Rights:						Rights:						Rights:						Rights:					
Min. Green:						Min. Green:						Min. Green:						Min. Green:					
Y+R:						Y+R:						Y+R:						Y+R:					
Lanes:						Lanes:						Lanes:						Lanes:					

Volume Module:												
Base Vol:	45	1418	5	11	975	84	142	5	46	4	3	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:	45	1418	5	11	975	84	142	5	46	4	3	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:	45	1418	5	11	975	84	142	5	46	4	3	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	1493	5	12	1026	88	149	5	48	4	3	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1493	5	12	1026	88	149	5	48	4	3	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
Final Volume:	47	1493	5	12	1026	88	149	5	48	4	3	14

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.90	0.90	0.75	0.87	0.87	0.72	0.88	0.88
Lanes:	1.00	2.99	0.01	1.00	2.76	0.24	1.00	0.10	0.90	1.00	0.19	0.81
Final Sat.:	1805	5164	18	1805	4718	406	1433	161	1482	1376	313	1355

Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.01	0.22	0.22	0.10	0.03	0.03	0.00	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	15.6	52.2	52.2	7.0	43.6	43.6	18.8	18.8	18.8	18.8	18.8	18.8
Volume/Cap:	0.15	0.50	0.50	0.08	0.45	0.45	0.50	0.16	0.16	0.01	0.05	0.05
Delay/Veh:	31.8	11.3	11.3	38.8	15.4	15.4	32.7	29.3	29.3	28.2	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	11.3	11.3	38.8	15.4	15.4	32.7	29.3	29.3	28.2	28.5	28.5
LOS by Move:	C	B	B	D	B	B	C	C	C	C	C	C
HCM2k95thQ:	2	16	16	1	14	14	7	2	2	0	1	1

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Lake Street at D Street (North)

Cycle (sec):	90	Critical Vol./Cap. (X):	0.625
Loss Time (sec):	12	Average Delay (sec/veh):	24.8
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lake Street						D Street (North)								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	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	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	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0

Volume Module:

Base Vol:	115	1084	54	83	763	171	267	120	123	49	94	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1084	54	83	763	171	267	120	123	49	94	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1084	54	83	763	171	267	120	123	49	94	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	121	1141	57	87	803	180	281	126	129	52	99	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1141	57	87	803	180	281	126	129	52	99	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	1141	57	87	803	180	281	126	129	52	99	113

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.89	0.89	0.57	0.92	0.92	0.52	0.92	0.92
Lanes:	1.00	2.86	0.14	1.00	2.45	0.55	1.00	0.49	0.51	1.00	0.47	0.53
Final Sat.:	1805	4906	244	1805	4123	924	1079	867	889	986	817	931

Capacity Analysis Module:

Vol/Sat:	0.07	0.23	0.23	0.05	0.19	0.19	0.26	0.15	0.15	0.05	0.12	0.12
Crit Moves:	****			****			****					
Green Time:	11.6	33.5	33.5	7.0	28.9	28.9	37.5	37.5	37.5	37.5	37.5	37.5
Volume/Cap:	0.52	0.62	0.62	0.62	0.61	0.61	0.62	0.35	0.35	0.13	0.29	0.29
Delay/Veh:	38.8	23.8	23.8	48.6	26.4	26.4	23.5	18.2	18.2	16.3	17.6	17.6
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:	38.8	23.8	23.8	48.6	26.4	26.4	23.5	18.2	18.2	16.3	17.6	17.6
LOS by Move:	D	C	C	D	C	C	C	B	B	B	B	B
HCM2k95thQ:	6	18	18	5	16	16	14	10	10	2	8	8

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2000 HCM Operations Method (Future Volume Alternative)

 Intersection #25 Alberhill Ranch Road at Nichols Road

Cycle (sec): 110 Critical Vol./Cap. (X): 0.732
 Loss Time (sec): 16 Average Delay (sec/veh): 20.8
 Optimal Cycle: 90 Level Of Service: C

Street Name:	Alberhill Ranch Road						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			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	0	1	0	0	2	0	1	0	1	0

Volume Module:	Alberhill Ranch Road			Alberhill Ranch Road			Nichols Road			Nichols Road		
Base Vol:	34	27	92	133	10	50	54	1665	15	35	1496	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	27	92	133	10	50	54	1665	15	35	1496	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	27	92	133	10	50	54	1665	15	35	1496	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	36	28	97	140	11	53	57	1753	16	37	1575	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	28	97	140	11	53	57	1753	16	37	1575	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	28	97	140	11	53	57	1753	16	37	1575	137

Saturation Flow Module:	Alberhill Ranch Road			Alberhill Ranch Road			Nichols Road			Nichols Road		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.92	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.85
Lanes:	1.00	0.23	0.77	2.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1805	381	1299	3502	1900	1615	1805	3574	32	1805	3610	1615

Capacity Analysis Module:	Alberhill Ranch Road			Alberhill Ranch Road			Nichols Road			Nichols Road		
Vol/Sat:	0.02	0.07	0.07	0.04	0.01	0.03	0.03	0.49	0.49	0.02	0.44	0.08
Crit Moves:	****			****			****			****		
Green Time:	8.8	10.6	10.6	7.0	8.8	8.8	9.7	69.4	69.4	7.0	66.7	66.7
Volume/Cap:	0.25	0.78	0.78	0.63	0.07	0.41	0.36	0.78	0.78	0.32	0.72	0.14
Delay/Veh:	48.4	69.4	69.4	55.8	47.0	50.2	48.5	16.4	16.4	50.8	16.3	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	69.4	69.4	55.8	47.0	50.2	48.5	16.4	16.4	50.8	16.3	9.4
LOS by Move:	D	E	E	E	D	D	D	B	B	D	B	A
HCM2k95thQ:	3	12	12	7	1	4	4	37	37	2	33	4

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Terra Cotta Road at Nichols Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.667
 Loss Time (sec): 12 Average Delay (sec/veh): 14.7
 Optimal Cycle: 90 Level Of Service: B

Street Name:	Terra Cotta Road						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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	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	0	0	0	0	0	0	3	0	1	2

Volume Module:

Base Vol:	118	0	255	0	0	0	0	1875	56	104	1592	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:	118	0	255	0	0	0	0	1875	56	104	1592	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:	118	0	255	0	0	0	0	1875	56	104	1592	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:	124	0	268	0	0	0	0	1974	59	109	1676	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	0	268	0	0	0	0	1974	59	109	1676	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
Final Volume:	124	0	268	0	0	0	0	1974	59	109	1676	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	0.92	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	3502	5187	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.17	0.00	0.00	0.00	0.00	0.38	0.04	0.03	0.32	0.00
Crit Moves:	****			****			****			****		
Green Time:	21.6	0.0	28.6	0.0	0.0	0.0	0.0	49.4	49.4	7.0	56.4	0.0
Volume/Cap:	0.29	0.00	0.52	0.00	0.00	0.00	0.00	0.69	0.07	0.40	0.52	0.00
Delay/Veh:	28.3	0.0	26.1	0.0	0.0	0.0	0.0	15.5	9.5	40.5	9.4	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:	28.3	0.0	26.1	0.0	0.0	0.0	0.0	15.5	9.5	40.5	9.4	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	6	0	13	0	0	0	0	25	1	4	18	0

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Intersection #27 Lincoln Street at Temescal Canyon Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 12 Average Delay (sec/veh): 24.8
Optimal Cycle: 90 Level Of Service: C

Street Name:	Lincoln 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	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	0	0	0	0	0	0	2	0	1	2

Volume Module:

Base Vol:	1000	0	470	0	0	0	0	833	536	226	745	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:	1000	0	470	0	0	0	0	833	536	226	745	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:	1000	0	470	0	0	0	0	833	536	226	745	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	1053	0	495	0	0	0	0	877	0	238	784	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1053	0	495	0	0	0	0	877	0	238	784	0
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	1053	0	495	0	0	0	0	877	0	238	784	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1900	3502	3610	0

Capacity Analysis Module:

Vol/Sat:	0.30	0.00	0.31	0.00	0.00	0.00	0.00	0.24	0.00	0.07	0.22	0.00
Crit Moves:	****			****			****			****		
Green Time:	38.7	0.0	38.7	0.0	0.0	0.0	0.0	30.7	0.0	8.6	39.3	0.0
Volume/Cap:	0.70	0.00	0.71	0.00	0.00	0.00	0.00	0.71	0.00	0.71	0.50	0.00
Delay/Veh:	22.4	0.0	24.5	0.0	0.0	0.0	0.0	27.8	0.0	46.5	18.5	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:	22.4	0.0	24.5	0.0	0.0	0.0	0.0	27.8	0.0	46.5	18.5	0.0
LOS by Move:	C	A	C	A	A	A	A	C	A	D	B	A
HCM2k95thQ:	22	0	20	0	0	0	0	22	0	7	15	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Horsethief Canyon Road at Temescal Canyon Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	12	Average Delay (sec/veh):	27.7
Optimal Cycle:	109	Level Of Service:	C

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
Control:	Split Phase			Split Phase			Permitted			Protected					
Rights:	Ignore			Include			Include			Include					
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	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	0	0	1	0	0	0	0	0	0	0	2	1	0
	2	0	2	0	0	2	0	2	0	0					

Volume Module:

Base Vol:	175	0	1263	0	0	0	0	1837	230	870	965	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:	175	0	1263	0	0	0	0	1837	230	870	965	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:	175	0	1263	0	0	0	0	1837	230	870	965	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	184	0	0	0	0	0	0	1934	242	916	1016	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	0	0	0	0	0	0	1934	242	916	1016	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	0	0	0	0	0	0	1934	242	916	1016	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	1.00	1.00	1.00	0.89	0.89	0.92	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.67	0.33	2.00	2.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	4531	567	3502	3610	0

Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.26	0.28	0.00
Crit Moves:	****						****			****		
Green Time:	10.1	0.0	0.0	0.0	0.0	0.0	0.0	42.1	42.1	25.8	67.9	0.0
Volume/Cap:	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.91	0.91	0.37	0.00
Delay/Veh:	79.2	0.0	0.0	0.0	0.0	0.0	0.0	28.1	28.1	43.2	3.9	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:	79.2	0.0	0.0	0.0	0.0	0.0	0.0	28.1	28.1	43.2	3.9	0.0
LOS by Move:	E	A	A	A	A	A	A	C	C	D	A	A
HCM2k95thQ:	16	0	0	0	0	0	0	41	41	29	10	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Lake Street at Temescal Canyon Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.959
Loss Time (sec):	12	Average Delay (sec/veh):	38.6
Optimal Cycle:	120	Level Of Service:	D

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:	2	0	3	0	0	2	2	0	0	0	0	0

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Volume Module:

Base Vol:	559	940	0	0	1125	431	260	0	512	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:	559	940	0	0	1125	431	260	0	512	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:	559	940	0	0	1125	431	260	0	512	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:	588	989	0	0	1184	454	274	0	539	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	989	0	0	1184	454	274	0	539	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:	588	989	0	0	1184	454	274	0	539	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.87	0.87	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	2.17	0.83	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	5187	0	0	3593	1376	3502	0	1615	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.17	0.19	0.00	0.00	0.33	0.33	0.08	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	15.8	46.7	0.0	0.0	30.9	30.9	31.3	0.0	31.3	0.0	0.0	0.0
Volume/Cap:	0.96	0.37	0.00	0.00	0.96	0.96	0.22	0.00	0.96	0.00	0.00	0.00
Delay/Veh:	63.2	13.0	0.0	0.0	42.3	42.3	20.9	0.0	56.7	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:	63.2	13.0	0.0	0.0	42.3	42.3	20.9	0.0	56.7	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	D	C	A	E	A	A	A
HCM2k95thQ:	18	11	0	0	33	33	5	0	26	0	0	0

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Intersection #5 Lake Street at Nichols Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	16	Average Delay (sec/veh):	34.6
Optimal Cycle:	91	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			Protected			Protected		
Rights:	Ignore			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	3	0	1		2	0	2	0	1	
	1	0	3	0	1		2	0	2	0	1	

Volume Module:

Base Vol:	63	454	853	722	788	76	78	572	90	706	821	658
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:	63	454	853	722	788	76	78	572	90	706	821	658
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:	63	454	853	722	788	76	78	572	90	706	821	658
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	66	478	0	760	829	80	82	602	95	743	864	693
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	478	0	760	829	80	82	602	95	743	864	693
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	478	0	760	829	80	82	602	95	743	864	693

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	5187	1900	3502	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.00	0.22	0.23	0.05	0.02	0.17	0.06	0.21	0.24	0.43
Crit Moves:	****			****			****			****		
Green Time:	8.4	9.9	0.0	23.3	24.8	24.8	10.0	17.9	17.9	22.8	30.8	54.1
Volume/Cap:	0.39	0.84	0.00	0.84	0.83	0.18	0.21	0.84	0.29	0.84	0.70	0.71
Delay/Veh:	39.9	49.7	0.0	38.4	36.7	25.0	36.7	43.1	31.2	38.8	27.5	15.1
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:	39.9	49.7	0.0	38.4	36.7	25.0	36.7	43.1	31.2	38.8	27.5	15.1
LOS by Move:	D	D	A	D	D	C	D	D	C	D	C	B
HCM2k95thQ:	3	10	0	18	19	3	2	17	4	18	19	23

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Terra Cotta Road at Lakeshore Drive

Cycle (sec):	105	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	16	Average Delay (sec/veh):	28.4
Optimal Cycle:	90	Level Of Service:	C

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:	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	0	1	0	0	1	0	2	0	1	1

Volume Module:

Base Vol:	13	5	62	277	21	89	21	1344	12	59	1467	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	5	62	277	21	89	21	1344	12	59	1467	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	5	62	277	21	89	21	1344	12	59	1467	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	5	65	292	22	94	22	1415	13	62	1544	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	5	65	292	22	94	22	1415	13	62	1544	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	5	65	292	22	94	22	1415	13	62	1544	69

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.88	0.88	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.07	0.93	1.00	0.19	0.81	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	122	1514	1805	319	1351	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.04	0.16	0.07	0.07	0.01	0.39	0.01	0.03	0.43	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.5	7.0	7.0	20.6	14.0	14.0	7.0	52.5	52.5	8.9	54.4	54.4
Volume/Cap:	0.06	0.65	0.65	0.83	0.52	0.52	0.18	0.78	0.02	0.40	0.83	0.08
Delay/Veh:	40.3	60.5	60.5	55.1	44.5	44.5	47.0	23.9	13.2	47.3	24.4	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	60.5	60.5	55.1	44.5	44.5	47.0	23.9	13.2	47.3	24.4	12.8
LOS by Move:	D	E	E	E	D	D	D	C	B	D	C	B
HCM2k95thQ:	1	7	7	21	8	8	2	36	0	5	40	2

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 I-15 Southbound Ramps/Colllier Avenue at Nichols Road

Cycle (sec):	100	Critical Vol./Cap.(X):	1.112
Loss Time (sec):	12	Average Delay (sec/veh):	50.9
Optimal Cycle:	120	Level Of Service:	D

Street Name: I-15 Southbound Ramp/Colllier Ave

Nichols Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement:	L - T - R	L - T - R	L - T - R	L - T - R
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Control:	Protected	Protected	Permitted	Protected
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Rights:	Ignore	Ignore	Include	Include
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Min. Green:	7 0 7	7 7 7	0 7 7	7 7 0
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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
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Lanes:	2 0 0 0 1	2 0 1 0 1	0 0 3 0 1	2 0 2 0 0
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Volume Module:

Base Vol:	846	0	654	504	0	177	0	1703	812	648	1828	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:	846	0	654	504	0	177	0	1703	812	648	1828	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:	846	0	654	504	0	177	0	1703	812	648	1828	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	891	0	0	531	0	0	0	1793	855	682	1924	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	891	0	0	531	0	0	0	1793	855	682	1924	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	891	0	0	531	0	0	0	1793	855	682	1924	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.92	1.00	1.00	1.00	0.91	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	2.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1900	3502	1900	1900	0	5187	1615	3502	3610	0

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Capacity Analysis Module:

Vol/Sat:	0.25	0.00	0.00	0.15	0.00	0.00	0.00	0.35	0.53	0.19	0.53	0.00
Crit Moves:	****			****					****	****		
Green Time:	22.9	0.0	0.0	22.9	0.0	0.0	0.0	47.6	47.6	17.5	65.1	0.0
Volume/Cap:	1.11	0.00	0.00	0.66	0.00	0.00	0.00	0.73	1.11	1.11	0.82	0.00
Delay/Veh:	105.7	0.0	0.0	37.1	0.0	0.0	0.0	22.1	93.9	112.2	15.4	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:	105.7	0.0	0.0	37.1	0.0	0.0	0.0	22.1	93.9	112.2	15.4	0.0
LOS by Move:	F	A	A	D	A	A	A	C	F	F	B	A
HCM2k95thQ:	39	0	0	16	0	0	0	28	59	26	37	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 I-15 Northbound Ramps at Nichols Road

Cycle (sec):	115	Critical Vol./Cap.(X):	0.939
Loss Time (sec):	12	Average Delay (sec/veh):	18.9
Optimal Cycle:	120	Level Of Service:	B

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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	0	0	7	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	0	0	0	0	0	0	3	0	0	0

Volume Module:

Base Vol:	409	0	196	0	0	0	0	2202	0	0	3515	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:	409	0	196	0	0	0	0	2202	0	0	3515	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:	409	0	196	0	0	0	0	2202	0	0	3515	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:	431	0	206	0	0	0	0	2318	0	0	3700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	0	206	0	0	0	0	2318	0	0	3700	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:	431	0	206	0	0	0	0	2318	0	0	3700	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	0	0	5187	0

Capacity Analysis Module:

Vol/Sat:	0.12	0.00	0.13	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.71	0.00
Crit Moves:			****								****	
Green Time:	15.6	0.0	15.6	0.0	0.0	0.0	0.0	87.4	0.0	0.0	87.4	0.0
Volume/Cap:	0.90	0.00	0.94	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.94	0.00
Delay/Veh:	69.3	0.0	93.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	16.9	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:	69.3	0.0	93.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	16.9	0.0
LOS by Move:	E	A	F	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	20	0	20	0	0	0	0	23	0	0	70	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Lincoln Street at A Street/E Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	16	Average Delay (sec/veh):	43.6
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Lincoln Street						A Street/E 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	1	1	0	2	2	0	1	1	0	1

Volume Module:

Base Vol:	91	663	12	111	1093	877	575	90	99	11	83	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	663	12	111	1093	877	575	90	99	11	83	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	663	12	111	1093	877	575	90	99	11	83	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	698	13	117	1151	923	605	95	104	12	87	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	698	13	117	1151	923	605	95	104	12	87	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	698	13	117	1151	923	605	95	104	12	87	69

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.92	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3535	64	1805	3610	1615	3502	1900	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.20	0.20	0.06	0.32	0.57	0.17	0.05	0.06	0.01	0.05	0.04
Crit Moves:	****					****	****			****		
Green Time:	7.0	57.3	57.3	18.8	69.1	69.1	20.9	14.7	14.7	13.2	7.0	7.0
Volume/Cap:	0.91	0.41	0.41	0.41	0.55	0.99	0.99	0.41	0.53	0.06	0.79	0.74
Delay/Veh:	115.9	20.6	20.6	46.6	16.2	52.8	83.9	49.8	52.1	47.9	86.2	81.6
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:	115.9	20.6	20.6	46.6	16.2	52.8	83.9	49.8	52.1	47.9	86.2	81.6
LOS by Move:	F	C	C	D	B	D	F	D	D	D	F	F
HCM2k95thQ:	8	16	16	8	24	62	29	7	8	1	10	8

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Lake Street at A Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	12	Average Delay (sec/veh):	25.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lake Street						A 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			Ovl			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	1	0	3	1	0	1	1	0	1

Volume Module:

Base Vol:	127	1248	105	105	1524	128	190	143	277	91	57	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1248	105	105	1524	128	190	143	277	91	57	62
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:	127	1248	105	105	1524	128	190	143	277	91	57	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:	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:	134	1314	111	111	1604	135	200	151	292	96	60	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1314	111	111	1604	135	200	151	292	96	60	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1314	111	111	1604	135	200	151	292	96	60	65

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.85	0.92	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.77	0.23	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4727	398	1805	5187	1615	3502	1900	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.28	0.28	0.06	0.31	0.08	0.06	0.08	0.18	0.05	0.03	0.04
Crit Moves:	****			****			****			****		
Green Time:	9.3	37.7	37.7	10.6	38.9	53.8	14.9	22.7	22.7	7.0	14.9	14.9
Volume/Cap:	0.71	0.66	0.66	0.52	0.71	0.14	0.35	0.31	0.71	0.68	0.19	0.24
Delay/Veh:	51.4	21.8	21.8	39.7	22.1	8.0	33.6	27.7	36.6	53.3	32.7	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	21.8	21.8	39.7	22.1	8.0	33.6	27.7	36.6	53.3	32.7	33.2
LOS by Move:	D	C	C	D	C	A	C	C	D	D	C	C
HCM2k95thQ:	7	21	21	5	22	3	6	7	16	8	3	4

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Lake Street at B Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	12	Average Delay (sec/veh):	23.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lake Street						B 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	2	1	0	2	1	0	0	1	0	0

Volume Module:

Base Vol:	41	1305	1	7	1647	245	335	3	83	3	4	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:	41	1305	1	7	1647	245	335	3	83	3	4	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:	41	1305	1	7	1647	245	335	3	83	3	4	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	1374	1	7	1734	258	353	3	87	3	4	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1374	1	7	1734	258	353	3	87	3	4	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1374	1	7	1734	258	353	3	87	3	4	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.89	0.89	0.75	0.86	0.86	0.70	0.88	0.88
Lanes:	1.00	2.99	0.01	1.00	2.61	0.39	1.00	0.03	0.97	1.00	0.22	0.78
Final Sat.:	1805	5183	4	1805	4430	659	1431	57	1568	1322	373	1305

Capacity Analysis Module:

Vol/Sat:	0.02	0.27	0.27	0.00	0.39	0.39	0.25	0.06	0.06	0.00	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	7.0	39.1	39.1	11.5	43.6	43.6	27.4	27.4	27.4	27.4	27.4	27.4
Volume/Cap:	0.31	0.61	0.61	0.03	0.81	0.81	0.81	0.18	0.18	0.01	0.04	0.04
Delay/Veh:	40.5	20.1	20.1	34.5	21.8	21.8	39.6	23.2	23.2	21.8	22.0	22.0
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:	40.5	20.1	20.1	34.5	21.8	21.8	39.6	23.2	23.2	21.8	22.0	22.0
LOS by Move:	D	C	C	C	C	C	D	C	C	C	C	C
HCM2k95thQ:	2	19	19	0	30	30	16	3	3	0	1	1

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Lake Street at D Street (North)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	12	Average Delay (sec/veh):	38.0
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Lake Street						D Street (North)					
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	2	1	0	2	1	0	0	1	0	0

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Volume Module:												
Base Vol:	120	873	32	109	1275	388	414	138	221	53	118	99
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:	120	873	32	109	1275	388	414	138	221	53	118	99
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:	120	873	32	109	1275	388	414	138	221	53	118	99
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:	126	919	34	115	1342	408	436	145	233	56	124	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	919	34	115	1342	408	436	145	233	56	124	104
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:	126	919	34	115	1342	408	436	145	233	56	124	104

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Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.88	0.88	0.55	0.91	0.91	0.40	0.93	0.93
Lanes:	1.00	2.89	0.11	1.00	2.30	0.70	1.00	0.38	0.62	1.00	0.54	0.46
Final Sat.:	1805	4979	182	1805	3838	1168	1053	663	1062	762	963	808

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Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.06	0.35	0.35	0.41	0.22	0.22	0.07	0.13	0.13
Crit Moves:	****			****			****					
Green Time:	7.0	27.8	27.8	11.7	32.5	32.5	38.5	38.5	38.5	38.5	38.5	38.5
Volume/Cap:	0.90	0.60	0.60	0.49	0.97	0.97	0.97	0.51	0.51	0.17	0.30	0.30
Delay/Veh:	88.4	27.0	27.0	38.0	42.6	42.6	59.3	19.5	19.5	16.2	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.4	27.0	27.0	38.0	42.6	42.6	59.3	19.5	19.5	16.2	17.2	17.2
LOS by Move:	F	C	C	D	D	D	E	B	B	B	B	B
HCM2k95thQ:	7	15	15	6	33	33	30	15	15	2	8	8

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Alberhill Ranch Road at Nichols Road

Cycle (sec):	120	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	16	Average Delay (sec/veh):	31.1
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Alberhill Ranch Road						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			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	0	1	0	1	2	0	1	1	0	1

Volume Module:

Base Vol:	20	18	64	280	31	87	74	2043	29	90	2006	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	18	64	280	31	87	74	2043	29	90	2006	229
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:	20	18	64	280	31	87	74	2043	29	90	2006	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	19	67	295	33	92	78	2151	31	95	2112	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	19	67	295	33	92	78	2151	31	95	2112	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	19	67	295	33	92	78	2151	31	95	2112	241

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.92	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.85
Lanes:	1.00	0.22	0.78	2.00	1.00	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1805	368	1309	3502	1900	1615	1805	3552	50	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.05	0.08	0.02	0.06	0.04	0.61	0.61	0.05	0.58	0.15
Crit Moves:	****			****			****			****		
Green Time:	9.0	7.0	7.0	11.0	9.0	9.0	7.8	79.0	79.0	7.0	78.2	78.2
Volume/Cap:	0.16	0.88	0.88	0.92	0.23	0.76	0.66	0.92	0.92	0.90	0.90	0.23
Delay/Veh:	52.5	111	110.9	84.4	53.1	78.0	68.2	24.1	24.1	113.1	22.6	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	111	110.9	84.4	53.1	78.0	68.2	24.1	24.1	113.1	22.6	8.7
LOS by Move:	D	F	F	F	D	E	E	C	C	F	C	A
HCM2k95thQ:	2	11	11	16	3	10	5	58	58	8	56	7

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Terra Cotta Road at Nichols Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	12	Average Delay (sec/veh):	15.6
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Terra Cotta Road	Nichols Road	
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted
Rights:	Ovl	Include	Include
Min. Green:	7 0 7	0 0 0	0 7 7
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 3 0 1

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Volume Module:												
Base Vol:	83	0	202	0	0	0	0	2335	144	347	2360	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:	83	0	202	0	0	0	0	2335	144	347	2360	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:	83	0	202	0	0	0	0	2335	144	347	2360	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:	87	0	213	0	0	0	0	2458	152	365	2484	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	0	213	0	0	0	0	2458	152	365	2484	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:	87	0	213	0	0	0	0	2458	152	365	2484	0

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Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	0.92	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	3502	5187	0

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Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.47	0.09	0.10	0.48	0.00
Crit Moves:	****							****		****		
Green Time:	14.5	0.0	25.9	0.0	0.0	0.0	0.0	52.1	52.1	11.5	63.5	0.0
Volume/Cap:	0.30	0.00	0.46	0.00	0.00	0.00	0.00	0.82	0.16	0.82	0.68	0.00
Delay/Veh:	33.9	0.0	27.0	0.0	0.0	0.0	0.0	17.1	8.9	49.6	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	0.0	27.0	0.0	0.0	0.0	0.0	17.1	8.9	49.6	8.0	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	5	0	10	0	0	0	0	32	4	14	26	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Lincoln Street at Temescal Canyon Road

Cycle (sec):	95	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	12	Average Delay (sec/veh):	40.0
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Lincoln 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:	Split Phase			Split Phase			Permitted			Protected									
Rights:	Include			Include			Ignore			Include									
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	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	0	0	1	0	0	0	0	0	0	2	0	1	2	0	2	0	0

Volume Module:

Base Vol:	817	0	356	0	0	0	0	1608	1515	429	1045	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:	817	0	356	0	0	0	0	1608	1515	429	1045	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:	817	0	356	0	0	0	0	1608	1515	429	1045	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	860	0	375	0	0	0	0	1693	0	452	1100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	0	375	0	0	0	0	1693	0	452	1100	0
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	860	0	375	0	0	0	0	1693	0	452	1100	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1900	3502	3610	0

Capacity Analysis Module:

Vol/Sat:	0.25	0.00	0.23	0.00	0.00	0.00	0.00	0.47	0.00	0.13	0.30	0.00
Crit Moves:	****						****			****		
Green Time:	24.2	0.0	24.2	0.0	0.0	0.0	0.0	46.1	0.0	12.7	58.8	0.0
Volume/Cap:	0.97	0.00	0.91	0.00	0.00	0.00	0.00	0.97	0.00	0.97	0.49	0.00
Delay/Veh:	57.0	0.0	58.6	0.0	0.0	0.0	0.0	37.8	0.0	73.6	10.1	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:	57.0	0.0	58.6	0.0	0.0	0.0	0.0	37.8	0.0	73.6	10.1	0.0
LOS by Move:	E	A	E	A	A	A	A	D	A	E	B	A
HCM2k95thQ:	27	0	22	0	0	0	0	51	0	16	17	0
