

APPENDIX 1.1

Approved Traffic Study Scoping Agreement

Date: May 7, 2013

To: Rusty Beardsley, CITY OF LAKE ELSINORE

From: Aric Evatt, URBAN CROSSROADS, INC.

Subject: Scoping Agreement for the Proposed Lake Elsinore Walmart Project

The firm of Urban Crossroads, Inc. is pleased to submit this scoping agreement for the proposed Lake Elsinore Walmart development ("Project"), which is located on the southwest corner of the intersection of Cambern Avenue and Central Avenue (SR-74) in the City of Lake Elsinore. The Project is currently proposed to consist of a 160,100 square foot Walmart superstore, 4,600 square feet of specialty retail uses, 4,600 square feet of fast-food without drive-through window uses and two (2) fast-food restaurants with drive-through windows totaling 6,800 square feet.

Our goal is to obtain comments from City of Lake Elsinore staff, to ensure that the traffic study fully addresses the potential impacts of the proposed Project. The remainder of this letter describes the draft proposed analysis methodology, project trip generation, trip distribution, and project traffic assignment/project trips on the surrounding roadway network, which have been used to establish the draft proposed project study area and analysis locations.

Exhibit 1 depicts the location of the proposed Project in relation to the existing roadway network. The preliminary site plan for the proposed Project is shown on Exhibit 2. For purposes of the traffic analysis it is anticipated that the Project will be built and occupied by Year 2016 (i.e., opening year). As indicated on Exhibit 2, access to the Project site will be provided to Dexter Avenue, Central Avenue (SR-74), Cambern Avenue and Third Street via the following driveways:

- Dexter Avenue via Allan Street (full access)
- Dexter Avenue via Crane Street (full access)
- Central Avenue (SR-74) via Driveway 1 (right-in/right-out access only)
- Cambern Avenue via Driveway 2 (full access)
- Cambern Avenue via Driveway 3 (full access)
- Cambern Avenue via Driveway 4 (truck access)
- Third Street via Driveway 5 (truck access)

STUDY AREA

As the City of Lake Elsinore does not have their own traffic study guidelines, the Riverside County traffic study guidelines have been utilized for the purposes of developing this scoping document. The traffic impact study area was defined in conformance with the requirements of the Riverside County Traffic Impact Analysis guidelines, which state that the minimum area to be studied shall include any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips not to exceed a 5-mile radius from the

project site. Exhibit 1 identifies the proposed study area intersections based on the aforementioned criteria.

ANALYSIS SCENARIOS

Consistent with traffic study guidelines adopted by multiple local jurisdictions throughout the County of Riverside, peak hour operations at each of the study area intersections and site access driveways will be assessed for the following analysis scenarios:

- 1) Existing (2013) Conditions (Baseline)
- 2) Existing plus Project Conditions
- 3) Opening Year (2016) Without Project Conditions
- 4) Opening Year (2016) With Project Conditions
- 5) Horizon Year (2035) Without Project Conditions
- 6) Horizon Year (2035) With Project Conditions

Horizon Year (2035) traffic forecasts will be obtained from the City of Lake Elsinore refined version of RivTAM 2035.

Analysis Scenario #1 establishes the baseline for CEQA purposes.

Consistent with recent CEQA case law, Analysis Scenario #2 identifies significant traffic impacts associated with the proposed Project.

Analysis Scenarios #3 and #4 would identify cumulative impacts for opening year traffic conditions. It is assumed that intersection improvements required to address opening year cumulative traffic impacts will be addressed through either an existing fee program, or through a fair-share contribution.

Analysis Scenarios #5 and #6 would identify cumulative impacts for long-range Horizon Year (2035) traffic conditions. It is also assumed that intersection improvements required to address long-range cumulative traffic impacts will be addressed through either an existing fee program, or through a fair-share contribution.

As the proposed Project contains a Walmart store, peak hour operations and level of service for study area intersections will be evaluated for the following time periods:

- Weekday AM Peak Hour (7AM-9AM)
- Weekday PM Peak Hour (4PM-6PM)
- Saturday Mid-Day Peak Hour (12PM-2PM)

TRIP GENERATION

In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012) manual for free-standing discount superstore (ITE Land Use Code 813), specialty retail (ITE Land Use Code 826), fast-food without drive-through window (ITE Land Use Code 933) and fast-food with drive-through window (ITE Land Use Code 934). Table 1 presents the trip generation rates. Table 2 summarizes the trip generation based on the square footages associated with the proposed Project. It should be noted that ITE Land Use Code 826 does

not have any AM peak hour trip generation rates available. As such, the average AM peak hour trip generation rates for ITE Land Use 820 have been utilized.

As the project is proposed to include fast-food restaurant with drive-through window uses, pass-by percentages have been obtained from Tables 5.23 and 5.24 of the ITE *Trip Generation Handbook* (2nd Edition, 2004). Although the ITE *Trip Generation Handbook* allows up to a 34% pass-by reduction on the free-standing discount superstore, no pass-by trip reductions were taken on this particular land use for the purposes of this analysis in an effort to overstate as opposed to understate project-related impacts.

As the trip generation for the site was conservatively estimated based on individual land uses as opposed to the overall ITE Shopping Center rate, an internal capture reduction of 10% was applied to recognize the interactions that would occur between the various complimentary land uses. For example, patrons of the free-standing discount superstore may also visit other uses on-site, including the specialty retail, fast-food restaurants or the adjacent existing retail uses (Mobil gas station and LA Fitness), without leaving the site. As shown on Table 7.1 of the ITE *Trip Generation Handbook*, the internal capture percentage between retail-to-retail land uses is approximately 20% during the weekday PM peak hour. As such, a 10% internal capture reduction has been utilized in an effort to estimate a conservative trip generation for the proposed project.

As shown on Table 2, the proposed development is anticipated to generate a net total of approximately 11,979 net trip-ends per day on a typical weekday with 602 net vehicles per hour (VPH) during the weekday AM peak hour, 847 net VPH during the weekday PM peak hour and 1,243 net VPH during the Saturday mid-day peak hour.

It should be noted that truck traffic is limited to deliveries which typically occur during the off-peak hours. As such, truck traffic related to ongoing operations of the project (i.e., deliveries) during weekday and Saturday peak hour conditions is considered less-than-significant.

TRIP DISTRIBUTION

Exhibit 3 illustrates the proposed Project trip distribution patterns under opening year traffic conditions. The Project trip distribution has been identified based on a “select zone” model run from the Lake Elsinore traffic model, and assumes congested conditions during the weekday PM peak period. To develop the opening year trip distribution patterns, the “select zone” Project trip distribution patterns were adjusted accordingly to utilize the existing roadway network only.

LEVEL OF SERVICE (LOS) CRITERIA

The City of Lake Elsinore has established LOS “D” as the minimum level of service for its intersections. Therefore, any intersection operating at LOS “E” or “F” will be considered deficient for the purposes of this analysis.

RCTC has determined that freeway segments and ramp junctions that operate below LOS “E” should be identified and improved to an acceptable LOS, however, specific criteria to identify project-related impacts is not specified by RCTC or in the Caltrans *Traffic Impact Study Guidelines* (December 2002).

Therefore, for the purposes of this traffic impact analysis and in accordance with the currently adopted Riverside County CMP (2011), if a segment of the Interstate 215 Freeway is projected to operate at an

acceptable level of service (i.e., LOS “E” or better) without the project and the project is expected to cause the facility to operate at an unacceptable level of service (i.e., LOS “F”), the project-related impact is considered significant.

THRESHOLDS OF SIGNIFICANCE – INTERSECTIONS

To determine whether the addition of project traffic at a study intersection results in a significant project-related impact, the following thresholds of significance will be utilized:

- A significant project-related impact occurs at a study intersection if the addition of project-generated trips reduces the peak hour level of service of the study intersection to change from acceptable level of service (LOS “A”, “B”, “C” or “D”) to an unacceptable level of service (LOS “E” or “F”);
- A significant project-related impact occurs at a study intersection if the project-generated trips worsen the pre-project level of service grade at a deficiently operating (LOS “E” or “F”) intersection by the values shown in Table 4.

Table 4: Thresholds of Significance

Pre-Project LOS	Project-Related Delay Increase	Mitigation Measure
E	2.0 Seconds or More	Achieve Pre-project delay or better
F	1.0 Second or More	Achieve Pre-project delay or better

The proposed significance thresholds will be applied at study area intersections for the purposes of determining project-related impacts.

EXISTING COUNT DATA

It is our understanding that the Lake Elsinore Unified School District will be on summer break soon. As such, the count program will be conducted before May 24th, 2013.

AMBIENT GROWTH

Consistent with other studies performed in the area, an ambient growth rate of 2% per year is proposed for the study area intersections to approximate background traffic growth not identified by nearby cumulative development projects. The rate will be compounded over a three (3) year period (i.e., $1.02^{3\text{years}} = 1.0612$ or 6.12%).

SPECIAL ISSUES

The following special issues will also be addressed as part of the TIA:

- Site Access Evaluation: The turn pocket lengths will be determined through peak hour traffic simulations developed using Synchro and SimTraffic software in an effort to identify the required storage capacity for turn lanes at each Project driveway. Recommendations regarding site

access and internal circulation features to accommodate both peak hour traffic volumes and delivery truck traffic will be included in the traffic study.

- *Truck Maneuver Assessment:* The proposed site access driveways will be assessed to ensure they can accommodate both WB-67 (Walmart) and WB-50 (outparcels) class delivery trucks. This assessment will be conducted using Auto-Turn software, and will be performed using truck turning templates for WB-67 and WB-50 trucks. Exhibits for each site access driveway will be included in the traffic study report. Truck turns will also be assessed at the site adjacent intersections of Dexter Avenue at Central Avenue (SR-74), Cambern Avenue at Central Avenue (SR-74) and Cambern Avenue at Third Street.
- *Interstate 15 Freeway Analysis:* The study will include a basic freeway segment analysis on the segments located immediately north and south of the I-15/Nichols Road, I-15/Central Avenue (SR-74), I-15/Main Street and I-15/Railroad Canyon Road interchanges based on the currently accepted Highway Capacity Manual (HCM) Basic Freeway Segment Analysis methodology. In addition, merge/diverge analysis for these same segments will also be performed. Finally, a ramp queuing analysis at the northbound and southbound off-ramps will be conducted to identify the storage necessary to accommodate queuing during peak hour traffic flows.

OPEN ITEMS – CUMULATIVE DEVELOPMENT PROJECTS

It is requested that the City provide a list of cumulative development projects for inclusion in the traffic study.

If you have any questions, please contact me directly at (949) 660-1994, extension 204.

JN:08651-02 Scope

Table 1
Project Trip Generation Rates¹

Land Use ¹	ITE LU Code	Units ²	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily	Saturday Mid-Day Peak Hour ³		
			In	Out	Total	In	Out	Total		In	Out	Total
Free Standing Discount Superstore	813	TSF	1.04	0.81	1.85	2.13	2.22	4.35	50.75	2.82	2.82	5.64
Specialty Retail ³	820/826	TSF	0.60	0.36	0.96	1.19	1.52	2.71	44.32	1.19	1.52	2.71
Fast-food without Drive-Through	933	TSF	26.32	17.55	43.87	13.34	12.81	26.15	716.00	26.73	27.82	54.55
Fast-food with Drive-Through	934	TSF	23.16	22.26	45.42	16.98	15.67	32.65	496.12	30.09	28.91	59.00

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation, Ninth Edition (2012).

² TSF = Thousand Square Feet

³ Saturday peak hour of the generator trip rates is utilized.

Table 2

Project Trip Generation Summary

Land Use	Quantity	Units ⁺	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily	Saturday Mid-Day Peak Hour		
			In	Out	Total	In	Out	Total		In	Out	Total
Free-Standing Discount Superstore	160,100	TSF	167	130	296	341	355	696	8,125	451	451	903
Internal Trip Reduction (10%)			-13	-13	-26	-34	-34	-68	-813	-45	-45	-90
Subtotal			154	117	270	307	321	628	7,313	406	406	813
Specialty Retail	4,600	TSF	3	2	4	5	7	12	204	5	7	12
Internal Trip Reduction (10%)			0	0	0	-1	-1	-2	-20	-1	-1	-2
Subtotal			3	2	4	4	6	10	184	4	6	10
Fast-food without Drive-Through	4,600	TSF	121	81	202	61	59	120	3,294	123	128	251
Internal Trip Reduction (10%)			-8	-8	-16	-6	-6	-12	-329	-6	-6	-12
Subtotal			113	73	186	55	53	108	2,965	117	122	239
Fast-food with Drive-Through	6,800	TSF	157	151	309	115	107	222	3,374	205	197	401
Internal Trip Reduction (10%)			-15	-15	-30	-11	-11	-22	-337	-20	-20	-40
Pass-by Trip Reduction (49% AM; 50% PM/Daily) ²			-70	-67	-137	-52	-48	-100	-1,518	-92	-88	-181
Subtotal			73	69	142	52	48	100	1,518	92	88	181
TOTAL NET TRIPS			342	261	602	419	428	847	11,979	620	623	1,243

¹ TSF = Thousand Square Feet

² Pass-by reduction percentages are from the ITE Trip Generation Handbook (2nd Edition, 2004): Tables 5.23 and 5.24.







LEGEND:
10 = PERCENT TO/FROM PROJECT



Table A
(Page 1 of 2)

Summary of Cumulative Development Projects

No.	Project Name	Land Use	Quantity ¹
1	Greenwald ²	Shopping Center	104.450 TSF
2	Ramsgate	Single Family Residential	1,012 DU
		Condo/Townhomes	120 DU
3	Fairfield Apartments	Apartments	325 DU
4	Lennar (Tract 31792)	Single Family Residential	191 DU
5	1400 Minthorn Street ³	Single Family Residential	84 DU
6	Spyglass Ranch ⁴	Single Family Residential	523 DU
		Condo/Townhomes	171 DU
		Shopping Center	145.00 TSF
7	South Shore I (Tract 31593) ⁵	Single Family Residential	521 DU
	South Shore II (Tract 32013) ⁵	Single Family Residential	400 DU
8	La Strada (Tract 32077)	Single Family Residential	134 DU
9	Tuscany West (Tract 25473) ⁵	Single Family Residential	164 DU
10	Marina Village Condos (Tract 33820) ⁶	Condo/Townhomes	94 DU
11	Watersedge ⁵	Single Family Residential	170 DU
		Condo/Townhomes	250 DU
		Apartments	110 DU
		Office	54.600 TSF
		Hotel	150 RM
		Boat/Watercraft Dealers & Service	50.000 TSF
		Mini-Warehouse (Boat & Watercraft Storage)	76.000 TSF
		Shopping Center	86.600 TSF
	Cottages by the Lake	Condo/Townhomes	169 DU
12	Tessera ⁵	Single Family Residential	90 DU
13	TAG Property ⁶	New Car Sales	50.000 TSF
14	City Center Condos ⁶	Condo/Townhomes	144 DU
15	Lake View Villas	Condo/Townhomes	155 DU
16	Diamond Specific Plan ⁷	Condo/Townhomes	600 DU
		Hotel	150 RM
		General Office	425.000 TSF
		Shopping Center	472.000 TSF

Table A
(Page 2 of 2)

Summary of Cumulative Development Projects

No.	Project Name	Land Use	Quantity ¹	
17	The Colony ⁶	Apartments	211	DU
	Back Basin Specific Plan & East Lake Specific Plan	Single Family Residential	2,407	DU
		Condo/Townhomes	324	DU
	John Laing Homes (Phase 2)	Single Family Residential	506	DU
		Condo/Townhomes	1,141	DU
		Apartments	308	DU
		Shopping Center	117,000	TSF
18	Tract 29513	Single Family Residential	98	DU
	Tract 28658	Single Family Residential	141	DU
	Plot Plan 18751	High Turnover Sit-Down Restaurant	6,959	TSF
	Tract 31345; KB Homes; Tract 32785, Plot Plan 1873	Single Family Residential	121	DU
		Apartments	96	DU
19	Plot Plan 20240	Shopping Center	250,000	TSF
20	Canyon Hills Estates (Tract 34249)	Single Family Residential	302	DU
	Canyon Hills (Multiple Tracts)	Single Family Residential	2,700	DU
		Apartments	1,575	DU
	Audie Murphy (Tract 36484)	Single Family Residential	109	DU
	Audie Murphy (Tract 36485)	Single Family Residential	1,003	DU

¹ TSF = Thousand Square Feet; DU = Dwelling Unit; AC = Acres; STU = Students; VFP = Vehicle Fueling Positions

² Source: Greenwald Avenue Commercial Center TIA, Urban Crossroads, Inc., May 2008.

³ Source: 1400 Minthorn Street Traffic Study Report, ASM Consulting, August 2007.

⁴ Source: Spyglass Ranch TIA (Revised), Kunzman Associates, February 2007.

⁵ Source: Porto Romano SP TIA (Revised), Urban Crossroads, Inc., May 2007.

⁶ Source: Lake Elsinore TAG Property TIA (Revised), Urban Crossroads, Inc., August 2008.

⁷ Source: The Diamond Specific Plan TIA, Urban Crossroads, Inc., April 2009.



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APPENDIX 3.1

Traffic Count Data – May 2013

City of Lake Elsinore
N/S: Lakeshore Drive
E/W: Riverside Drive
Weather: Sunny

File Name : LKELSRIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Total Volume

	Lakeshore Drive Southbound				Riverside Drive Westbound				Lkaeshore Drive Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	61	47	33	141	11	131	29	171	36	32	2	70	25	130	51	206	588
07:15 AM	52	60	18	130	5	115	34	154	40	29	6	75	37	120	82	239	598
07:30 AM	57	72	27	156	5	89	26	120	42	48	2	92	36	131	70	237	605
07:45 AM	43	44	15	102	9	107	22	138	54	21	5	80	25	90	73	188	508
Total	213	223	93	529	30	442	111	583	172	130	15	317	123	471	276	870	2299
08:00 AM	43	36	13	92	5	87	26	118	33	19	1	53	20	94	52	166	429
08:15 AM	45	47	23	115	5	103	26	134	31	37	3	71	17	84	48	149	469
08:30 AM	58	55	24	137	9	90	34	133	20	30	5	55	24	149	53	226	551
08:45 AM	59	83	24	166	5	105	34	144	35	35	4	74	27	116	57	200	584
Total	205	221	84	510	24	385	120	529	119	121	13	253	88	443	210	741	2033
Grand Total	418	444	177	1039	54	827	231	1112	291	251	28	570	211	914	486	1611	4332
Apprch %	40.2	42.7	17		4.9	74.4	20.8		51.1	44	4.9		13.1	56.7	30.2		
Total %	9.6	10.2	4.1	24	1.2	19.1	5.3	25.7	6.7	5.8	0.6	13.2	4.9	21.1	11.2	37.2	

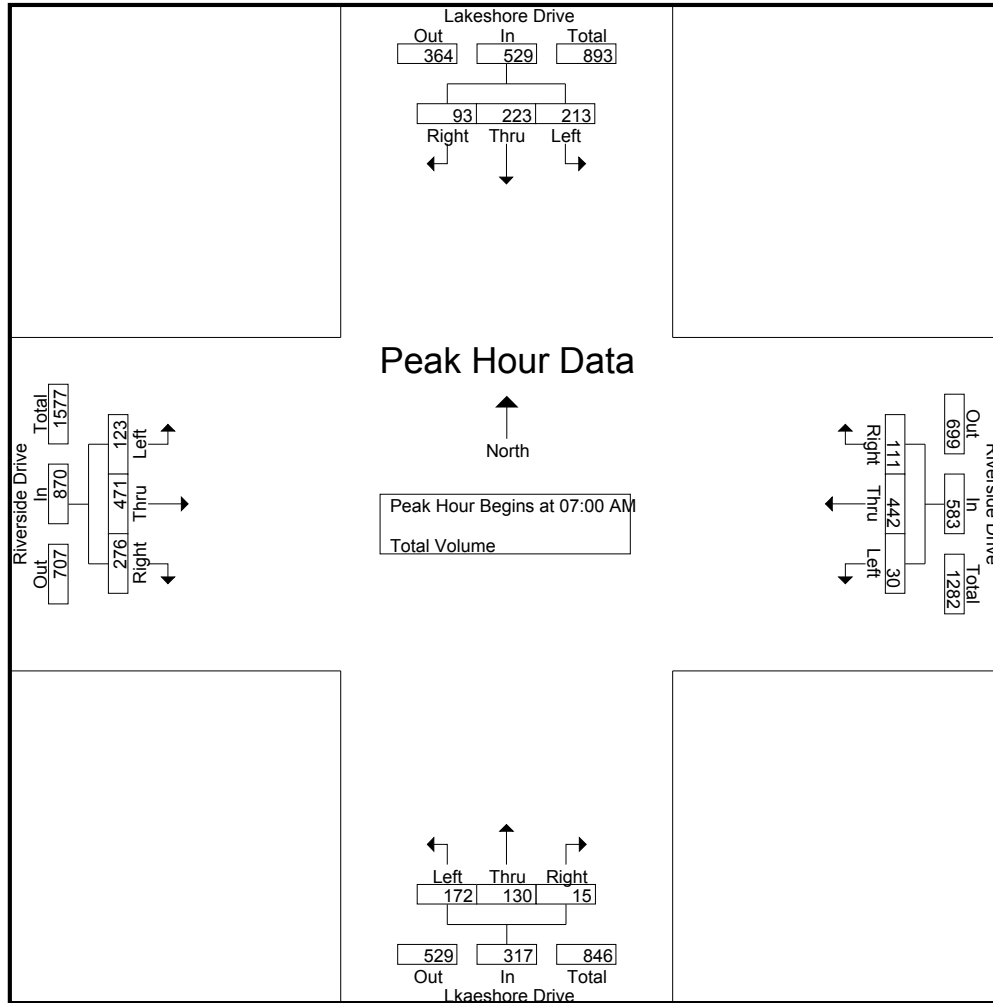
	Lakeshore Drive Southbound				Riverside Drive Westbound				Lkaeshore Drive Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	61	47	33	141	11	131	29	171	36	32	2	70	25	130	51	206	588
07:15 AM	52	60	18	130	5	115	34	154	40	29	6	75	37	120	82	239	598
07:30 AM	57	72	27	156	5	89	26	120	42	48	2	92	36	131	70	237	605
07:45 AM	43	44	15	102	9	107	22	138	54	21	5	80	25	90	73	188	508
Total Volume	213	223	93	529	30	442	111	583	172	130	15	317	123	471	276	870	2299
% App. Total	40.3	42.2	17.6		5.1	75.8	19		54.3	41	4.7		14.1	54.1	31.7		
PHF	.873	.774	.705	.848	.682	.844	.816	.852	.796	.677	.625	.861	.831	.899	.841	.910	.950

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: Lakeshore Drive
E/W: Riverside Drive
Weather: Sunny

File Name : LKELSRIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	61	47	33	141	11	131	29	171	36	32	2	70	25	130	51	206
+15 mins.	52	60	18	130	5	115	34	154	40	29	6	75	37	120	82	239
+30 mins.	57	72	27	156	5	89	26	120	42	48	2	92	36	131	70	237
+45 mins.	43	44	15	102	9	107	22	138	54	21	5	80	25	90	73	188
Total Volume	213	223	93	529	30	442	111	583	172	130	15	317	123	471	276	870
% App. Total	40.3	42.2	17.6		5.1	75.8	19		54.3	41	4.7		14.1	54.1	31.7	
PHF	.873	.774	.705	.848	.682	.844	.816	.852	.796	.677	.625	.861	.831	.899	.841	.910

City of Lake Elsinore
N/S: Lakeshore Drive
E/W: Riverside Drive
Weather: Sunny

File Name : LKELSRIPM
Site Code : 00000155
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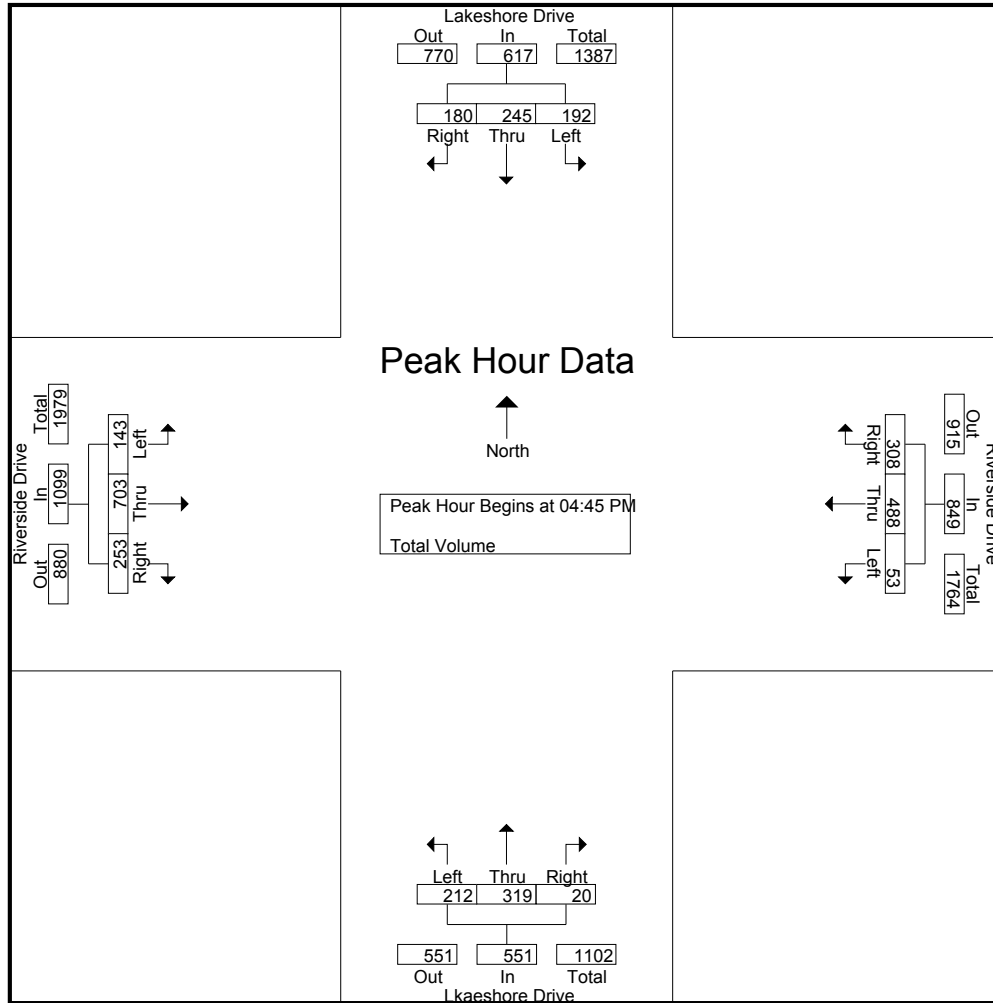
Groups Printed- Total Volume

	Lakeshore Drive Southbound				Riverside Drive Westbound				Lkaeshore Drive Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	50	62	28	140	19	113	71	203	55	75	5	135	31	134	64	229	707
04:15 PM	52	52	30	134	7	115	79	201	55	68	4	127	26	168	65	259	721
04:30 PM	53	58	31	142	6	117	55	178	55	85	7	147	27	166	61	254	721
04:45 PM	43	58	45	146	9	127	84	220	40	75	6	121	36	168	56	260	747
Total	198	230	134	562	41	472	289	802	205	303	22	530	120	636	246	1002	2896
05:00 PM	55	76	46	177	19	114	62	195	55	90	5	150	35	204	73	312	834
05:15 PM	49	61	46	156	18	119	78	215	67	80	3	150	35	161	59	255	776
05:30 PM	45	50	43	138	7	128	84	219	50	74	6	130	37	170	65	272	759
05:45 PM	56	53	32	141	8	133	76	217	53	74	7	134	37	146	56	239	731
Total	205	240	167	612	52	494	300	846	225	318	21	564	144	681	253	1078	3100
Grand Total	403	470	301	1174	93	966	589	1648	430	621	43	1094	264	1317	499	2080	5996
Apprch %	34.3	40	25.6		5.6	58.6	35.7		39.3	56.8	3.9		12.7	63.3	24		
Total %	6.7	7.8	5	19.6	1.6	16.1	9.8	27.5	7.2	10.4	0.7	18.2	4.4	22	8.3	34.7	

	Lakeshore Drive Southbound				Riverside Drive Westbound				Lkaeshore Drive Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	43	58	45	146	9	127	84	220	40	75	6	121	36	168	56	260	747
05:00 PM	55	76	46	177	19	114	62	195	55	90	5	150	35	204	73	312	834
05:15 PM	49	61	46	156	18	119	78	215	67	80	3	150	35	161	59	255	776
05:30 PM	45	50	43	138	7	128	84	219	50	74	6	130	37	170	65	272	759
Total Volume	192	245	180	617	53	488	308	849	212	319	20	551	143	703	253	1099	3116
% App. Total	31.1	39.7	29.2		6.2	57.5	36.3		38.5	57.9	3.6		13	64	23		
PHF	.873	.806	.978	.871	.697	.953	.917	.965	.791	.886	.833	.918	.966	.862	.866	.881	.934

City of Lake Elsinore
N/S: Lakeshore Drive
E/W: Riverside Drive
Weather: Sunny

File Name : LKELSRIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	53	58	31	142	9	127	84	220	55	85	7	147	36	168	56	260
+15 mins.	43	58	45	146	19	114	62	195	40	75	6	121	35	204	73	312
+30 mins.	55	76	46	177	18	119	78	215	55	90	5	150	35	161	59	255
+45 mins.	49	61	46	156	7	128	84	219	67	80	3	150	37	170	65	272
Total Volume	200	253	168	621	53	488	308	849	217	330	21	568	143	703	253	1099
% App. Total	32.2	40.7	27.1		6.2	57.5	36.3		38.2	58.1	3.7		13	64	23	
PHF	.909	.832	.913	.877	.697	.953	.917	.965	.810	.917	.750	.947	.966	.862	.866	.881

City of Lake Elsinore
N/S: Lakeshore Drive
E/W: Riverside Drive
Weather: Aunny

File Name : LKELARISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

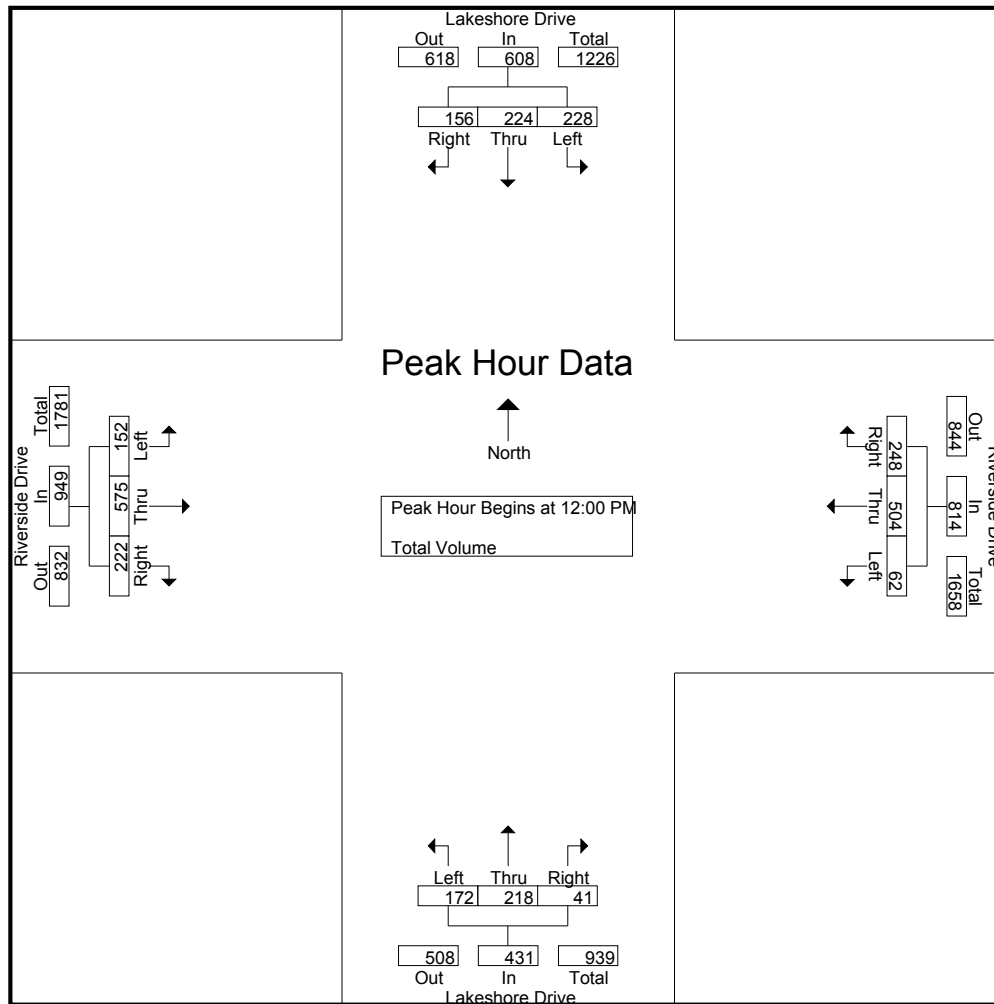
Groups Printed- Total Volume

	Lakeshore Drive Southbound				Riverside Drive Westbound				Lakeshore Drive Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	53	65	39	157	21	129	55	205	45	55	14	114	43	130	58	231	707
12:15 PM	58	58	41	157	12	134	65	211	39	57	8	104	36	153	59	248	720
12:30 PM	60	61	40	161	17	111	60	188	40	49	7	96	33	141	46	220	665
12:45 PM	57	40	36	133	12	130	68	210	48	57	12	117	40	151	59	250	710
Total	228	224	156	608	62	504	248	814	172	218	41	431	152	575	222	949	2802
01:00 PM	48	55	43	146	6	144	58	208	58	48	8	114	41	153	44	238	706
01:15 PM	57	59	32	148	8	137	61	206	52	45	10	107	48	122	49	219	680
01:30 PM	59	53	45	157	12	142	79	233	48	49	2	99	39	135	35	209	698
01:45 PM	59	40	24	123	11	126	71	208	39	49	4	92	38	126	54	218	641
Total	223	207	144	574	37	549	269	855	197	191	24	412	166	536	182	884	2725
02:00 PM	58	57	27	142	10	129	88	227	41	51	4	96	39	128	40	207	672
02:15 PM	55	45	36	136	12	114	75	201	39	53	5	97	28	116	30	174	608
02:30 PM	46	40	33	119	11	151	57	219	50	61	5	116	27	108	45	180	634
02:45 PM	55	33	34	122	11	122	78	211	36	57	6	99	44	119	33	196	628
Total	214	175	130	519	44	516	298	858	166	222	20	408	138	471	148	757	2542
Grand Total	665	606	430	1701	143	1569	815	2527	535	631	85	1251	456	1582	552	2590	8069
Apprch %	39.1	35.6	25.3		5.7	62.1	32.3		42.8	50.4	6.8		17.6	61.1	21.3		
Total %	8.2	7.5	5.3	21.1	1.8	19.4	10.1	31.3	6.6	7.8	1.1	15.5	5.7	19.6	6.8	32.1	

	Lakeshore Drive Southbound				Riverside Drive Westbound				Lakeshore Drive Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	53	65	39	157	21	129	55	205	45	55	14	114	43	130	58	231	707
12:15 PM	58	58	41	157	12	134	65	211	39	57	8	104	36	153	59	248	720
12:30 PM	60	61	40	161	17	111	60	188	40	49	7	96	33	141	46	220	665
12:45 PM	57	40	36	133	12	130	68	210	48	57	12	117	40	151	59	250	710
Total Volume	228	224	156	608	62	504	248	814	172	218	41	431	152	575	222	949	2802
% App. Total	37.5	36.8	25.7		7.6	61.9	30.5		39.9	50.6	9.5		16	60.6	23.4		
PHF	.950	.862	.951	.944	.738	.940	.912	.964	.896	.956	.732	.921	.884	.940	.941	.949	.973

City of Lake Elsinore
N/S: Lakeshore Drive
E/W: Riverside Drive
Weather: Aunny

File Name : LKELARISAT
Site Code : 00000262
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Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				01:15 PM				12:45 PM				12:15 PM			
+0 mins.	53	65	39	157	8	137	61	206	48	57	12	117	36	153	59	248
+15 mins.	58	58	41	157	12	142	79	233	58	48	8	114	33	141	46	220
+30 mins.	60	61	40	161	11	126	71	208	52	45	10	107	40	151	59	250
+45 mins.	57	40	36	133	10	129	88	227	48	49	2	99	41	153	44	238
Total Volume	228	224	156	608	41	534	299	874	206	199	32	437	150	598	208	956
% App. Total	37.5	36.8	25.7		4.7	61.1	34.2		47.1	45.5	7.3		15.7	62.6	21.8	
PHF	.950	.862	.951	.944	.854	.940	.849	.938	.888	.873	.667	.934	.915	.977	.881	.956

City of Lake Elsinore
N/S: Graham Avenue
E/W: Main Street
Weather: Sunny

File Name : LKEGRMAAM
Site Code : 00000045
Start Date : 5/22/2013
Page No : 1

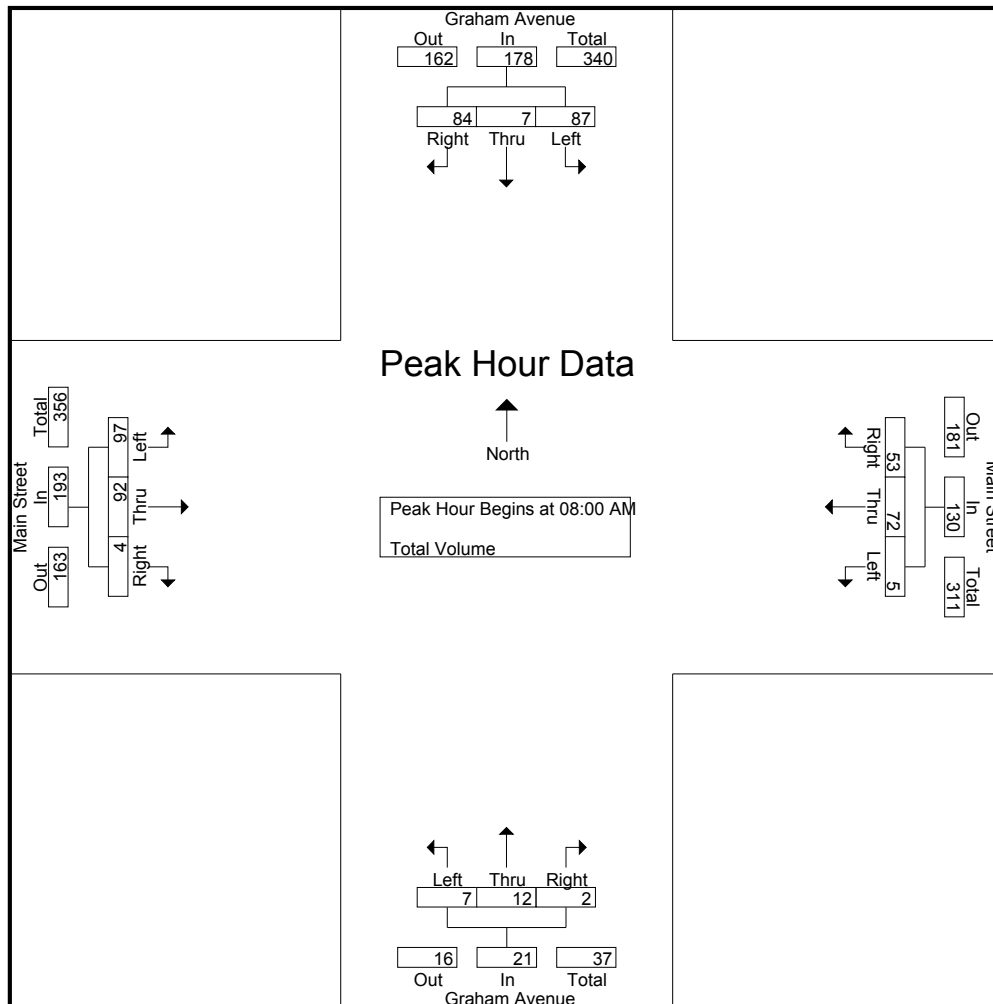
Groups Printed- Total Volume

	Graham Avenue Southbound				Main Street Westbound				Graham Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	3	14	33	1	20	12	33	1	5	4	10	20	20	1	41	117
07:15 AM	19	8	17	44	3	21	18	42	1	5	2	8	36	12	0	48	142
07:30 AM	21	7	28	56	2	18	15	35	2	5	3	10	21	21	0	42	143
07:45 AM	13	2	17	32	2	21	14	37	2	3	2	7	18	14	0	32	108
Total	69	20	76	165	8	80	59	147	6	18	11	35	95	67	1	163	510
08:00 AM	13	1	19	33	1	15	10	26	0	1	0	1	20	27	1	48	108
08:15 AM	27	0	18	45	0	23	15	38	2	3	0	5	24	14	1	39	127
08:30 AM	22	1	27	50	2	18	8	28	2	5	1	8	24	26	2	52	138
08:45 AM	25	5	20	50	2	16	20	38	3	3	1	7	29	25	0	54	149
Total	87	7	84	178	5	72	53	130	7	12	2	21	97	92	4	193	522
Grand Total	156	27	160	343	13	152	112	277	13	30	13	56	192	159	5	356	1032
Apprch %	45.5	7.9	46.6		4.7	54.9	40.4		23.2	53.6	23.2		53.9	44.7	1.4		
Total %	15.1	2.6	15.5	33.2	1.3	14.7	10.9	26.8	1.3	2.9	1.3	5.4	18.6	15.4	0.5	34.5	

	Graham Avenue Southbound				Main Street Westbound				Graham Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	13	1	19	33	1	15	10	26	0	1	0	1	20	27	1	48	108
08:15 AM	27	0	18	45	0	23	15	38	2	3	0	5	24	14	1	39	127
08:30 AM	22	1	27	50	2	18	8	28	2	5	1	8	24	26	2	52	138
08:45 AM	25	5	20	50	2	16	20	38	3	3	1	7	29	25	0	54	149
Total Volume	87	7	84	178	5	72	53	130	7	12	2	21	97	92	4	193	522
% App. Total	48.9	3.9	47.2		3.8	55.4	40.8		33.3	57.1	9.5		50.3	47.7	2.1		
PHF	.806	.350	.778	.890	.625	.783	.663	.855	.583	.600	.500	.656	.836	.852	.500	.894	.876

City of Lake Elsinore
N/S: Graham Avenue
E/W: Main Street
Weather: Sunny

File Name : LKEGRMAAM
Site Code : 00000045
Start Date : 5/22/2013
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	13	1	19	33	1	20	12	33	1	5	4	10	20	27	1	48
+15 mins.	27	0	18	45	3	21	18	42	1	5	2	8	24	14	1	39
+30 mins.	22	1	27	50	2	18	15	35	2	5	3	10	24	26	2	52
+45 mins.	25	5	20	50	2	21	14	37	2	3	2	7	29	25	0	54
Total Volume	87	7	84	178	8	80	59	147	6	18	11	35	97	92	4	193
% App. Total	48.9	3.9	47.2		5.4	54.4	40.1		17.1	51.4	31.4		50.3	47.7	2.1	
PHF	.806	.350	.778	.890	.667	.952	.819	.875	.750	.900	.688	.875	.836	.852	.500	.894

City of Lake Elsinore
N/S: Graham Avenue
E/W: Main Street
Weather: Sunny

File Name : LKEGRMAPM
Site Code : 00000045
Start Date : 5/22/2013
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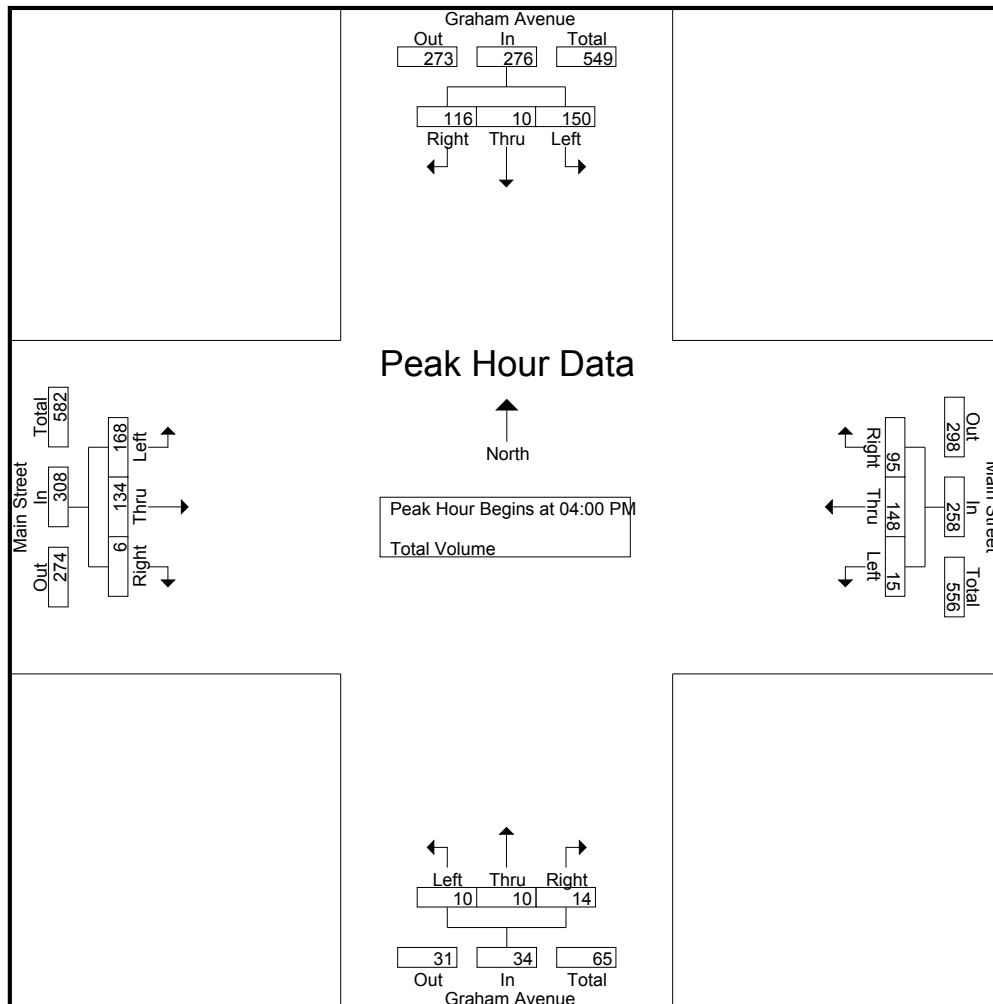
Groups Printed- Total Volume

	Graham Avenue Southbound				Main Street Westbound				Graham Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	39	2	32	73	4	36	24	64	3	0	4	7	51	40	2	93	237
04:15 PM	31	4	28	63	3	43	17	63	1	2	2	5	35	36	3	74	205
04:30 PM	43	1	24	68	2	37	28	67	2	6	4	12	43	34	1	78	225
04:45 PM	37	3	32	72	6	32	26	64	4	2	4	10	39	24	0	63	209
Total	150	10	116	276	15	148	95	258	10	10	14	34	168	134	6	308	876
05:00 PM	39	3	21	63	3	42	21	66	2	6	0	8	31	31	1	63	200
05:15 PM	38	4	32	74	4	33	25	62	4	5	1	10	33	40	1	74	220
05:30 PM	31	3	23	57	5	40	27	72	3	3	5	11	31	32	1	64	204
05:45 PM	46	3	27	76	2	34	19	55	3	5	4	12	34	25	1	60	203
Total	154	13	103	270	14	149	92	255	12	19	10	41	129	128	4	261	827
Grand Total	304	23	219	546	29	297	187	513	22	29	24	75	297	262	10	569	1703
Apprch %	55.7	4.2	40.1		5.7	57.9	36.5		29.3	38.7	32		52.2	46	1.8		
Total %	17.9	1.4	12.9	32.1	1.7	17.4	11	30.1	1.3	1.7	1.4	4.4	17.4	15.4	0.6	33.4	

	Graham Avenue Southbound				Main Street Westbound				Graham Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	39	2	32	73	4	36	24	64	3	0	4	7	51	40	2	93	237
04:15 PM	31	4	28	63	3	43	17	63	1	2	2	5	35	36	3	74	205
04:30 PM	43	1	24	68	2	37	28	67	2	6	4	12	43	34	1	78	225
04:45 PM	37	3	32	72	6	32	26	64	4	2	4	10	39	24	0	63	209
Total Volume	150	10	116	276	15	148	95	258	10	10	14	34	168	134	6	308	876
% App. Total	54.3	3.6	42		5.8	57.4	36.8		29.4	29.4	41.2		54.5	43.5	1.9		
PHF	.872	.625	.906	.945	.625	.860	.848	.963	.625	.417	.875	.708	.824	.838	.500	.828	.924

City of Lake Elsinore
N/S: Graham Avenue
E/W: Main Street
Weather: Sunny

File Name : LKEGRMAPM
Site Code : 00000045
Start Date : 5/22/2013
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				05:00 PM				04:00 PM			
+0 mins.	43	1	24	68	6	32	26	64	2	6	0	8	51	40	2	93
+15 mins.	37	3	32	72	3	42	21	66	4	5	1	10	35	36	3	74
+30 mins.	39	3	21	63	4	33	25	62	3	3	5	11	43	34	1	78
+45 mins.	38	4	32	74	5	40	27	72	3	5	4	12	39	24	0	63
Total Volume	157	11	109	277	18	147	99	264	12	19	10	41	168	134	6	308
% App. Total	56.7	4	39.4		6.8	55.7	37.5		29.3	46.3	24.4		54.5	43.5	1.9	
PHF	.913	.688	.852	.936	.750	.875	.917	.917	.750	.792	.500	.854	.824	.838	.500	.828

City of Lake Elsinore
N/S: Graham Avenue
E/W: Main Street
Weather: Sunny

File Name : LKEGRMASAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

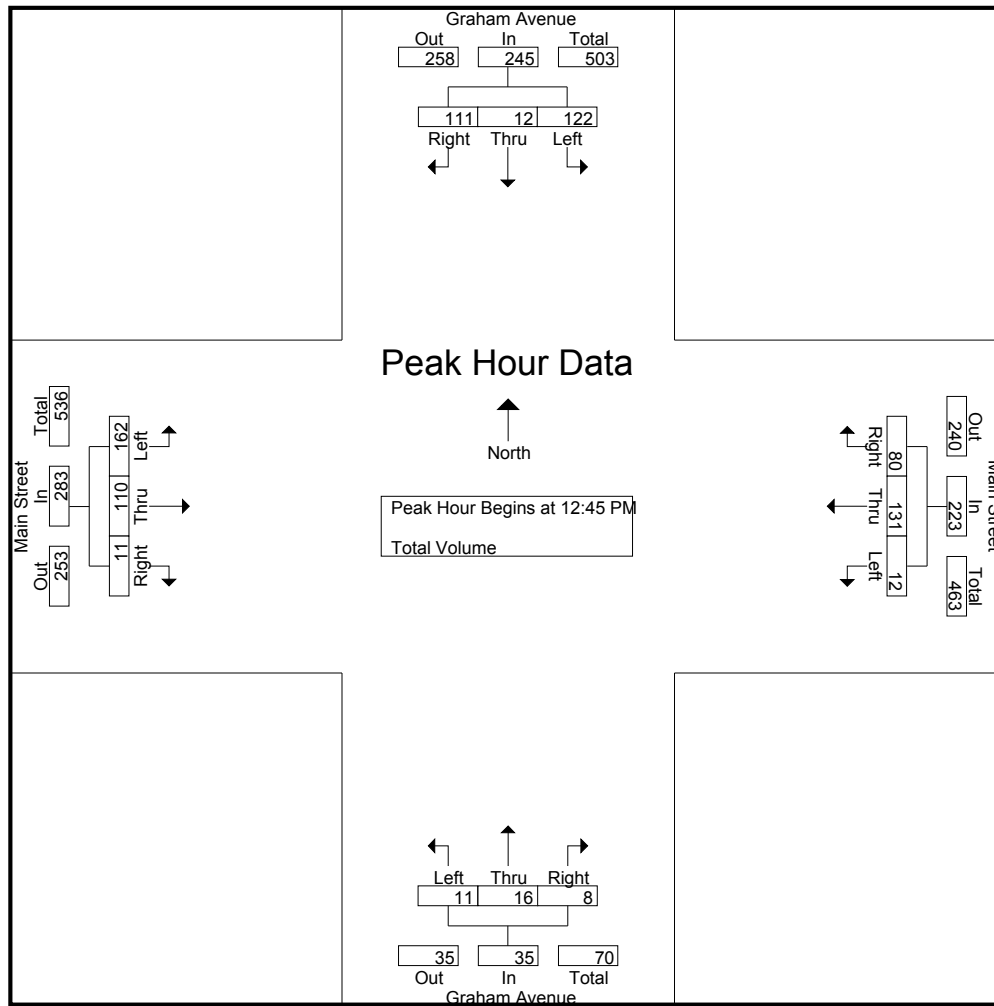
Groups Printed- Total Volume

	Graham Avenue Southbound				Main Street Westbound				Graham Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	35	3	27	65	3	28	25	56	2	5	3	10	44	24	1	69	200
12:15 PM	36	3	28	67	2	30	22	54	1	1	2	4	30	31	1	62	187
12:30 PM	37	3	21	61	5	24	25	54	2	4	3	9	29	36	2	67	191
12:45 PM	26	0	23	49	4	43	21	68	5	5	1	11	42	24	1	67	195
Total	134	9	99	242	14	125	93	232	10	15	9	34	145	115	5	265	773
01:00 PM	30	8	28	66	4	27	18	49	2	2	4	8	38	29	4	71	194
01:15 PM	33	3	26	62	2	32	19	53	4	6	3	13	39	28	1	68	196
01:30 PM	33	1	34	68	2	29	22	53	0	3	0	3	43	29	5	77	201
01:45 PM	32	0	20	52	4	22	31	57	4	2	2	8	36	31	3	70	187
Total	128	12	108	248	12	110	90	212	10	13	9	32	156	117	13	286	778
02:00 PM	25	3	19	47	6	27	24	57	3	5	5	13	33	24	1	58	175
02:15 PM	33	3	15	51	2	16	23	41	0	2	3	5	40	27	1	68	165
02:30 PM	23	2	21	46	2	29	28	59	3	2	5	10	41	33	0	74	189
02:45 PM	39	1	24	64	5	24	16	45	1	0	6	7	33	34	3	70	186
Total	120	9	79	208	15	96	91	202	7	9	19	35	147	118	5	270	715
Grand Total	382	30	286	698	41	331	274	646	27	37	37	101	448	350	23	821	2266
Apprch %	54.7	4.3	41		6.3	51.2	42.4		26.7	36.6	36.6		54.6	42.6	2.8		
Total %	16.9	1.3	12.6	30.8	1.8	14.6	12.1	28.5	1.2	1.6	1.6	4.5	19.8	15.4	1	36.2	

	Graham Avenue Southbound				Main Street Westbound				Graham Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	26	0	23	49	4	43	21	68	5	5	1	11	42	24	1	67	195
01:00 PM	30	8	28	66	4	27	18	49	2	2	4	8	38	29	4	71	194
01:15 PM	33	3	26	62	2	32	19	53	4	6	3	13	39	28	1	68	196
01:30 PM	33	1	34	68	2	29	22	53	0	3	0	3	43	29	5	77	201
Total Volume	122	12	111	245	12	131	80	223	11	16	8	35	162	110	11	283	786
% App. Total	49.8	4.9	45.3		5.4	58.7	35.9		31.4	45.7	22.9		57.2	38.9	3.9		
PHF	.924	.375	.816	.901	.750	.762	.909	.820	.550	.667	.500	.673	.942	.948	.550	.919	.978

City of Lake Elsinore
N/S: Graham Avenue
E/W: Main Street
Weather: Sunny

File Name : LKEGRMASAT
Site Code : 00000262
Start Date : 6/8/2013
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Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				12:00 PM				12:30 PM				01:00 PM			
+0 mins.	30	8	28	66	3	28	25	56	2	4	3	9	38	29	4	71
+15 mins.	33	3	26	62	2	30	22	54	5	5	1	11	39	28	1	68
+30 mins.	33	1	34	68	5	24	25	54	2	2	4	8	43	29	5	77
+45 mins.	32	0	20	52	4	43	21	68	4	6	3	13	36	31	3	70
Total Volume	128	12	108	248	14	125	93	232	13	17	11	41	156	117	13	286
% App. Total	51.6	4.8	43.5		6	53.9	40.1		31.7	41.5	26.8		54.5	40.9	4.5	
PHF	.970	.375	.794	.912	.700	.727	.930	.853	.650	.708	.688	.788	.907	.944	.650	.929

City of Lake Elsinore
N/S: Lakeshore Drive
E/W: Diamond Drive
Weather: Sunny

File Name : LKELSDIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

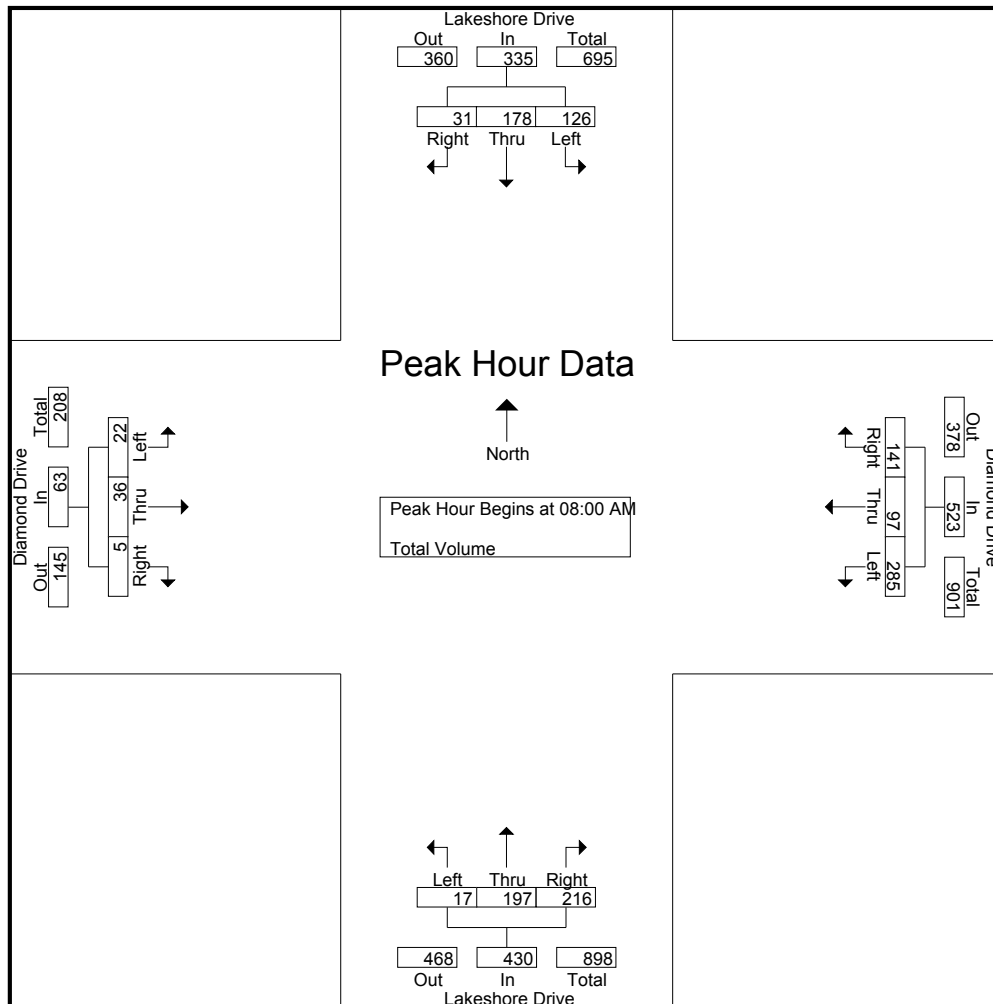
Groups Printed- Total Volume

	Lakeshore Drive Southbound				Diamond Drive Westbound				Lakeshore Drive Northbound				Diamond Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	35	33	0	68	53	24	25	102	1	43	38	82	4	12	0	16	268
07:15 AM	29	47	2	78	58	21	44	123	0	49	52	101	1	3	0	4	306
07:30 AM	32	51	5	88	55	20	35	110	3	64	55	122	4	13	0	17	337
07:45 AM	23	45	4	72	73	22	40	135	4	57	35	96	1	9	1	11	314
Total	119	176	11	306	239	87	144	470	8	213	180	401	10	37	1	48	1225
08:00 AM	30	31	6	67	57	18	29	104	3	43	50	96	4	5	2	11	278
08:15 AM	32	43	11	86	76	19	40	135	4	48	56	108	4	11	1	16	345
08:30 AM	26	46	4	76	64	25	35	124	4	54	53	111	5	11	1	17	328
08:45 AM	38	58	10	106	88	35	37	160	6	52	57	115	9	9	1	19	400
Total	126	178	31	335	285	97	141	523	17	197	216	430	22	36	5	63	1351
Grand Total	245	354	42	641	524	184	285	993	25	410	396	831	32	73	6	111	2576
Apprch %	38.2	55.2	6.6		52.8	18.5	28.7		3	49.3	47.7		28.8	65.8	5.4		
Total %	9.5	13.7	1.6	24.9	20.3	7.1	11.1	38.5	1	15.9	15.4	32.3	1.2	2.8	0.2	4.3	

	Lakeshore Drive Southbound				Diamond Drive Westbound				Lakeshore Drive Northbound				Diamond Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	30	31	6	67	57	18	29	104	3	43	50	96	4	5	2	11	278
08:15 AM	32	43	11	86	76	19	40	135	4	48	56	108	4	11	1	16	345
08:30 AM	26	46	4	76	64	25	35	124	4	54	53	111	5	11	1	17	328
08:45 AM	38	58	10	106	88	35	37	160	6	52	57	115	9	9	1	19	400
Total Volume	126	178	31	335	285	97	141	523	17	197	216	430	22	36	5	63	1351
% App. Total	37.6	53.1	9.3		54.5	18.5	27		4	45.8	50.2		34.9	57.1	7.9		
PHF	.829	.767	.705	.790	.810	.693	.881	.817	.708	.912	.947	.935	.611	.818	.625	.829	.844

City of Lake Elsinore
N/S: Lakeshore Drive
E/W: Diamond Drive
Weather: Sunny

File Name : LKELSDIAM
Site Code : 00000155
Start Date : 5/23/2013
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	30	31	6	67	57	18	29	104	3	43	50	96	4	5	2	11
+15 mins.	32	43	11	86	76	19	40	135	4	48	56	108	4	11	1	16
+30 mins.	26	46	4	76	64	25	35	124	4	54	53	111	5	11	1	17
+45 mins.	38	58	10	106	88	35	37	160	6	52	57	115	9	9	1	19
Total Volume	126	178	31	335	285	97	141	523	17	197	216	430	22	36	5	63
% App. Total	37.6	53.1	9.3		54.5	18.5	27		4	45.8	50.2		34.9	57.1	7.9	
PHF	.829	.767	.705	.790	.810	.693	.881	.817	.708	.912	.947	.935	.611	.818	.625	.829

City of Lake Elsinore
N/S: Lakeshore Drive/Mission Trail
E/W: Diamond Drive
Weather: Sunny

File Name : LKELSDIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

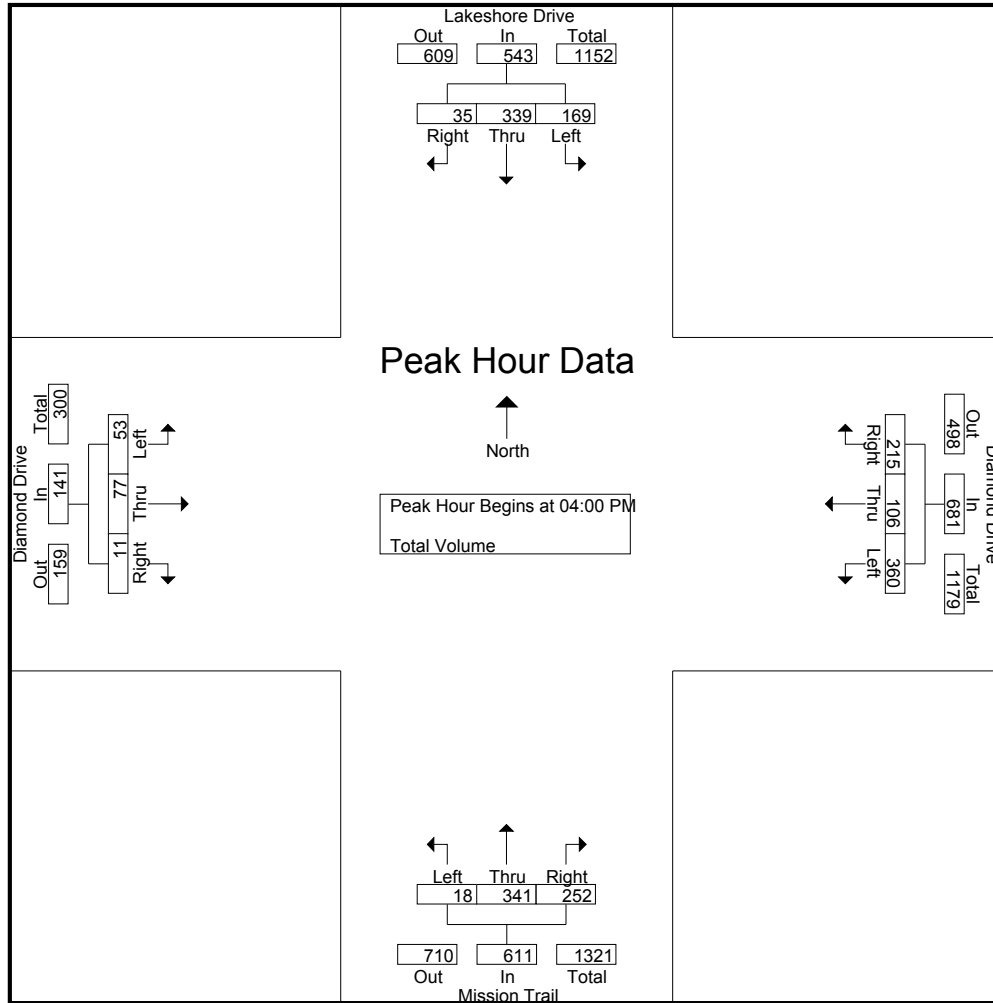
Groups Printed- Total Volume

	Lakeshore Drive Southbound				Diamond Drive Westbound				Mission Trail Northbound				Diamond Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	46	74	11	131	90	20	58	168	6	80	65	151	16	22	3	41	491
04:15 PM	36	89	6	131	105	28	44	177	1	95	60	156	9	17	2	28	492
04:30 PM	42	93	11	146	69	27	55	151	7	97	64	168	10	21	1	32	497
04:45 PM	45	83	7	135	96	31	58	185	4	69	63	136	18	17	5	40	496
Total	169	339	35	543	360	106	215	681	18	341	252	611	53	77	11	141	1976
05:00 PM	49	71	7	127	95	31	41	167	9	72	71	152	16	22	4	42	488
05:15 PM	31	84	7	122	95	35	41	171	3	90	56	149	11	24	1	36	478
05:30 PM	33	51	14	98	76	39	43	158	3	77	79	159	13	25	1	39	454
05:45 PM	42	59	6	107	88	45	48	181	1	56	50	107	10	22	0	32	427
Total	155	265	34	454	354	150	173	677	16	295	256	567	50	93	6	149	1847
Grand Total	324	604	69	997	714	256	388	1358	34	636	508	1178	103	170	17	290	3823
Apprch %	32.5	60.6	6.9		52.6	18.9	28.6		2.9	54	43.1		35.5	58.6	5.9		
Total %	8.5	15.8	1.8	26.1	18.7	6.7	10.1	35.5	0.9	16.6	13.3	30.8	2.7	4.4	0.4	7.6	

	Lakeshore Drive Southbound				Diamond Drive Westbound				Mission Trail Northbound				Diamond Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	46	74	11	131	90	20	58	168	6	80	65	151	16	22	3	41	491
04:15 PM	36	89	6	131	105	28	44	177	1	95	60	156	9	17	2	28	492
04:30 PM	42	93	11	146	69	27	55	151	7	97	64	168	10	21	1	32	497
04:45 PM	45	83	7	135	96	31	58	185	4	69	63	136	18	17	5	40	496
Total Volume	169	339	35	543	360	106	215	681	18	341	252	611	53	77	11	141	1976
% App. Total	31.1	62.4	6.4		52.9	15.6	31.6		2.9	55.8	41.2		37.6	54.6	7.8		
PHF	.918	.911	.795	.930	.857	.855	.927	.920	.643	.879	.969	.909	.736	.875	.550	.860	.994

City of Lake Elsinore
N/S: Lakeshore Drive/Mission Trail
E/W: Diamond Drive
Weather: Sunny

File Name : LKELSDIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM				04:45 PM			
+0 mins.	46	74	11	131	90	20	58	168	1	95	60	156	18	17	5	40
+15 mins.	36	89	6	131	105	28	44	177	7	97	64	168	16	22	4	42
+30 mins.	42	93	11	146	69	27	55	151	4	69	63	136	11	24	1	36
+45 mins.	45	83	7	135	96	31	58	185	9	72	71	152	13	25	1	39
Total Volume	169	339	35	543	360	106	215	681	21	333	258	612	58	88	11	157
% App. Total	31.1	62.4	6.4		52.9	15.6	31.6		3.4	54.4	42.2		36.9	56.1	7	
PHF	.918	.911	.795	.930	.857	.855	.927	.920	.583	.858	.908	.911	.806	.880	.550	.935

City of Lake Elsinore
N/S: Lakeshore Drive
E/W: Diamond Drive
Weather: Sunny

File Name : LKELADISAT
Site Code : 00000045
Start Date : 6/8/2013
Page No : 1

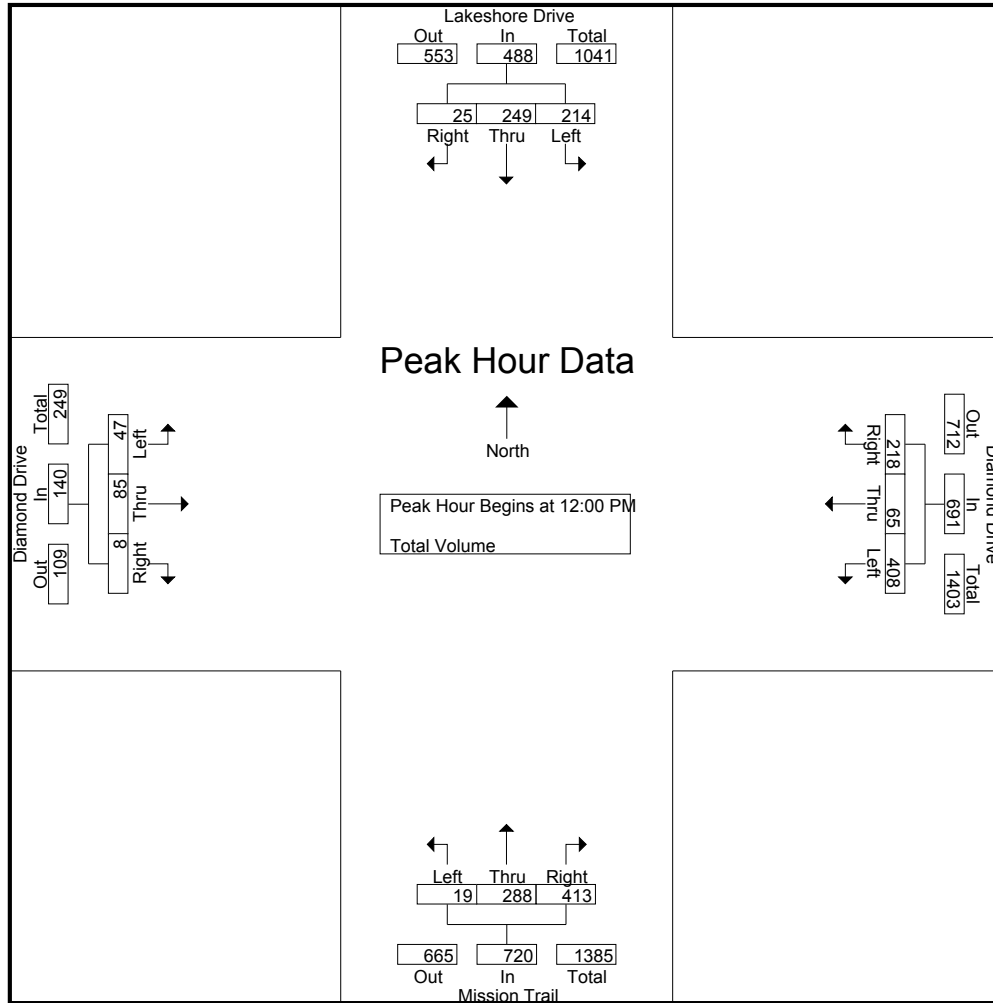
Groups Printed- Total Volume

	Lakeshore Drive Southbound				Diamond Drive Westbound				Mission Trail Northbound				Diamond Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	55	60	7	122	91	12	57	160	4	77	105	186	14	24	1	39	507
12:15 PM	57	50	2	109	118	15	49	182	3	78	106	187	7	19	3	29	507
12:30 PM	57	68	6	131	106	20	57	183	6	77	104	187	14	20	2	36	537
12:45 PM	45	71	10	126	93	18	55	166	6	56	98	160	12	22	2	36	488
Total	214	249	25	488	408	65	218	691	19	288	413	720	47	85	8	140	2039
01:00 PM	40	79	7	126	96	15	55	166	5	66	109	180	6	17	3	26	498
01:15 PM	32	50	3	85	102	8	62	172	2	67	110	179	7	12	0	19	455
01:30 PM	53	61	3	117	89	10	56	155	6	75	110	191	13	14	1	28	491
01:45 PM	33	69	6	108	110	25	39	174	6	62	95	163	9	18	4	31	476
Total	158	259	19	436	397	58	212	667	19	270	424	713	35	61	8	104	1920
02:00 PM	50	66	5	121	119	22	53	194	9	76	86	171	10	27	0	37	523
02:15 PM	40	63	5	108	97	9	60	166	7	74	92	173	13	26	2	41	488
02:30 PM	48	62	0	110	99	12	59	170	3	79	107	189	9	16	1	26	495
02:45 PM	40	43	7	90	103	15	41	159	6	59	94	159	8	19	2	29	437
Total	178	234	17	429	418	58	213	689	25	288	379	692	40	88	5	133	1943
Grand Total	550	742	61	1353	1223	181	643	2047	63	846	1216	2125	122	234	21	377	5902
Apprch %	40.7	54.8	4.5		59.7	8.8	31.4		3	39.8	57.2		32.4	62.1	5.6		
Total %	9.3	12.6	1	22.9	20.7	3.1	10.9	34.7	1.1	14.3	20.6	36	2.1	4	0.4	6.4	

	Lakeshore Drive Southbound				Diamond Drive Westbound				Mission Trail Northbound				Diamond Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	55	60	7	122	91	12	57	160	4	77	105	186	14	24	1	39	507
12:15 PM	57	50	2	109	118	15	49	182	3	78	106	187	7	19	3	29	507
12:30 PM	57	68	6	131	106	20	57	183	6	77	104	187	14	20	2	36	537
12:45 PM	45	71	10	126	93	18	55	166	6	56	98	160	12	22	2	36	488
Total Volume	214	249	25	488	408	65	218	691	19	288	413	720	47	85	8	140	2039
% App. Total	43.9	51	5.1		59	9.4	31.5		2.6	40	57.4		33.6	60.7	5.7		
PHF	.939	.877	.625	.931	.864	.813	.956	.944	.792	.923	.974	.963	.839	.885	.667	.897	.949

City of Lake Elsinore
N/S: Lakeshore Drive
E/W: Diamond Drive
Weather: Sunny

File Name : LKELADISAT
Site Code : 00000045
Start Date : 6/8/2013
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Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				01:45 PM				12:00 PM				12:00 PM			
+0 mins.	57	50	2	109	110	25	39	174	4	77	105	186	14	24	1	39
+15 mins.	57	68	6	131	119	22	53	194	3	78	106	187	7	19	3	29
+30 mins.	45	71	10	126	97	9	60	166	6	77	104	187	14	20	2	36
+45 mins.	40	79	7	126	99	12	59	170	6	56	98	160	12	22	2	36
Total Volume	199	268	25	492	425	68	211	704	19	288	413	720	47	85	8	140
% App. Total	40.4	54.5	5.1		60.4	9.7	30		2.6	40	57.4		33.6	60.7	5.7	
PHF	.873	.848	.625	.939	.893	.680	.879	.907	.792	.923	.974	.963	.839	.885	.667	.897

City of Lake Elsinore
N/S: Gunnerson Street/Strickland Avenue
E/W: Riverside Drive
Weather: Sunny

File Name : LKEGURIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Total Volume

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	2	4	24	0	139	9	148	0	1	3	4	2	176	1	179	355
07:15 AM	3	0	2	5	0	140	9	149	0	1	4	5	0	191	0	191	350
07:30 AM	7	0	1	8	0	137	6	143	0	0	7	7	1	194	2	197	355
07:45 AM	7	1	1	9	2	125	7	134	1	1	1	3	0	157	4	161	307
Total	35	3	8	46	2	541	31	574	1	3	15	19	3	718	7	728	1367
08:00 AM	6	1	0	7	0	121	5	126	0	1	4	5	0	144	1	145	283
08:15 AM	17	1	1	19	0	140	6	146	0	0	0	0	1	139	0	140	305
08:30 AM	17	1	2	20	0	114	8	122	0	0	1	1	0	215	0	215	358
08:45 AM	11	0	0	11	1	152	10	163	0	0	0	0	6	191	0	197	371
Total	51	3	3	57	1	527	29	557	0	1	5	6	7	689	1	697	1317
Grand Total	86	6	11	103	3	1068	60	1131	1	4	20	25	10	1407	8	1425	2684
Apprch %	83.5	5.8	10.7		0.3	94.4	5.3		4	16	80		0.7	98.7	0.6		
Total %	3.2	0.2	0.4	3.8	0.1	39.8	2.2	42.1	0	0.1	0.7	0.9	0.4	52.4	0.3	53.1	

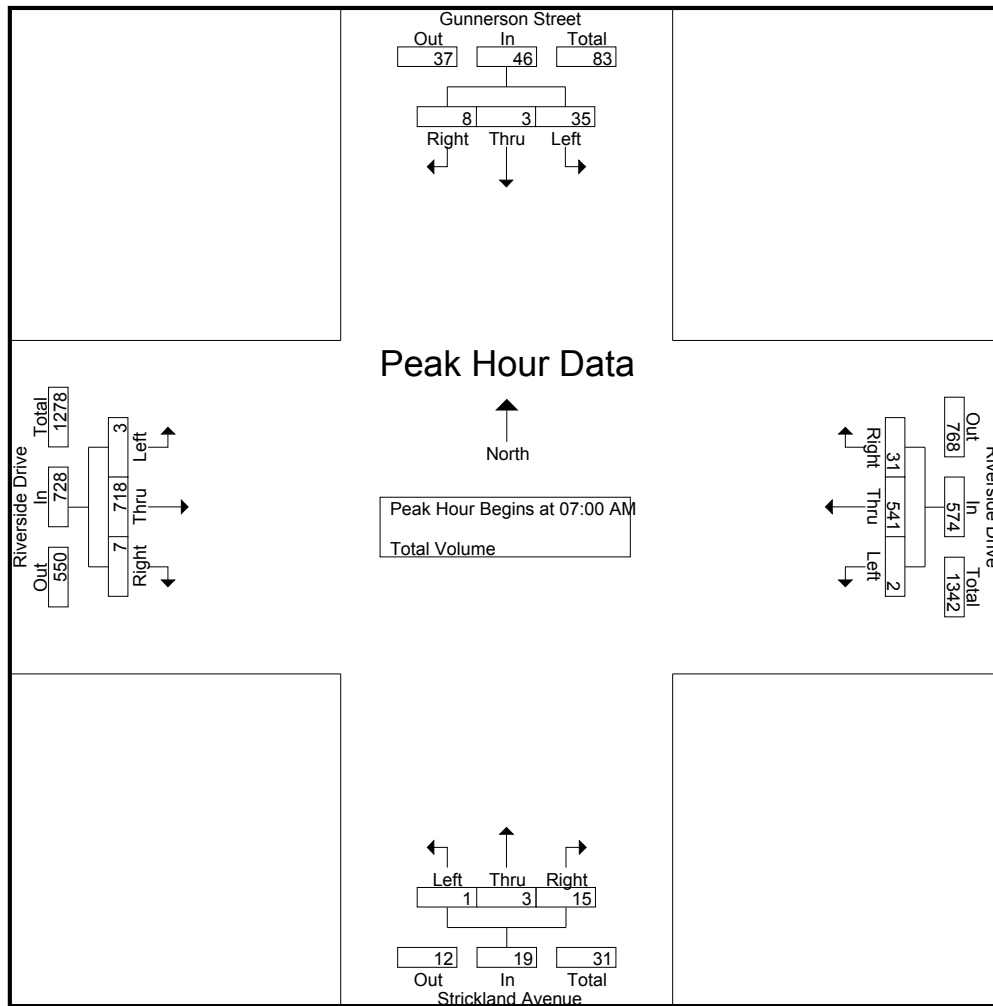
	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	2	4	24	0	139	9	148	0	1	3	4	2	176	1	179	355
07:15 AM	3	0	2	5	0	140	9	149	0	1	4	5	0	191	0	191	350
07:30 AM	7	0	1	8	0	137	6	143	0	0	7	7	1	194	2	197	355
07:45 AM	7	1	1	9	2	125	7	134	1	1	1	3	0	157	4	161	307
Total Volume	35	3	8	46	2	541	31	574	1	3	15	19	3	718	7	728	1367
% App. Total	76.1	6.5	17.4		0.3	94.3	5.4		5.3	15.8	78.9		0.4	98.6	1		
PHF	.486	.375	.500	.479	.250	.966	.861	.963	.250	.750	.536	.679	.375	.925	.438	.924	.963

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: Gunnerson Street/Strickland Avenue
E/W: Riverside Drive
Weather: Sunny

File Name : LKEGURIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	6	1	0	7	0	139	9	148	0	1	4	5	2	176	1	179
+15 mins.	17	1	1	19	0	140	9	149	0	0	7	7	0	191	0	191
+30 mins.	17	1	2	20	0	137	6	143	1	1	1	3	1	194	2	197
+45 mins.	11	0	0	11	2	125	7	134	0	1	4	5	0	157	4	161
Total Volume	51	3	3	57	2	541	31	574	1	3	16	20	3	718	7	728
% App. Total	89.5	5.3	5.3		0.3	94.3	5.4		5	15	80		0.4	98.6	1	
PHF	.750	.750	.375	.713	.250	.966	.861	.963	.250	.750	.571	.714	.375	.925	.438	.924

City of Lake Elsinore
N/S: Gunnerson Street/Strickland Avenue
E/W: Riverside Drive
Weather: Sunny

File Name : LKEGURIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

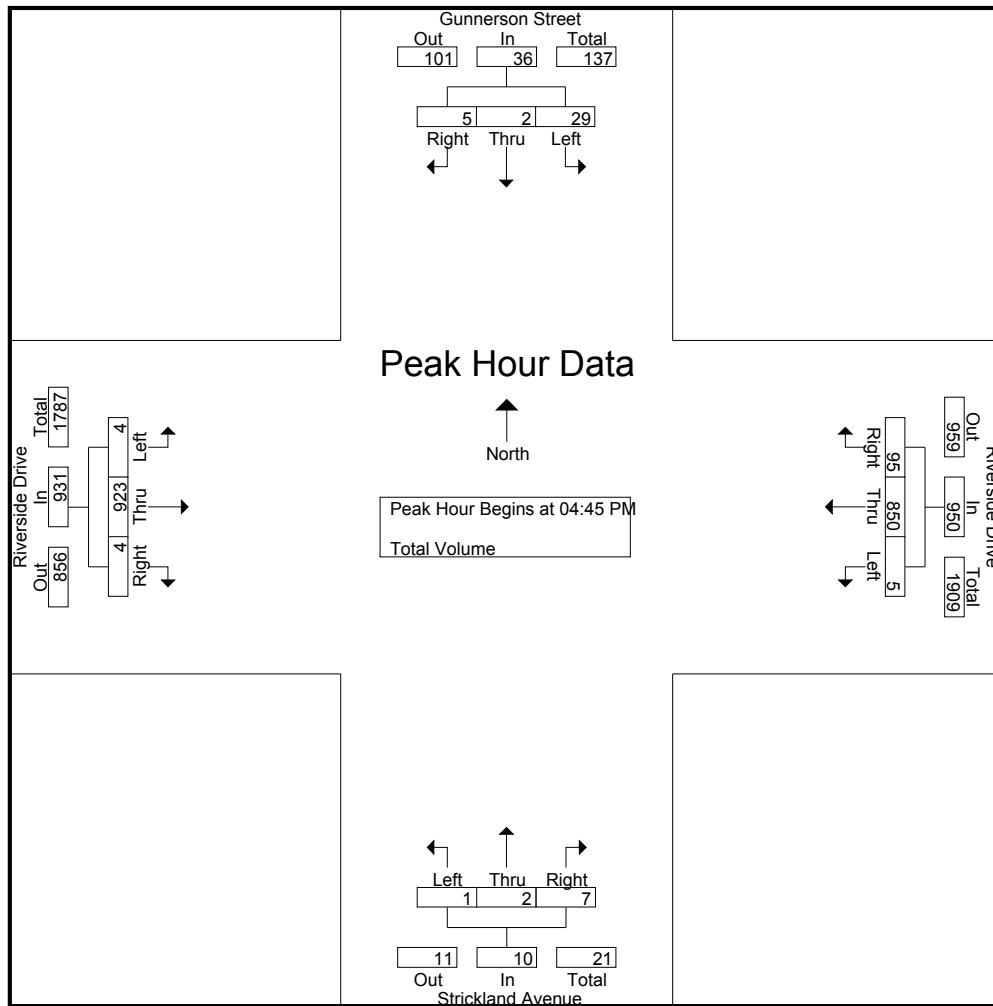
Groups Printed- Total Volume

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	1	0	5	2	192	15	209	0	0	5	5	0	190	1	191	410
04:15 PM	4	2	1	7	1	224	16	241	1	1	1	3	2	245	0	247	498
04:30 PM	5	0	0	5	1	185	23	209	1	0	2	3	1	205	3	209	426
04:45 PM	8	1	0	9	1	223	22	246	0	1	2	3	1	219	1	221	479
Total	21	4	1	26	5	824	76	905	2	2	10	14	4	859	5	868	1813
05:00 PM	5	1	2	8	1	190	23	214	0	1	4	5	1	259	0	260	487
05:15 PM	5	0	2	7	2	228	30	260	1	0	1	2	1	228	2	231	500
05:30 PM	11	0	1	12	1	209	20	230	0	0	0	0	1	217	1	219	461
05:45 PM	4	1	1	6	0	220	27	247	0	0	2	2	1	188	1	190	445
Total	25	2	6	33	4	847	100	951	1	1	7	9	4	892	4	900	1893
Grand Total	46	6	7	59	9	1671	176	1856	3	3	17	23	8	1751	9	1768	3706
Apprch %	78	10.2	11.9		0.5	90	9.5		13	13	73.9		0.5	99	0.5		
Total %	1.2	0.2	0.2	1.6	0.2	45.1	4.7	50.1	0.1	0.1	0.5	0.6	0.2	47.2	0.2	47.7	

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	1	0	9	1	223	22	246	0	1	2	3	1	219	1	221	479
05:00 PM	5	1	2	8	1	190	23	214	0	1	4	5	1	259	0	260	487
05:15 PM	5	0	2	7	2	228	30	260	1	0	1	2	1	228	2	231	500
05:30 PM	11	0	1	12	1	209	20	230	0	0	0	0	1	217	1	219	461
Total Volume	29	2	5	36	5	850	95	950	1	2	7	10	4	923	4	931	1927
% App. Total	80.6	5.6	13.9		0.5	89.5	10		10	20	70		0.4	99.1	0.4		
PHF	.659	.500	.625	.750	.625	.932	.792	.913	.250	.500	.438	.500	1.00	.891	.500	.895	.964

City of Lake Elsinore
N/S: Gunnerson Street/Strickland Avenue
E/W: Riverside Drive
Weather: Sunny

File Name : LKEGURIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:00 PM				04:15 PM			
+0 mins.	8	1	0	9	1	190	23	214	0	0	5	5	2	245	0	247
+15 mins.	5	1	2	8	2	228	30	260	1	1	1	3	1	205	3	209
+30 mins.	5	0	2	7	1	209	20	230	1	0	2	3	1	219	1	221
+45 mins.	11	0	1	12	0	220	27	247	0	1	2	3	1	259	0	260
Total Volume	29	2	5	36	4	847	100	951	2	2	10	14	5	928	4	937
% App. Total	80.6	5.6	13.9		0.4	89.1	10.5		14.3	14.3	71.4		0.5	99	0.4	
PHF	.659	.500	.625	.750	.500	.929	.833	.914	.500	.500	.500	.700	.625	.896	.333	.901

City of Lake Elsinore
N/S: Gunnerson Street/Strickland Avenue
E/W: Riverside Drive
Weather: Sunny

File Name : LKEGURISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

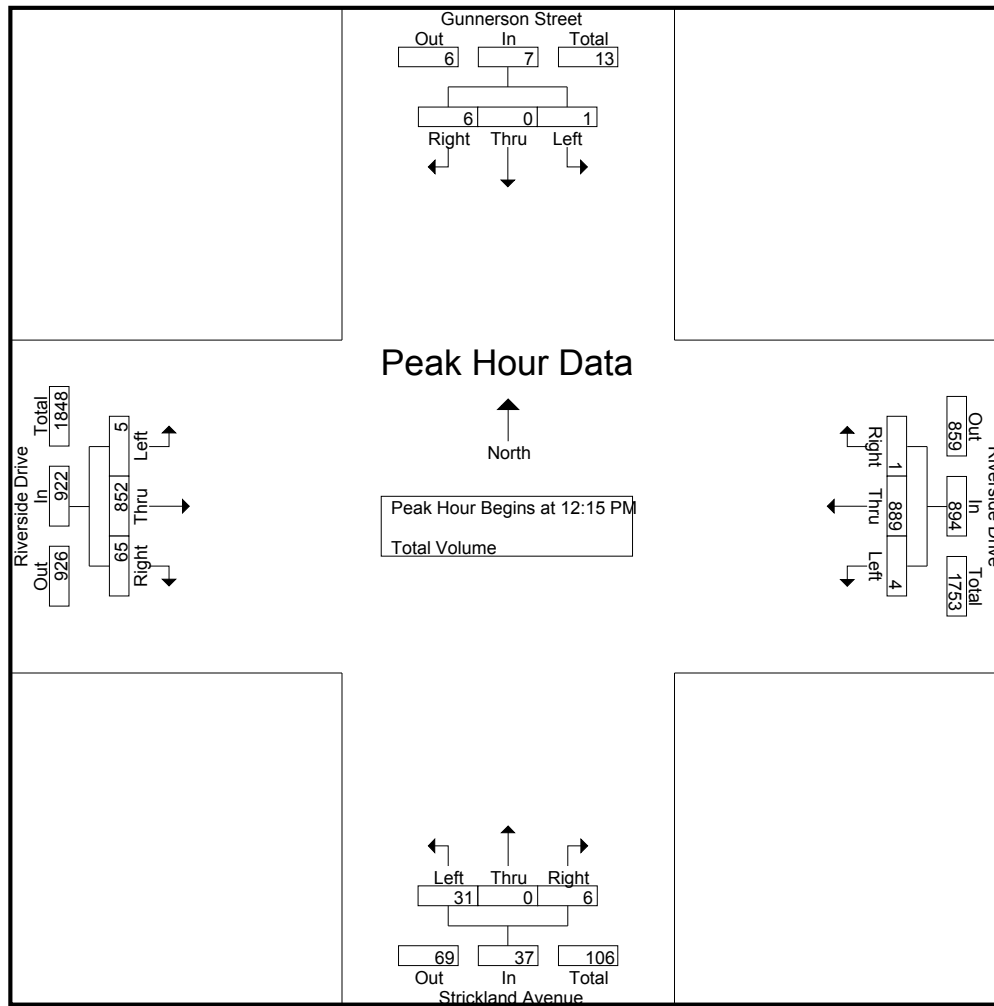
Groups Printed- Total Volume

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	2	2	1	201	3	205	5	0	0	5	0	202	8	210	422
12:15 PM	1	0	1	2	0	227	1	228	10	0	0	10	3	221	12	236	476
12:30 PM	0	0	2	2	1	198	0	199	6	0	2	8	0	190	24	214	423
12:45 PM	0	0	2	2	0	245	0	245	8	0	2	10	2	231	15	248	505
Total	1	0	7	8	2	871	4	877	29	0	4	33	5	844	59	908	1826
01:00 PM	0	0	1	1	3	219	0	222	7	0	2	9	0	210	14	224	456
01:15 PM	1	0	0	1	1	195	1	197	15	0	1	16	0	206	18	224	438
01:30 PM	0	0	1	1	1	190	0	191	11	0	1	12	1	228	23	252	456
01:45 PM	0	0	2	2	0	200	0	200	8	0	1	9	0	208	11	219	430
Total	1	0	4	5	5	804	1	810	41	0	5	46	1	852	66	919	1780
02:00 PM	0	0	1	1	0	204	0	204	13	0	3	16	1	222	18	241	462
02:15 PM	1	0	2	3	1	176	2	179	9	1	1	11	3	212	17	232	425
02:30 PM	0	0	3	3	0	177	1	178	12	1	0	13	2	226	15	243	437
02:45 PM	1	0	3	4	0	170	0	170	5	0	2	7	0	208	16	224	405
Total	2	0	9	11	1	727	3	731	39	2	6	47	6	868	66	940	1729
Grand Total	4	0	20	24	8	2402	8	2418	109	2	15	126	12	2564	191	2767	5335
Apprch %	16.7	0	83.3		0.3	99.3	0.3		86.5	1.6	11.9		0.4	92.7	6.9		
Total %	0.1	0	0.4	0.4	0.1	45	0.1	45.3	2	0	0.3	2.4	0.2	48.1	3.6	51.9	

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	1	0	1	2	0	227	1	228	10	0	0	10	3	221	12	236	476
12:30 PM	0	0	2	2	1	198	0	199	6	0	2	8	0	190	24	214	423
12:45 PM	0	0	2	2	0	245	0	245	8	0	2	10	2	231	15	248	505
01:00 PM	0	0	1	1	3	219	0	222	7	0	2	9	0	210	14	224	456
Total Volume	1	0	6	7	4	889	1	894	31	0	6	37	5	852	65	922	1860
% App. Total	14.3	0	85.7		0.4	99.4	0.1		83.8	0	16.2		0.5	92.4	7		
PHF	.250	.000	.750	.875	.333	.907	.250	.912	.775	.000	.750	.925	.417	.922	.677	.929	.921

City of Lake Elsinore
N/S: Gunnerson Street/Strickland Avenue
E/W: Riverside Drive
Weather: Sunny

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Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:00 PM				12:15 PM				01:15 PM				12:45 PM			
+0 mins.	0	0	1	1	0	227	1	228	15	0	1	16	2	231	15	248
+15 mins.	1	0	2	3	1	198	0	199	11	0	1	12	0	210	14	224
+30 mins.	0	0	3	3	0	245	0	245	8	0	1	9	0	206	18	224
+45 mins.	1	0	3	4	3	219	0	222	13	0	3	16	1	228	23	252
Total Volume	2	0	9	11	4	889	1	894	47	0	6	53	3	875	70	948
% App. Total	18.2	0	81.8		0.4	99.4	0.1		88.7	0	11.3		0.3	92.3	7.4	
PHF	.500	.000	.750	.688	.333	.907	.250	.912	.783	.000	.500	.828	.375	.947	.761	.940

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Sunny

File Name : LKERICOAM
Site Code : 00000262
Start Date : 5/23/2013
Page No : 1

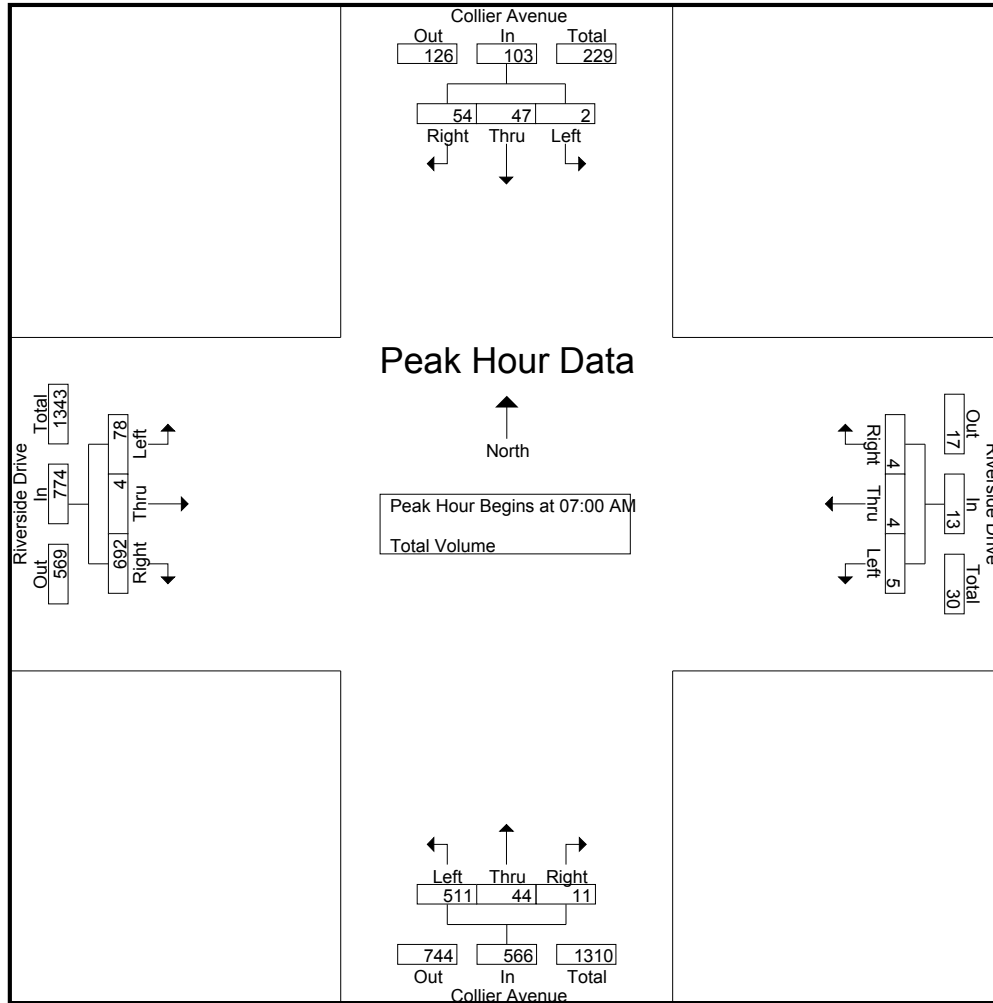
Groups Printed- Total Volume

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	4	14	19	1	1	2	4	132	13	2	147	30	2	169	201	371
07:15 AM	1	10	16	27	1	2	2	5	135	6	1	142	18	0	179	197	371
07:30 AM	0	14	11	25	1	1	0	2	125	11	4	140	17	1	184	202	369
07:45 AM	0	19	13	32	2	0	0	2	119	14	4	137	13	1	160	174	345
Total	2	47	54	103	5	4	4	13	511	44	11	566	78	4	692	774	1456
08:00 AM	3	10	8	21	3	1	0	4	119	8	5	132	6	1	144	151	308
08:15 AM	1	11	3	15	2	1	1	4	139	10	5	154	11	4	136	151	324
08:30 AM	2	14	8	24	5	3	0	8	113	13	2	128	22	4	199	225	385
08:45 AM	1	16	14	31	3	1	2	6	144	29	6	179	15	2	202	219	435
Total	7	51	33	91	13	6	3	22	515	60	18	593	54	11	681	746	1452
Grand Total	9	98	87	194	18	10	7	35	1026	104	29	1159	132	15	1373	1520	2908
Apprch %	4.6	50.5	44.8		51.4	28.6	20		88.5	9	2.5		8.7	1	90.3		
Total %	0.3	3.4	3	6.7	0.6	0.3	0.2	1.2	35.3	3.6	1	39.9	4.5	0.5	47.2	52.3	

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	4	14	19	1	1	2	4	132	13	2	147	30	2	169	201	371
07:15 AM	1	10	16	27	1	2	2	5	135	6	1	142	18	0	179	197	371
07:30 AM	0	14	11	25	1	1	0	2	125	11	4	140	17	1	184	202	369
07:45 AM	0	19	13	32	2	0	0	2	119	14	4	137	13	1	160	174	345
Total Volume	2	47	54	103	5	4	4	13	511	44	11	566	78	4	692	774	1456
% App. Total	1.9	45.6	52.4		38.5	30.8	30.8		90.3	7.8	1.9		10.1	0.5	89.4		
PHF	.500	.618	.844	.805	.625	.500	.500	.650	.946	.786	.688	.963	.650	.500	.940	.958	.981

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Sunny

File Name : LKERICOAM
Site Code : 00000262
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				08:00 AM				07:00 AM			
+0 mins.	1	10	16	27	3	1	0	4	119	8	5	132	30	2	169	201
+15 mins.	0	14	11	25	2	1	1	4	139	10	5	154	18	0	179	197
+30 mins.	0	19	13	32	5	3	0	8	113	13	2	128	17	1	184	202
+45 mins.	3	10	8	21	3	1	2	6	144	29	6	179	13	1	160	174
Total Volume	4	53	48	105	13	6	3	22	515	60	18	593	78	4	692	774
% App. Total	3.8	50.5	45.7		59.1	27.3	13.6		86.8	10.1	3		10.1	0.5	89.4	
PHF	.333	.697	.750	.820	.650	.500	.375	.688	.894	.517	.750	.828	.650	.500	.940	.958

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Sunny

File Name : LKECORIPM
Site Code : 00000262
Start Date : 5/23/2013
Page No : 1

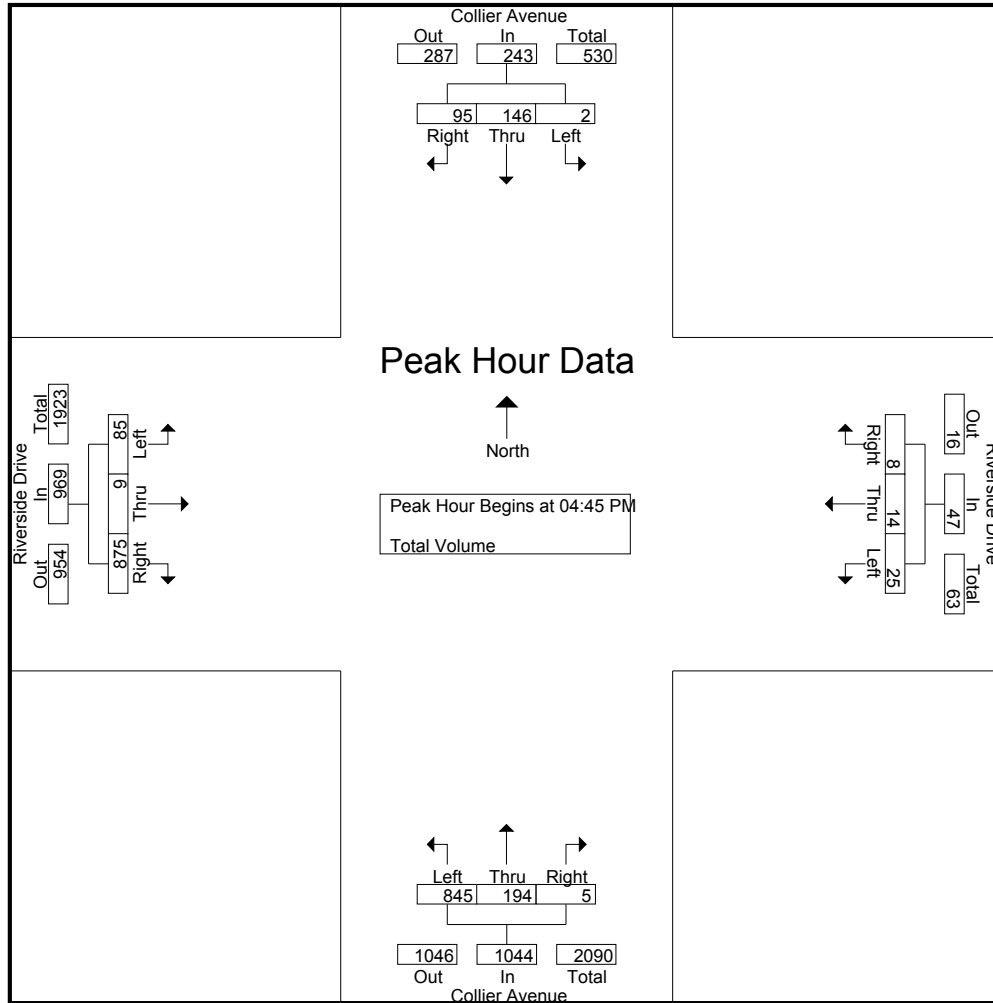
Groups Printed- Total Volume

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	33	16	51	7	1	4	12	194	27	9	230	22	1	155	178	471
04:15 PM	2	28	18	48	4	4	1	9	216	48	3	267	29	3	215	247	571
04:30 PM	2	31	21	54	3	5	2	10	178	55	2	235	19	7	196	222	521
04:45 PM	1	24	21	46	5	6	2	13	222	42	2	266	31	2	210	243	568
Total	7	116	76	199	19	16	9	44	810	172	16	998	101	13	776	890	2131
05:00 PM	0	49	18	67	11	3	2	16	190	54	3	247	15	3	242	260	590
05:15 PM	1	37	31	69	4	4	2	10	234	61	0	295	17	2	223	242	616
05:30 PM	0	36	25	61	5	1	2	8	199	37	0	236	22	2	200	224	529
05:45 PM	0	38	29	67	2	0	0	2	223	50	0	273	17	0	174	191	533
Total	1	160	103	264	22	8	6	36	846	202	3	1051	71	7	839	917	2268
Grand Total	8	276	179	463	41	24	15	80	1656	374	19	2049	172	20	1615	1807	4399
Apprch %	1.7	59.6	38.7		51.2	30	18.8		80.8	18.3	0.9		9.5	1.1	89.4		
Total %	0.2	6.3	4.1	10.5	0.9	0.5	0.3	1.8	37.6	8.5	0.4	46.6	3.9	0.5	36.7	41.1	

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	24	21	46	5	6	2	13	222	42	2	266	31	2	210	243	568
05:00 PM	0	49	18	67	11	3	2	16	190	54	3	247	15	3	242	260	590
05:15 PM	1	37	31	69	4	4	2	10	234	61	0	295	17	2	223	242	616
05:30 PM	0	36	25	61	5	1	2	8	199	37	0	236	22	2	200	224	529
Total Volume	2	146	95	243	25	14	8	47	845	194	5	1044	85	9	875	969	2303
% App. Total	0.8	60.1	39.1		53.2	29.8	17		80.9	18.6	0.5		8.8	0.9	90.3		
PHF	.500	.745	.766	.880	.568	.583	1.00	.734	.903	.795	.417	.885	.685	.750	.904	.932	.935

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Sunny

File Name : LKECORIPM
Site Code : 00000262
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:15 PM			
+0 mins.	0	49	18	67	3	5	2	10	190	54	3	247	29	3	215	247
+15 mins.	1	37	31	69	5	6	2	13	234	61	0	295	19	7	196	222
+30 mins.	0	36	25	61	11	3	2	16	199	37	0	236	31	2	210	243
+45 mins.	0	38	29	67	4	4	2	10	223	50	0	273	15	3	242	260
Total Volume	1	160	103	264	23	18	8	49	846	202	3	1051	94	15	863	972
% App. Total	0.4	60.6	39		46.9	36.7	16.3		80.5	19.2	0.3		9.7	1.5	88.8	
PHF	.250	.816	.831	.957	.523	.750	1.000	.766	.904	.828	.250	.891	.758	.536	.892	.935

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Sunny

File Name : LKECORISAT
Site Code : 00000262
Start Date : 6/8/2013
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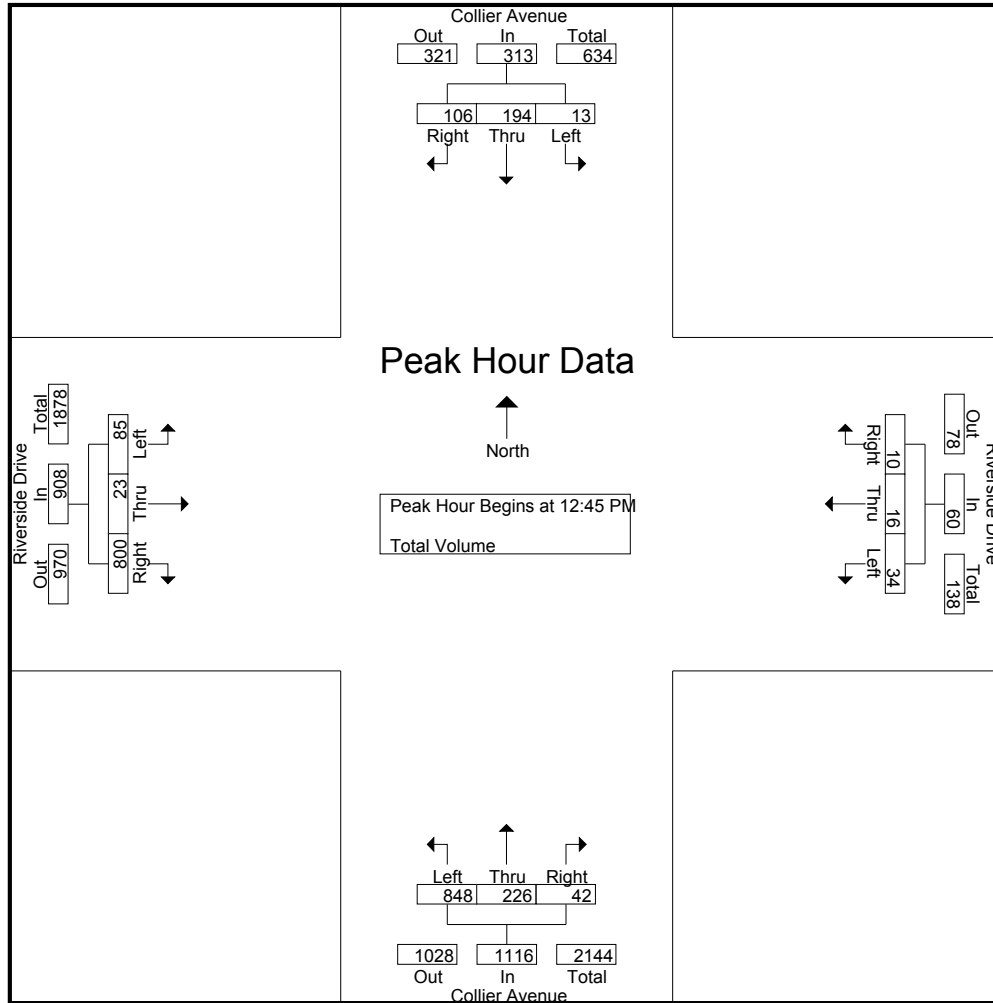
Groups Printed- Total Volume

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	1	45	18	64	7	0	1	8	199	54	8	261	26	5	189	220	553
12:15 PM	1	43	29	73	7	8	6	21	200	67	7	274	33	5	179	217	585
12:30 PM	1	51	22	74	8	4	2	14	183	59	5	247	18	4	190	212	547
12:45 PM	3	51	30	84	9	3	2	14	221	62	9	292	24	6	229	259	649
Total	6	190	99	295	31	15	11	57	803	242	29	1074	101	20	787	908	2334
01:00 PM	4	57	22	83	10	2	3	15	204	50	5	259	30	9	189	228	585
01:15 PM	2	38	14	54	4	8	5	17	218	59	12	289	19	3	198	220	580
01:30 PM	4	48	40	92	11	3	0	14	205	55	16	276	12	5	184	201	583
01:45 PM	1	41	32	74	8	1	0	9	190	51	14	255	22	3	180	205	543
Total	11	184	108	303	33	14	8	55	817	215	47	1079	83	20	751	854	2291
02:00 PM	2	49	33	84	9	5	2	16	209	62	13	284	29	8	194	231	615
02:15 PM	2	56	33	91	11	3	2	16	202	58	9	269	21	3	176	200	576
02:30 PM	2	47	23	72	13	6	0	19	229	56	5	290	12	4	187	203	584
02:45 PM	4	35	22	61	9	3	3	15	208	71	3	282	26	2	166	194	552
Total	10	187	111	308	42	17	7	66	848	247	30	1125	88	17	723	828	2327
Grand Total	27	561	318	906	106	46	26	178	2468	704	106	3278	272	57	2261	2590	6952
Apprch %	3	61.9	35.1		59.6	25.8	14.6		75.3	21.5	3.2		10.5	2.2	87.3		
Total %	0.4	8.1	4.6	13	1.5	0.7	0.4	2.6	35.5	10.1	1.5	47.2	3.9	0.8	32.5	37.3	

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	3	51	30	84	9	3	2	14	221	62	9	292	24	6	229	259	649
01:00 PM	4	57	22	83	10	2	3	15	204	50	5	259	30	9	189	228	585
01:15 PM	2	38	14	54	4	8	5	17	218	59	12	289	19	3	198	220	580
01:30 PM	4	48	40	92	11	3	0	14	205	55	16	276	12	5	184	201	583
Total Volume	13	194	106	313	34	16	10	60	848	226	42	1116	85	23	800	908	2397
% App. Total	4.2	62	33.9		56.7	26.7	16.7		76	20.3	3.8		9.4	2.5	88.1		
PHF	.813	.851	.663	.851	.773	.500	.500	.882	.959	.911	.656	.955	.708	.639	.873	.876	.923

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Sunny

File Name : LKECORISAT
Site Code : 00000262
Start Date : 6/8/2013
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Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:30 PM				02:00 PM				02:00 PM				12:30 PM			
+0 mins.	4	48	40	92	9	5	2	16	209	62	13	284	18	4	190	212
+15 mins.	1	41	32	74	11	3	2	16	202	58	9	269	24	6	229	259
+30 mins.	2	49	33	84	13	6	0	19	229	56	5	290	30	9	189	228
+45 mins.	2	56	33	91	9	3	3	15	208	71	3	282	19	3	198	220
Total Volume	9	194	138	341	42	17	7	66	848	247	30	1125	91	22	806	919
% App. Total	2.6	56.9	40.5		63.6	25.8	10.6		75.4	22	2.7		9.9	2.4	87.7	
PHF	.563	.866	.863	.927	.808	.708	.583	.868	.926	.870	.577	.970	.758	.611	.880	.887

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKECRCEAM
Site Code : 00000044
Start Date : 5/23/2013
Page No : 1

Groups Printed- Total Volume

	Collier Avenue (SR-74) Southbound				Central Avenue (SR-74) Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	161	6	3	170	94	40	125	259	4	6	46	56	6	15	5	26	511
07:15 AM	149	10	0	159	155	33	142	330	3	11	79	93	6	17	2	25	607
07:30 AM	185	8	5	198	86	33	131	250	6	10	86	102	6	22	6	34	584
07:45 AM	160	22	4	186	108	55	131	294	5	11	52	68	5	19	3	27	575
Total	655	46	12	713	443	161	529	1133	18	38	263	319	23	73	16	112	2277
08:00 AM	143	18	1	162	59	38	122	219	5	15	28	48	15	13	2	30	459
08:15 AM	148	10	1	159	36	23	118	177	8	11	48	67	13	25	3	41	444
08:30 AM	185	10	1	196	48	46	135	229	7	15	38	60	15	26	2	43	528
08:45 AM	165	14	1	180	60	57	131	248	7	29	50	86	15	39	5	59	573
Total	641	52	4	697	203	164	506	873	27	70	164	261	58	103	12	173	2004
Grand Total	1296	98	16	1410	646	325	1035	2006	45	108	427	580	81	176	28	285	4281
Apprch %	91.9	7	1.1		32.2	16.2	51.6		7.8	18.6	73.6		28.4	61.8	9.8		
Total %	30.3	2.3	0.4	32.9	15.1	7.6	24.2	46.9	1.1	2.5	10	13.5	1.9	4.1	0.7	6.7	

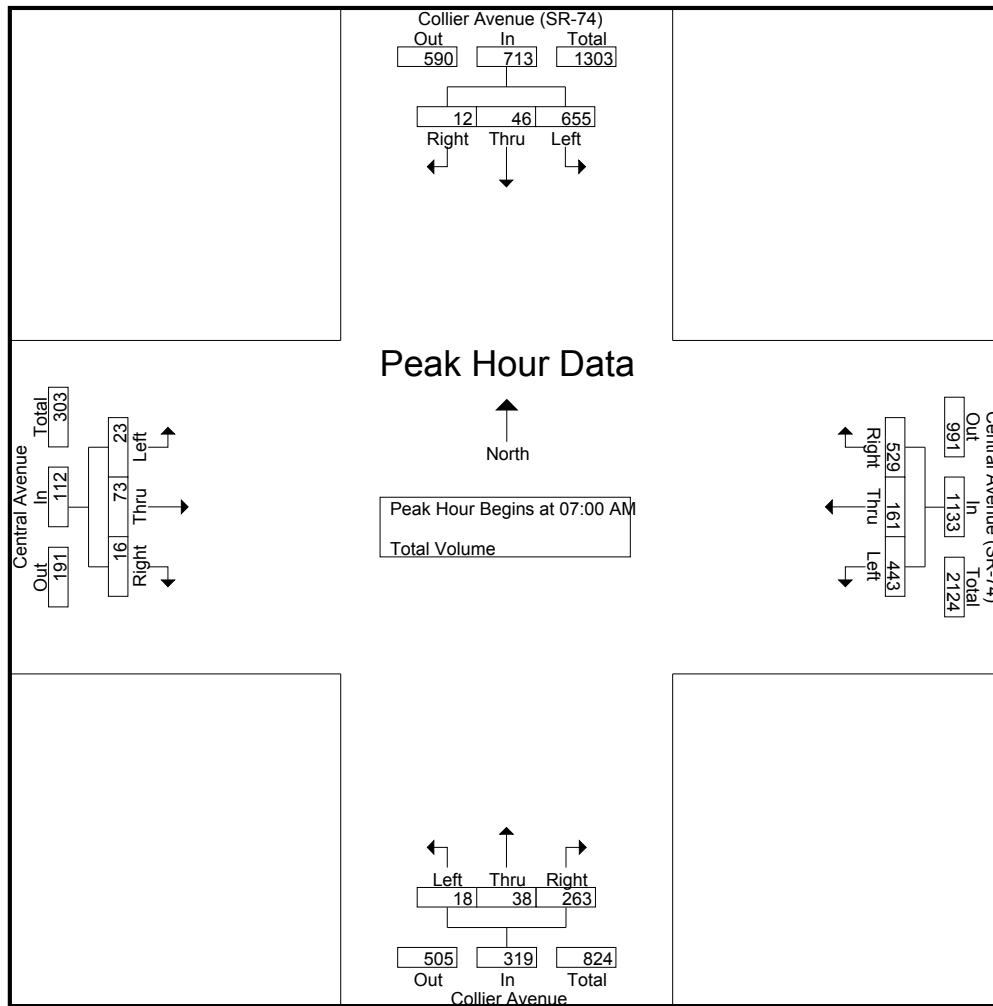
	Collier Avenue (SR-74) Southbound				Central Avenue (SR-74) Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	161	6	3	170	94	40	125	259	4	6	46	56	6	15	5	26	511
07:15 AM	149	10	0	159	155	33	142	330	3	11	79	93	6	17	2	25	607
07:30 AM	185	8	5	198	86	33	131	250	6	10	86	102	6	22	6	34	584
07:45 AM	160	22	4	186	108	55	131	294	5	11	52	68	5	19	3	27	575
Total Volume	655	46	12	713	443	161	529	1133	18	38	263	319	23	73	16	112	2277
% App. Total	91.9	6.5	1.7		39.1	14.2	46.7		5.6	11.9	82.4		20.5	65.2	14.3		
PHF	.885	.523	.600	.900	.715	.732	.931	.858	.750	.864	.765	.782	.958	.830	.667	.824	.938

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKECRCEAM
Site Code : 00000044
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	161	6	3	170	94	40	125	259	4	6	46	56	15	13	2	30
+15 mins.	149	10	0	159	155	33	142	330	3	11	79	93	13	25	3	41
+30 mins.	185	8	5	198	86	33	131	250	6	10	86	102	15	26	2	43
+45 mins.	160	22	4	186	108	55	131	294	5	11	52	68	15	39	5	59
Total Volume	655	46	12	713	443	161	529	1133	18	38	263	319	58	103	12	173
% App. Total	91.9	6.5	1.7		39.1	14.2	46.7		5.6	11.9	82.4		33.5	59.5	6.9	
PHF	.885	.523	.600	.900	.715	.732	.931	.858	.750	.864	.765	.782	.967	.660	.600	.733

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKECRCEPM
Site Code : 00000044
Start Date : 5/23/2013
Page No : 1

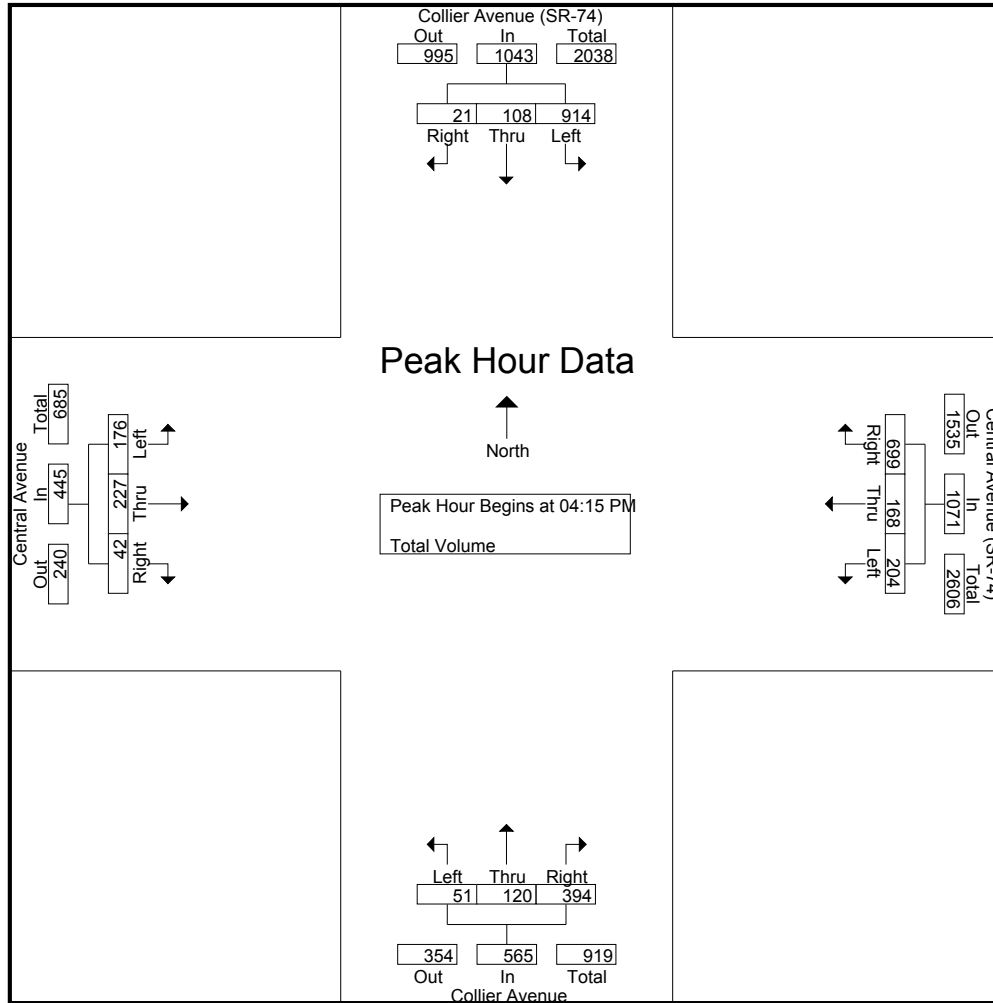
Groups Printed- Total Volume

	Collier Avenue (SR-74) Southbound				Central Avenue (SR-74) Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	204	28	3	235	58	35	145	238	8	29	61	98	37	55	8	100	671
04:15 PM	201	24	6	231	48	49	164	261	14	23	93	130	40	60	5	105	727
04:30 PM	239	23	9	271	49	39	179	267	12	33	127	172	56	57	20	133	843
04:45 PM	205	29	3	237	52	37	178	267	11	29	87	127	38	53	9	100	731
Total	849	104	21	974	207	160	666	1033	45	114	368	527	171	225	42	438	2972
05:00 PM	269	32	3	304	55	43	178	276	14	35	87	136	42	57	8	107	823
05:15 PM	183	32	3	218	39	42	169	250	13	22	76	111	37	67	3	107	686
05:30 PM	254	32	2	288	41	38	173	252	8	25	126	159	26	57	5	88	787
05:45 PM	224	19	3	246	59	50	151	260	11	17	62	90	22	43	8	73	669
Total	930	115	11	1056	194	173	671	1038	46	99	351	496	127	224	24	375	2965
Grand Total	1779	219	32	2030	401	333	1337	2071	91	213	719	1023	298	449	66	813	5937
Apprch %	87.6	10.8	1.6		19.4	16.1	64.6		8.9	20.8	70.3		36.7	55.2	8.1		
Total %	30	3.7	0.5	34.2	6.8	5.6	22.5	34.9	1.5	3.6	12.1	17.2	5	7.6	1.1	13.7	

	Collier Avenue (SR-74) Southbound				Central Avenue (SR-74) Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	201	24	6	231	48	49	164	261	14	23	93	130	40	60	5	105	727
04:30 PM	239	23	9	271	49	39	179	267	12	33	127	172	56	57	20	133	843
04:45 PM	205	29	3	237	52	37	178	267	11	29	87	127	38	53	9	100	731
05:00 PM	269	32	3	304	55	43	178	276	14	35	87	136	42	57	8	107	823
Total Volume	914	108	21	1043	204	168	699	1071	51	120	394	565	176	227	42	445	3124
% App. Total	87.6	10.4	2		19	15.7	65.3		9	21.2	69.7		39.6	51	9.4		
PHF	.849	.844	.583	.858	.927	.857	.976	.970	.911	.857	.776	.821	.786	.946	.525	.836	.926

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKECRCEPM
Site Code : 00000044
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:15 PM				04:30 PM			
+0 mins.	269	32	3	304	48	49	164	261	14	23	93	130	56	57	20	133
+15 mins.	183	32	3	218	49	39	179	267	12	33	127	172	38	53	9	100
+30 mins.	254	32	2	288	52	37	178	267	11	29	87	127	42	57	8	107
+45 mins.	224	19	3	246	55	43	178	276	14	35	87	136	37	67	3	107
Total Volume	930	115	11	1056	204	168	699	1071	51	120	394	565	173	234	40	447
% App. Total	88.1	10.9	1		19	15.7	65.3		9	21.2	69.7		38.7	52.3	8.9	
PHF	.864	.898	.917	.868	.927	.857	.976	.970	.911	.857	.776	.821	.772	.873	.500	.840

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKECRCSAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

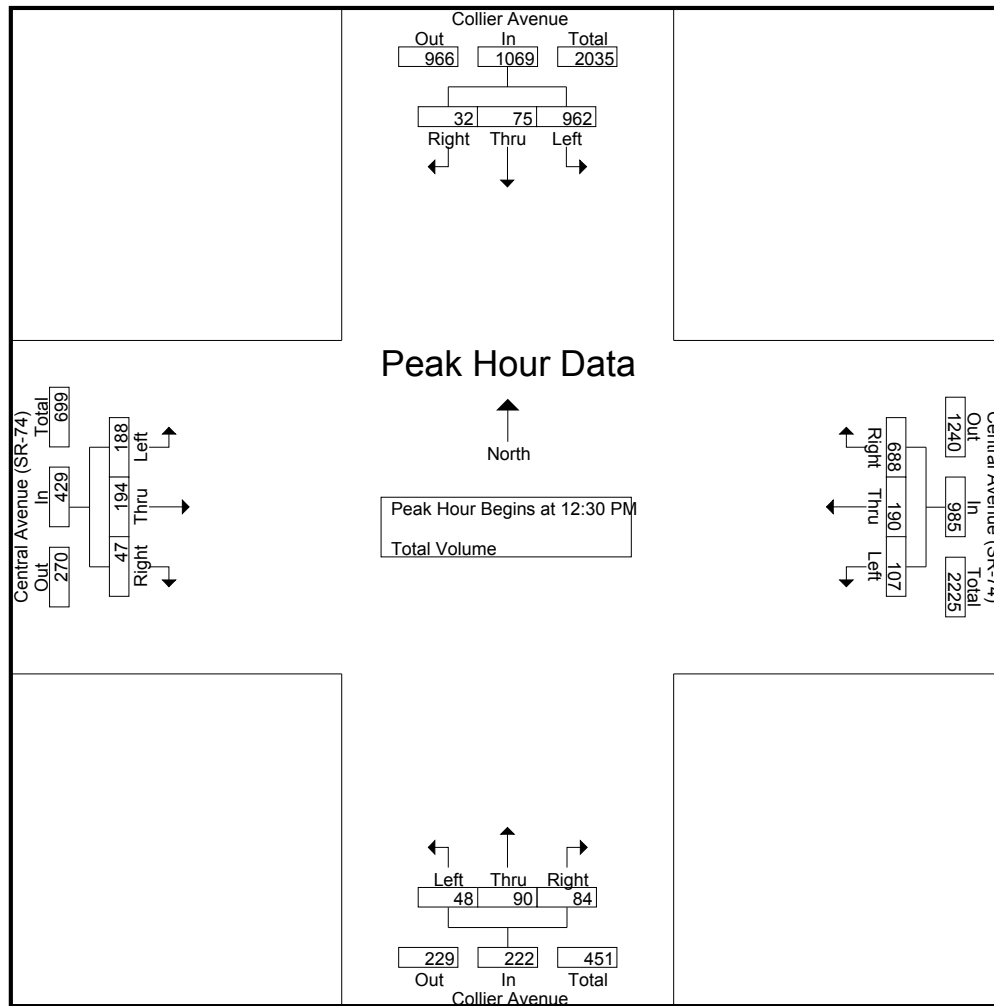
Groups Printed- Total Volume

	Collier Avenue Southbound				Central Avenue (SR-74) Westbound				Collier Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	208	33	8	249	16	46	135	197	5	26	17	48	38	46	8	92	586
12:15 PM	239	18	4	261	25	50	166	241	15	19	32	66	44	53	9	106	674
12:30 PM	238	21	4	263	32	56	172	260	6	20	19	45	43	40	10	93	661
12:45 PM	259	18	13	290	32	46	189	267	13	24	24	61	52	54	11	117	735
Total	944	90	29	1063	105	198	662	965	39	89	92	220	177	193	38	408	2656
01:00 PM	248	16	10	274	20	41	135	196	14	25	25	64	38	51	7	96	630
01:15 PM	217	20	5	242	23	47	192	262	15	21	16	52	55	49	19	123	679
01:30 PM	195	13	7	215	31	58	178	267	13	15	14	42	43	59	8	110	634
01:45 PM	275	28	10	313	25	44	155	224	11	22	19	52	48	45	11	104	693
Total	935	77	32	1044	99	190	660	949	53	83	74	210	184	204	45	433	2636
02:00 PM	207	27	9	243	22	50	153	225	3	20	14	37	50	47	9	106	611
02:15 PM	223	21	2	246	22	57	151	230	8	16	22	46	38	60	9	107	629
02:30 PM	207	22	7	236	28	43	165	236	8	13	14	35	43	49	7	99	606
02:45 PM	202	28	7	237	21	34	159	214	5	15	22	42	29	36	8	73	566
Total	839	98	25	962	93	184	628	905	24	64	72	160	160	192	33	385	2412
Grand Total	2718	265	86	3069	297	572	1950	2819	116	236	238	590	521	589	116	1226	7704
Apprch %	88.6	8.6	2.8		10.5	20.3	69.2		19.7	40	40.3		42.5	48	9.5		
Total %	35.3	3.4	1.1	39.8	3.9	7.4	25.3	36.6	1.5	3.1	3.1	7.7	6.8	7.6	1.5	15.9	

	Collier Avenue Southbound				Central Avenue (SR-74) Westbound				Collier Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	238	21	4	263	32	56	172	260	6	20	19	45	43	40	10	93	661
12:45 PM	259	18	13	290	32	46	189	267	13	24	24	61	52	54	11	117	735
01:00 PM	248	16	10	274	20	41	135	196	14	25	25	64	38	51	7	96	630
01:15 PM	217	20	5	242	23	47	192	262	15	21	16	52	55	49	19	123	679
Total Volume	962	75	32	1069	107	190	688	985	48	90	84	222	188	194	47	429	2705
% App. Total	90	7	3		10.9	19.3	69.8		21.6	40.5	37.8		43.8	45.2	11		
PHF	.929	.893	.615	.922	.836	.848	.896	.922	.800	.900	.840	.867	.855	.898	.618	.872	.920

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKECRCESAT
Site Code : 00000262
Start Date : 6/8/2013
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Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:15 PM				12:45 PM				12:15 PM				12:45 PM			
+0 mins.	239	18	4	261	32	46	189	267	15	19	32	66	52	54	11	117
+15 mins.	238	21	4	263	20	41	135	196	6	20	19	45	38	51	7	96
+30 mins.	259	18	13	290	23	47	192	262	13	24	24	61	55	49	19	123
+45 mins.	248	16	10	274	31	58	178	267	14	25	25	64	43	59	8	110
Total Volume	984	73	31	1088	106	192	694	992	48	88	100	236	188	213	45	446
% App. Total	90.4	6.7	2.8		10.7	19.4	70		20.3	37.3	42.4		42.2	47.8	10.1	
PHF	.950	.869	.596	.938	.828	.828	.904	.929	.800	.880	.781	.894	.855	.903	.592	.907

City of Lake Elsinore
N/S: Auto Center Drive/Casino Drive
E/W: Diamond Drive
Weather: Sunny

File Name : LKEACDIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

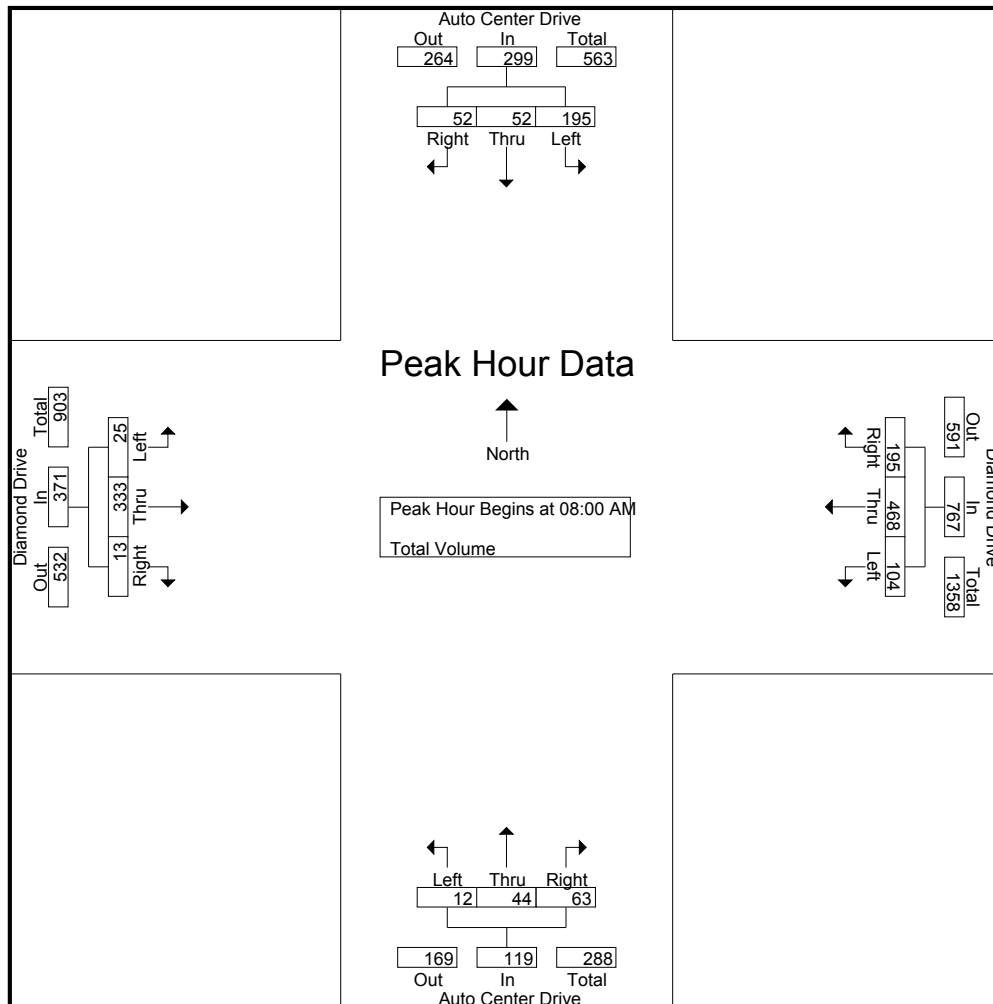
Groups Printed- Total Volume

	Auto Center Drive Southbound				Diamond Drive Westbound				Auto Center Drive Northbound				Diamond Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	51	5	11	67	20	94	32	146	1	3	21	25	3	78	1	82	320
07:15 AM	43	7	6	56	17	112	34	163	0	8	19	27	6	84	2	92	338
07:30 AM	49	7	4	60	28	99	35	162	2	5	16	23	9	89	0	98	343
07:45 AM	30	8	8	46	28	120	50	198	5	7	17	29	5	57	2	64	337
Total	173	27	29	229	93	425	151	669	8	23	73	104	23	308	5	336	1338
08:00 AM	43	14	5	62	21	99	48	168	1	4	13	18	3	80	1	84	332
08:15 AM	49	6	9	64	22	126	47	195	6	9	13	28	3	88	5	96	383
08:30 AM	47	13	18	78	27	115	46	188	1	14	18	33	10	71	2	83	382
08:45 AM	56	19	20	95	34	128	54	216	4	17	19	40	9	94	5	108	459
Total	195	52	52	299	104	468	195	767	12	44	63	119	25	333	13	371	1556
Grand Total	368	79	81	528	197	893	346	1436	20	67	136	223	48	641	18	707	2894
Apprch %	69.7	15	15.3		13.7	62.2	24.1		9	30	61		6.8	90.7	2.5		
Total %	12.7	2.7	2.8	18.2	6.8	30.9	12	49.6	0.7	2.3	4.7	7.7	1.7	22.1	0.6	24.4	

	Auto Center Drive Southbound				Diamond Drive Westbound				Auto Center Drive Northbound				Diamond Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	43	14	5	62	21	99	48	168	1	4	13	18	3	80	1	84	332
08:15 AM	49	6	9	64	22	126	47	195	6	9	13	28	3	88	5	96	383
08:30 AM	47	13	18	78	27	115	46	188	1	14	18	33	10	71	2	83	382
08:45 AM	56	19	20	95	34	128	54	216	4	17	19	40	9	94	5	108	459
Total Volume	195	52	52	299	104	468	195	767	12	44	63	119	25	333	13	371	1556
% App. Total	65.2	17.4	17.4		13.6	61	25.4		10.1	37	52.9		6.7	89.8	3.5		
PHF	.871	.684	.650	.787	.765	.914	.903	.888	.500	.647	.829	.744	.625	.886	.650	.859	.847

City of Lake Elsinore
N/S: Auto Center Drive/Casino Drive
E/W: Diamond Drive
Weather: Sunny

File Name : LKEACDIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	43	14	5	62	21	99	48	168	1	4	13	18	3	80	1	84
+15 mins.	49	6	9	64	22	126	47	195	6	9	13	28	3	88	5	96
+30 mins.	47	13	18	78	27	115	46	188	1	14	18	33	10	71	2	83
+45 mins.	56	19	20	95	34	128	54	216	4	17	19	40	9	94	5	108
Total Volume	195	52	52	299	104	468	195	767	12	44	63	119	25	333	13	371
% App. Total	65.2	17.4	17.4		13.6	61	25.4		10.1	37	52.9		6.7	89.8	3.5	
PHF	.871	.684	.650	.787	.765	.914	.903	.888	.500	.647	.829	.744	.625	.886	.650	.859

City of Lake Elsinore
N/S: Auto Center Drive/Casino Drive
E/W: Diamond Drive
Weather: Sunny

File Name : LKEACDIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

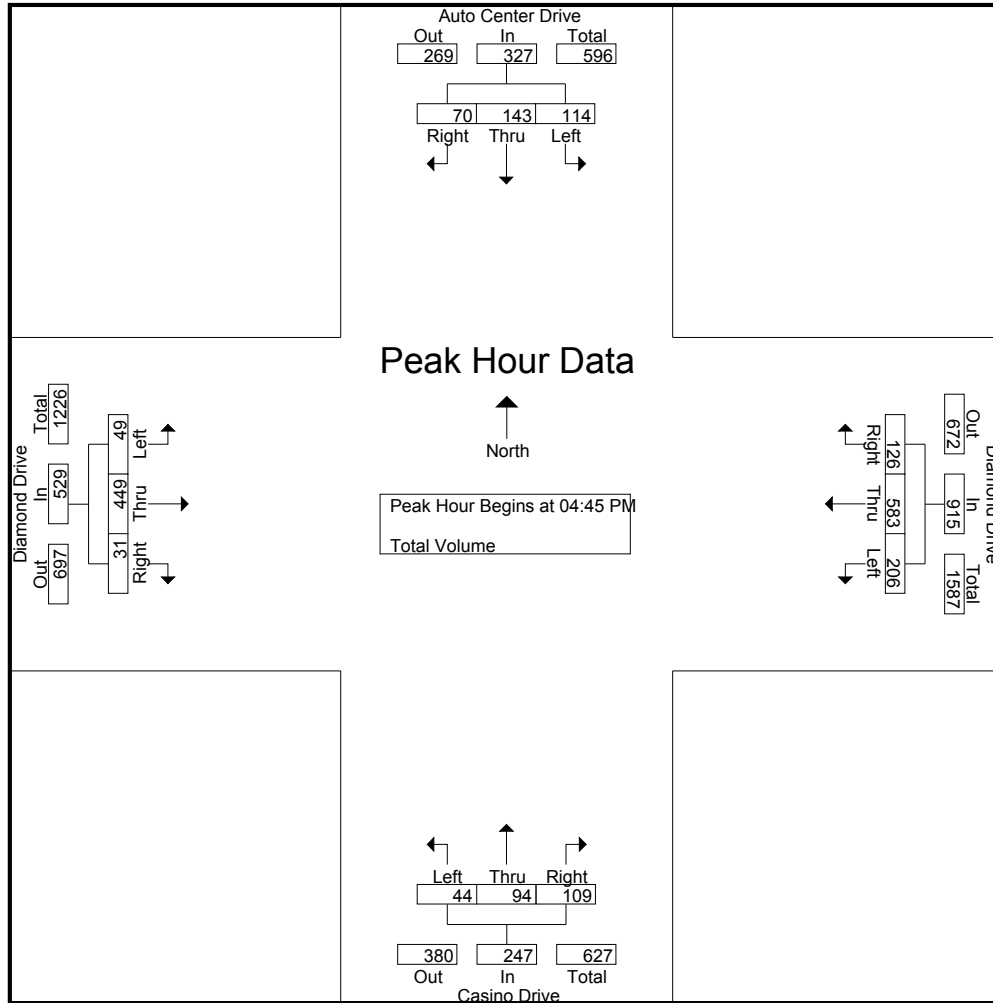
Groups Printed- Total Volume

	Auto Center Drive Southbound				Diamond Drive Westbound				Casino Drive Northbound				Diamond Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	29	20	14	63	61	146	38	245	7	13	32	52	16	105	10	131	491
04:15 PM	31	35	21	87	70	147	36	253	10	19	43	72	8	100	5	113	525
04:30 PM	26	30	19	75	48	120	29	197	10	19	25	54	7	102	3	112	438
04:45 PM	33	42	19	94	49	151	30	230	13	16	35	64	11	129	7	147	535
Total	119	127	73	319	228	564	133	925	40	67	135	242	42	436	25	503	1989
05:00 PM	23	37	19	79	53	139	28	220	13	26	24	63	12	117	9	138	500
05:15 PM	34	38	18	90	49	154	32	235	10	22	19	51	10	93	7	110	486
05:30 PM	24	26	14	64	55	139	36	230	8	30	31	69	16	110	8	134	497
05:45 PM	28	32	20	80	59	143	28	230	7	19	25	51	10	99	3	112	473
Total	109	133	71	313	216	575	124	915	38	97	99	234	48	419	27	494	1956
Grand Total	228	260	144	632	444	1139	257	1840	78	164	234	476	90	855	52	997	3945
Apprch %	36.1	41.1	22.8		24.1	61.9	14		16.4	34.5	49.2		9	85.8	5.2		
Total %	5.8	6.6	3.7	16	11.3	28.9	6.5	46.6	2	4.2	5.9	12.1	2.3	21.7	1.3	25.3	

	Auto Center Drive Southbound				Diamond Drive Westbound				Casino Drive Northbound				Diamond Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	33	42	19	94	49	151	30	230	13	16	35	64	11	129	7	147	535
05:00 PM	23	37	19	79	53	139	28	220	13	26	24	63	12	117	9	138	500
05:15 PM	34	38	18	90	49	154	32	235	10	22	19	51	10	93	7	110	486
05:30 PM	24	26	14	64	55	139	36	230	8	30	31	69	16	110	8	134	497
Total Volume	114	143	70	327	206	583	126	915	44	94	109	247	49	449	31	529	2018
% App. Total	34.9	43.7	21.4		22.5	63.7	13.8		17.8	38.1	44.1		9.3	84.9	5.9		
PHF	.838	.851	.921	.870	.936	.946	.875	.973	.846	.783	.779	.895	.766	.870	.861	.900	.943

City of Lake Elsinore
N/S: Auto Center Drive/Casino Drive
E/W: Diamond Drive
Weather: Sunny

File Name : LKEACDIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:15 PM				04:45 PM			
+0 mins.	26	30	19	75	61	146	38	245	10	19	43	72	11	129	7	147
+15 mins.	33	42	19	94	70	147	36	253	10	19	25	54	12	117	9	138
+30 mins.	23	37	19	79	48	120	29	197	13	16	35	64	10	93	7	110
+45 mins.	34	38	18	90	49	151	30	230	13	26	24	63	16	110	8	134
Total Volume	116	147	75	338	228	564	133	925	46	80	127	253	49	449	31	529
% App. Total	34.3	43.5	22.2		24.6	61	14.4		18.2	31.6	50.2		9.3	84.9	5.9	
PHF	.853	.875	.987	.899	.814	.934	.875	.914	.885	.769	.738	.878	.766	.870	.861	.900

City of Lake Elsinore
N/S: Auto Center Drive/Casino Drive
E/W: Diamond Drive
Weather: Sunny

File Name : LKEACDISAT
Site Code : 00000155
Start Date : 6/8/2013
Page No : 1

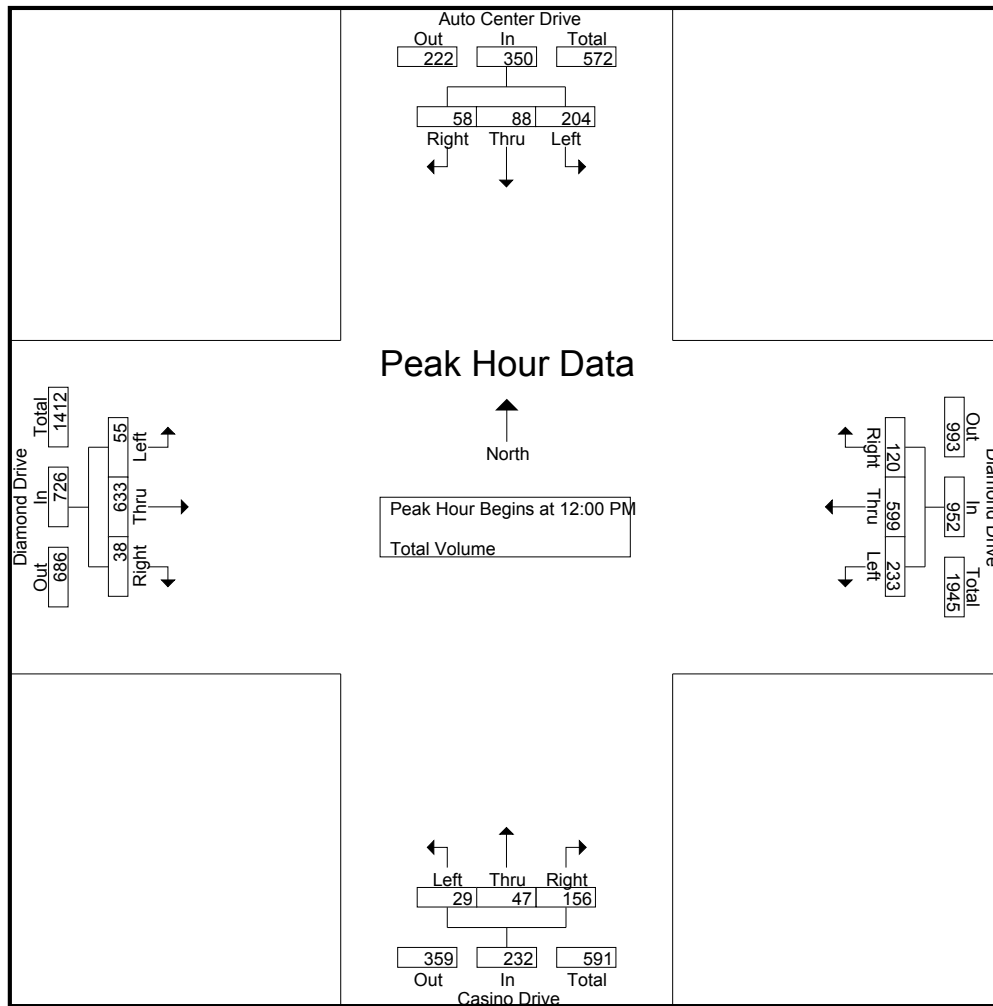
Groups Printed- Total Volume

	Auto Center Drive Southbound				Diamond Drive Westbound				Casino Drive Northbound				Diamond Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	52	25	10	87	74	135	30	239	8	13	36	57	16	153	10	179	562
12:15 PM	59	18	18	95	54	159	18	231	7	11	37	55	17	162	5	184	565
12:30 PM	41	29	16	86	58	155	31	244	10	14	42	66	14	165	13	192	588
12:45 PM	52	16	14	82	47	150	41	238	4	9	41	54	8	153	10	171	545
Total	204	88	58	350	233	599	120	952	29	47	156	232	55	633	38	726	2260
01:00 PM	43	12	11	66	57	149	41	247	9	11	49	69	16	137	5	158	540
01:15 PM	68	13	19	100	57	154	36	247	7	15	31	53	18	130	7	155	555
01:30 PM	46	19	12	77	42	138	33	213	9	11	40	60	9	151	12	172	522
01:45 PM	52	9	15	76	54	164	26	244	3	11	45	59	6	139	9	154	533
Total	209	53	57	319	210	605	136	951	28	48	165	241	49	557	33	639	2150
02:00 PM	57	22	11	90	52	164	36	252	11	10	44	65	13	153	6	172	579
02:15 PM	49	14	10	73	66	143	28	237	10	18	37	65	16	131	8	155	530
02:30 PM	50	14	13	77	64	154	26	244	9	12	38	59	20	160	3	183	563
02:45 PM	53	11	12	76	51	137	25	213	2	7	32	41	8	144	2	154	484
Total	209	61	46	316	233	598	115	946	32	47	151	230	57	588	19	664	2156
Grand Total	622	202	161	985	676	1802	371	2849	89	142	472	703	161	1778	90	2029	6566
Apprch %	63.1	20.5	16.3		23.7	63.3	13		12.7	20.2	67.1		7.9	87.6	4.4		
Total %	9.5	3.1	2.5	15	10.3	27.4	5.7	43.4	1.4	2.2	7.2	10.7	2.5	27.1	1.4	30.9	

	Auto Center Drive Southbound				Diamond Drive Westbound				Casino Drive Northbound				Diamond Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	52	25	10	87	74	135	30	239	8	13	36	57	16	153	10	179	562
12:15 PM	59	18	18	95	54	159	18	231	7	11	37	55	17	162	5	184	565
12:30 PM	41	29	16	86	58	155	31	244	10	14	42	66	14	165	13	192	588
12:45 PM	52	16	14	82	47	150	41	238	4	9	41	54	8	153	10	171	545
Total Volume	204	88	58	350	233	599	120	952	29	47	156	232	55	633	38	726	2260
% App. Total	58.3	25.1	16.6		24.5	62.9	12.6		12.5	20.3	67.2		7.6	87.2	5.2		
PHF	.864	.759	.806	.921	.787	.942	.732	.975	.725	.839	.929	.879	.809	.959	.731	.945	.961

City of Lake Elsinore
N/S: Auto Center Drive/Casino Drive
E/W: Diamond Drive
Weather: Sunny

File Name : LKEACDISAT
Site Code : 00000155
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:30 PM				12:15 PM				12:00 PM			
+0 mins.	52	25	10	87	58	155	31	244	7	11	37	55	16	153	10	179
+15 mins.	59	18	18	95	47	150	41	238	10	14	42	66	17	162	5	184
+30 mins.	41	29	16	86	57	149	41	247	4	9	41	54	14	165	13	192
+45 mins.	52	16	14	82	57	154	36	247	9	11	49	69	8	153	10	171
Total Volume	204	88	58	350	219	608	149	976	30	45	169	244	55	633	38	726
% App. Total	58.3	25.1	16.6		22.4	62.3	15.3		12.3	18.4	69.3		7.6	87.2	5.2	
PHF	.864	.759	.806	.921	.944	.981	.909	.988	.750	.804	.862	.884	.809	.959	.731	.945

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

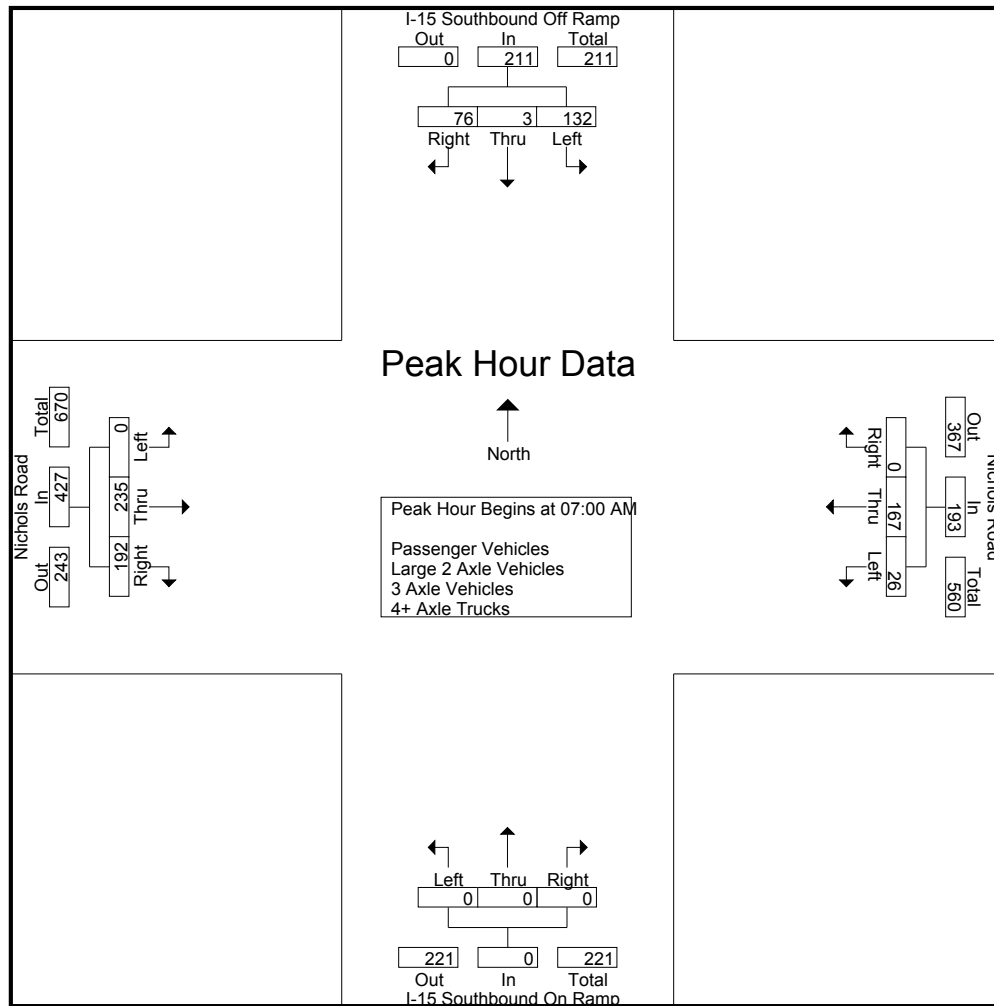
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	61	0	16	77	6	36	0	42	0	0	0	0	0	88	37	125	244
07:15 AM	44	0	22	66	13	46	0	59	0	0	0	0	0	71	56	127	252
07:30 AM	8	0	23	31	3	47	0	50	0	0	0	0	0	50	54	104	185
07:45 AM	19	3	15	37	4	38	0	42	0	0	0	0	0	26	45	71	150
Total	132	3	76	211	26	167	0	193	0	0	0	0	0	235	192	427	831
08:00 AM	13	0	13	26	4	23	0	27	0	0	0	0	0	33	33	66	119
08:15 AM	9	2	12	23	8	31	0	39	0	0	0	0	0	30	39	69	131
08:30 AM	2	1	25	28	3	27	0	30	0	0	0	0	0	32	54	86	144
08:45 AM	5	0	13	18	5	23	0	28	0	0	0	0	0	33	49	82	128
Total	29	3	63	95	20	104	0	124	0	0	0	0	0	128	175	303	522
Grand Total	161	6	139	306	46	271	0	317	0	0	0	0	0	363	367	730	1353
Apprch %	52.6	2	45.4		14.5	85.5	0		0	0	0		0	49.7	50.3		
Total %	11.9	0.4	10.3	22.6	3.4	20	0	23.4	0	0	0	0	0	26.8	27.1	54	
Passenger Vehicles	154	1	129	284	40	261	0	301	0	0	0	0	0	353	344	697	1282
% Passenger Vehicles	95.7	16.7	92.8	92.8	87	96.3	0	95	0	0	0	0	0	97.2	93.7	95.5	94.8
Large 2 Axle Vehicles	3	0	7	10	0	6	0	6	0	0	0	0	0	3	19	22	38
% Large 2 Axle Vehicles	1.9	0	5	3.3	0	2.2	0	1.9	0	0	0	0	0	0.8	5.2	3	2.8
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	0	0	0	0	2	1	3	6
% 3 Axle Vehicles	0	0	0	0	0	1.1	0	0.9	0	0	0	0	0	0.6	0.3	0.4	0.4
4+ Axle Trucks	4	5	3	12	6	1	0	7	0	0	0	0	0	5	3	8	27
% 4+ Axle Trucks	2.5	83.3	2.2	3.9	13	0.4	0	2.2	0	0	0	0	0	1.4	0.8	1.1	2

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	61	0	16	77	6	36	0	42	0	0	0	0	0	88	37	125	244
07:15 AM	44	0	22	66	13	46	0	59	0	0	0	0	0	71	56	127	252
07:30 AM	8	0	23	31	3	47	0	50	0	0	0	0	0	50	54	104	185
07:45 AM	19	3	15	37	4	38	0	42	0	0	0	0	0	26	45	71	150
Total Volume	132	3	76	211	26	167	0	193	0	0	0	0	0	235	192	427	831
% App. Total	62.6	1.4	36		13.5	86.5	0		0	0	0		0	55	45		
PHF	.541	.250	.826	.685	.500	.888	.000	.818	.000	.000	.000	.000	.000	.668	.857	.841	.824

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	61	0	16	77	6	36	0	42	0	0	0	0	0	88	37	125
+15 mins.	44	0	22	66	13	46	0	59	0	0	0	0	0	71	56	127
+30 mins.	8	0	23	31	3	47	0	50	0	0	0	0	0	50	54	104
+45 mins.	19	3	15	37	4	38	0	42	0	0	0	0	0	26	45	71
Total Volume	132	3	76	211	26	167	0	193	0	0	0	0	0	235	192	427
% App. Total	62.6	1.4	36		13.5	86.5	0		0	0	0		0	55	45	
PHF	.541	.250	.826	.685	.500	.888	.000	.818	.000	.000	.000	.000	.000	.668	.857	.841

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	2	4	5
07:15 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	3	3	6
07:30 AM	0	0	2	2	0	1	0	1	0	0	0	0	0	1	2	3	6
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	5	5	6
Total	2	0	2	4	0	4	0	4	0	0	0	0	0	3	12	15	23
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	4	4	6
08:45 AM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	2	2	5
Total	1	0	5	6	0	2	0	2	0	0	0	0	0	0	7	7	15
Grand Total	3	0	7	10	0	6	0	6	0	0	0	0	0	3	19	22	38
Apprch %	30	0	70		0	100	0		0	0	0		0	13.6	86.4		
Total %	7.9	0	18.4	26.3	0	15.8	0	15.8	0	0	0	0	0	7.9	50	57.9	

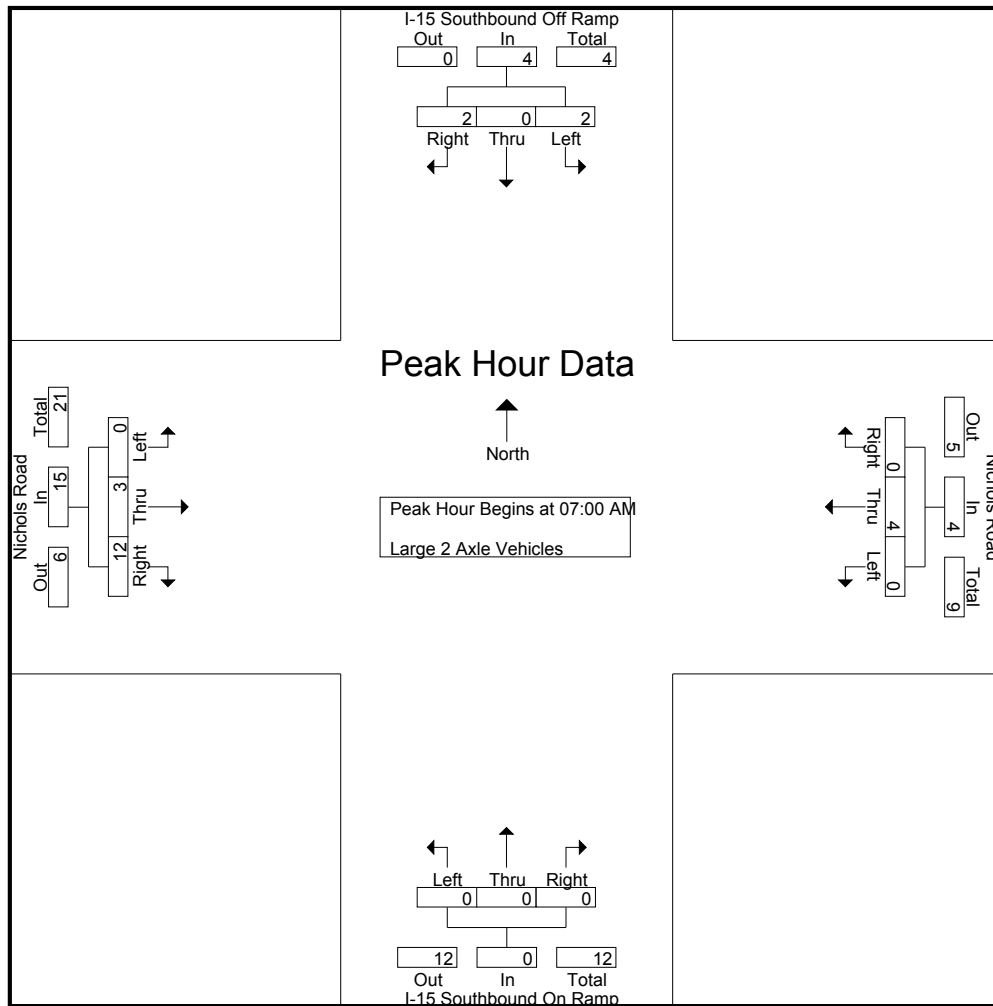
	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	2	4	5
07:15 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	3	3	6
07:30 AM	0	0	2	2	0	1	0	1	0	0	0	0	0	1	2	3	6
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	5	5	6
Total Volume	2	0	2	4	0	4	0	4	0	0	0	0	0	3	12	15	23
% App. Total	50	0	50		0	100	0		0	0	0		0	20	80		
PHF	.500	.000	.250	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.600	.750	.958

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	2	2	4
+15 mins.	1	0	0	1	0	2	0	2	0	0	0	0	0	0	3	3
+30 mins.	0	0	2	2	0	1	0	1	0	0	0	0	0	1	2	3
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	5	5
Total Volume	2	0	2	4	0	4	0	4	0	0	0	0	0	3	12	15
% App. Total	50	0	50		0	100	0		0	0	0		0	20	80	
PHF	.500	.000	.250	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.600	.750

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

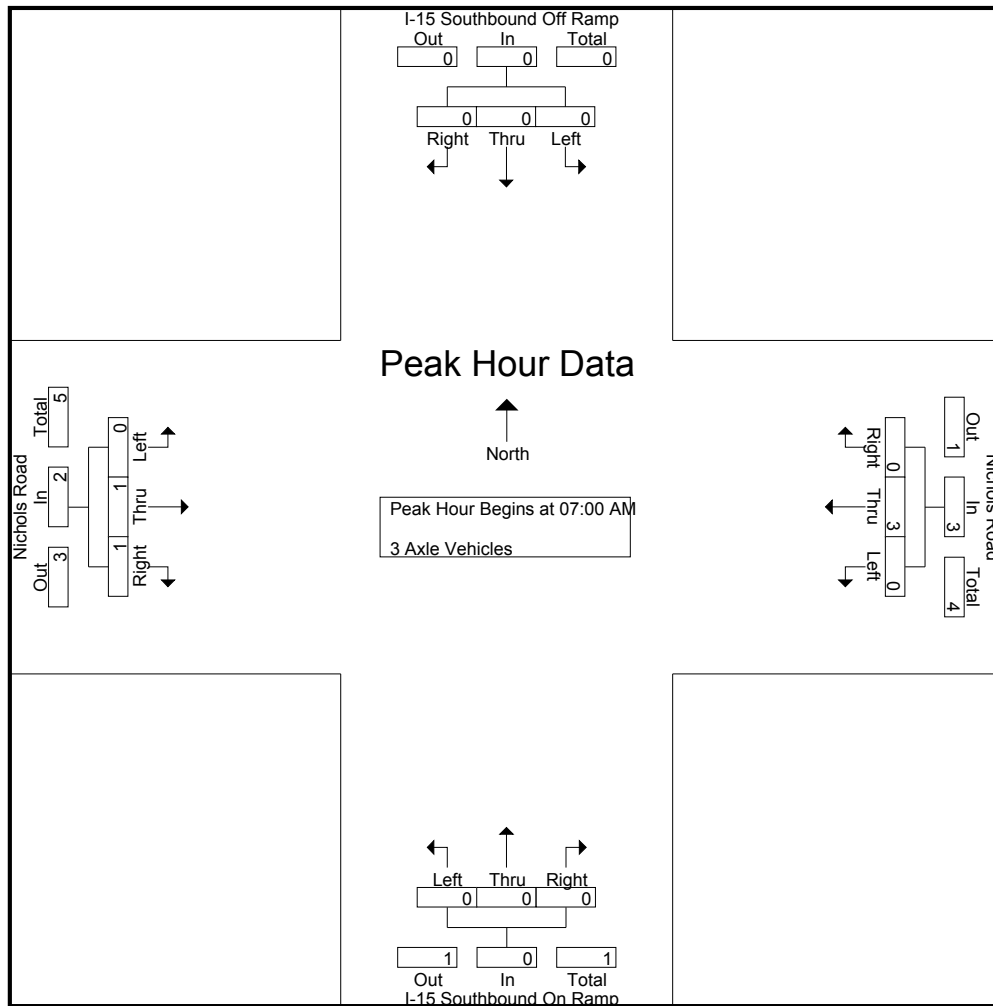
Groups Printed- 3 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	2	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	2	1	3	6
Apprch %	0	0	0		0	100	0		0	0	0		0	66.7	33.3		
Total %	0	0	0		0	50	0	50	0	0	0		0	33.3	16.7	50	

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	2	5
% App. Total	0	0	0		0	100	0		0	0	0		0	50	50		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.250	.500	.417

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	2
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	50	50	0
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.250	.500

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	2	2	2	0	0	2	0	0	0	0	0	1	1	2	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	2	4	2	0	0	2	0	0	0	0	0	3	1	4	10
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	2	2	0	4	1	0	0	1	0	0	0	0	0	0	0	0	5
08:30 AM	1	1	1	3	3	1	0	4	0	0	0	0	0	2	0	2	9
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	4	3	1	8	4	1	0	5	0	0	0	0	0	2	2	4	17
Grand Total	4	5	3	12	6	1	0	7	0	0	0	0	0	5	3	8	27
Apprch %	33.3	41.7	25		85.7	14.3	0		0	0	0		0	62.5	37.5		
Total %	14.8	18.5	11.1	44.4	22.2	3.7	0	25.9	0	0	0	0	0	18.5	11.1	29.6	

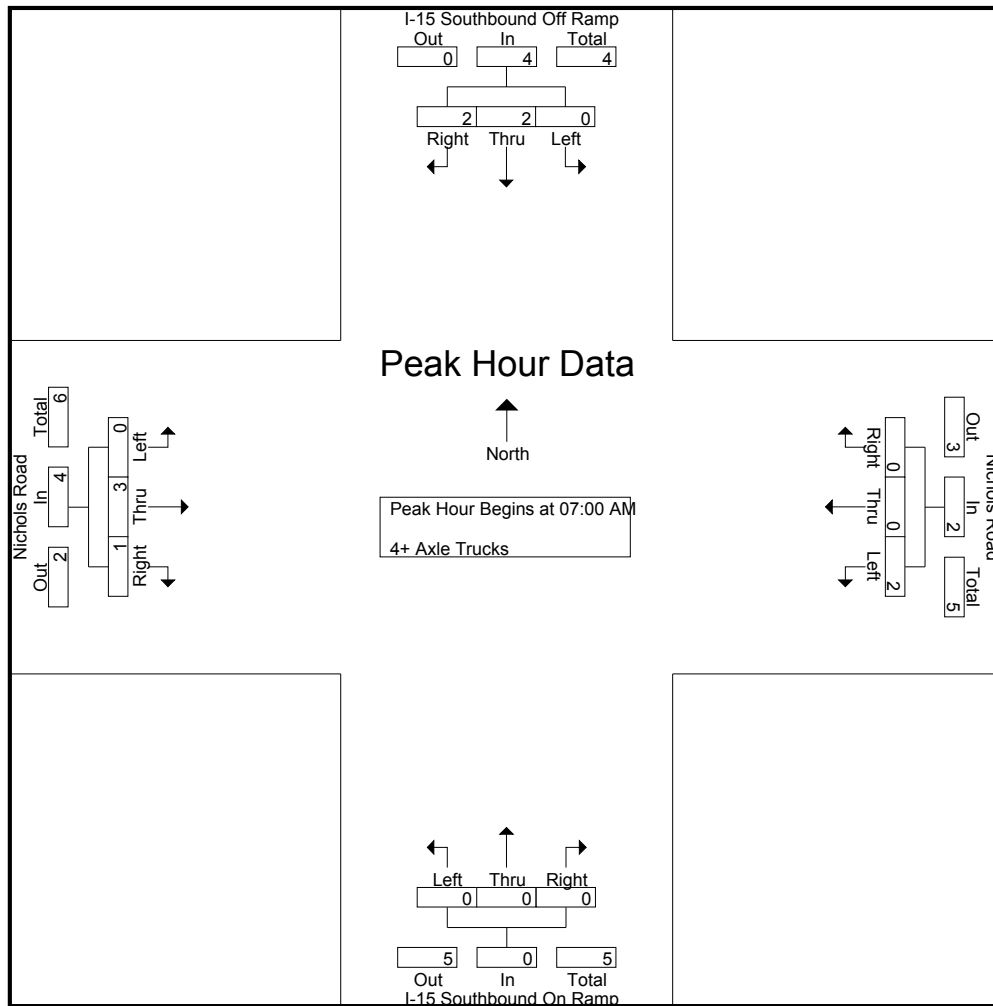
	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	2	2	2	0	0	2	0	0	0	0	0	1	1	2	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	2	4	2	0	0	2	0	0	0	0	0	3	1	4	10
% App. Total	0	50	50		100	0	0		0	0	0		0	75	25		
PHF	.000	.250	.250	.500	.250	.000	.000	.250	.000	.000	.000	.000	.000	.750	.250	.500	.417

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	2	2	2	0	0	2	0	0	0	0	0	1	1	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	4	2	0	0	2	0	0	0	0	0	3	1	4
% App. Total	0	50	50		100	0	0		0	0	0		0	75	25	
PHF	.000	.250	.250	.500	.250	.000	.000	.250	.000	.000	.000	.000	.000	.750	.250	.500

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

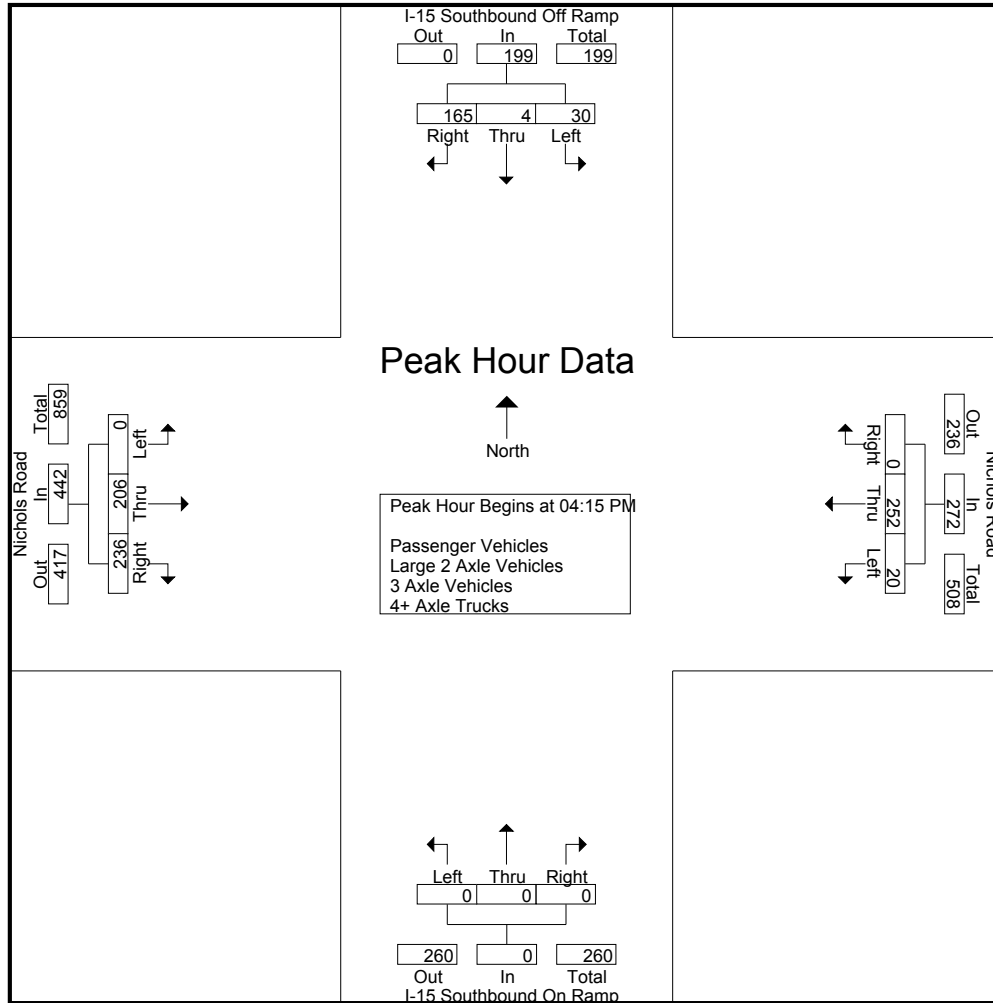
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	1	38	52	2	69	0	71	0	0	0	0	0	42	43	85	208
04:15 PM	5	1	47	53	6	53	0	59	0	0	0	0	0	51	67	118	230
04:30 PM	7	1	37	45	0	63	0	63	0	0	0	0	0	54	54	108	216
04:45 PM	4	1	46	51	6	46	0	52	0	0	0	0	0	51	60	111	214
Total	29	4	168	201	14	231	0	245	0	0	0	0	0	198	224	422	868
05:00 PM	14	1	35	50	8	90	0	98	0	0	0	0	0	50	55	105	253
05:15 PM	10	1	32	43	6	73	0	79	0	0	0	0	0	40	45	85	207
05:30 PM	7	0	38	45	3	71	0	74	0	0	0	0	0	38	50	88	207
05:45 PM	8	0	34	42	0	54	0	54	0	0	0	0	0	39	49	88	184
Total	39	2	139	180	17	288	0	305	0	0	0	0	0	167	199	366	851
Grand Total	68	6	307	381	31	519	0	550	0	0	0	0	0	365	423	788	1719
Apprch %	17.8	1.6	80.6		5.6	94.4	0		0	0	0		0	46.3	53.7		
Total %	4	0.3	17.9	22.2	1.8	30.2	0	32	0	0	0	0	0	21.2	24.6	45.8	
Passenger Vehicles	66	5	294	365	28	513	0	541	0	0	0	0	0	354	413	767	1673
% Passenger Vehicles	97.1	83.3	95.8	95.8	90.3	98.8	0	98.4	0	0	0	0	0	97	97.6	97.3	97.3
Large 2 Axle Vehicles	2	0	10	12	3	6	0	9	0	0	0	0	0	6	9	15	36
% Large 2 Axle Vehicles	2.9	0	3.3	3.1	9.7	1.2	0	1.6	0	0	0	0	0	1.6	2.1	1.9	2.1
3 Axle Vehicles	0	0	2	2	0	0	0	0	0	0	0	0	0	4	1	5	7
% 3 Axle Vehicles	0	0	0.7	0.5	0	0	0	0	0	0	0	0	0	1.1	0.2	0.6	0.4
4+ Axle Trucks	0	1	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
% 4+ Axle Trucks	0	16.7	0.3	0.5	0	0	0	0	0	0	0	0	0	0.3	0	0.1	0.2

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	5	1	47	53	6	53	0	59	0	0	0	0	0	51	67	118	230
04:30 PM	7	1	37	45	0	63	0	63	0	0	0	0	0	54	54	108	216
04:45 PM	4	1	46	51	6	46	0	52	0	0	0	0	0	51	60	111	214
05:00 PM	14	1	35	50	8	90	0	98	0	0	0	0	0	50	55	105	253
Total Volume	30	4	165	199	20	252	0	272	0	0	0	0	0	206	236	442	913
% App. Total	15.1	2	82.9		7.4	92.6	0		0	0	0		0	46.6	53.4		
PHF	.536	1.00	.878	.939	.625	.700	.000	.694	.000	.000	.000	.000	.000	.954	.881	.936	.902

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	5	1	47	53	6	53	0	59	0	0	0	0	0	51	67	118
+15 mins.	7	1	37	45	0	63	0	63	0	0	0	0	0	54	54	108
+30 mins.	4	1	46	51	6	46	0	52	0	0	0	0	0	51	60	111
+45 mins.	14	1	35	50	8	90	0	98	0	0	0	0	0	50	55	105
Total Volume	30	4	165	199	20	252	0	272	0	0	0	0	0	206	236	442
% App. Total	15.1	2	82.9		7.4	92.6	0		0	0	0		0	46.6	53.4	
PHF	.536	1.000	.878	.939	.625	.700	.000	.694	.000	.000	.000	.000	.000	.954	.881	.936

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

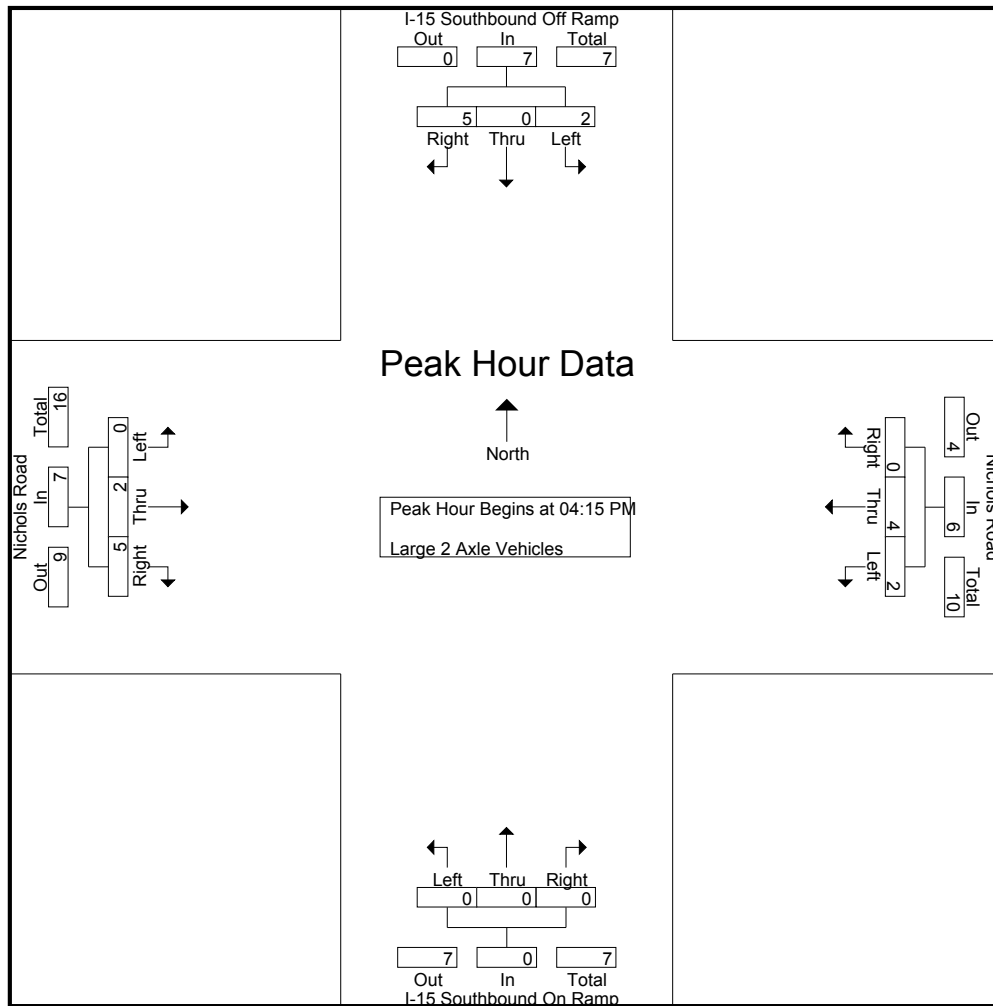
Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	1	1	0	2	0	0	0	0	0	1	1	2	6
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
04:30 PM	1	0	3	4	0	0	0	0	0	0	0	0	0	0	1	1	5
04:45 PM	1	0	2	3	1	0	0	1	0	0	0	0	0	0	3	3	7
Total	2	0	7	9	2	2	0	4	0	0	0	0	0	2	6	8	21
05:00 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1	5
05:15 PM	0	0	2	2	0	1	0	1	0	0	0	0	0	1	1	2	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	3	3	1	4	0	5	0	0	0	0	0	4	3	7	15
Grand Total	2	0	10	12	3	6	0	9	0	0	0	0	0	6	9	15	36
Apprch %	16.7	0	83.3		33.3	66.7	0		0	0	0		0	40	60		
Total %	5.6	0	27.8	33.3	8.3	16.7	0	25	0	0	0	0	0	16.7	25	41.7	

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
04:30 PM	1	0	3	4	0	0	0	0	0	0	0	0	0	0	1	1	5
04:45 PM	1	0	2	3	1	0	0	1	0	0	0	0	0	0	3	3	7
05:00 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1	5
Total Volume	2	0	5	7	2	4	0	6	0	0	0	0	0	2	5	7	20
% App. Total	28.6	0	71.4		33.3	66.7	0		0	0	0		0	28.6	71.4		
PHF	.500	.000	.417	.438	.500	.333	.000	.375	.000	.000	.000	.000	.000	.500	.417	.583	.714

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIPM
Site Code : 00000155
Start Date : 5/23/2013
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2
+15 mins.	1	0	3	4	0	0	0	0	0	0	0	0	0	0	1	1
+30 mins.	1	0	2	3	1	0	0	1	0	0	0	0	0	0	3	3
+45 mins.	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1
Total Volume	2	0	5	7	2	4	0	6	0	0	0	0	0	2	5	7
% App. Total	28.6	0	71.4		33.3	66.7	0		0	0	0		0	28.6	71.4	
PHF	.500	.000	.417	.438	.500	.333	.000	.375	.000	.000	.000	.000	.000	.500	.417	.583

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

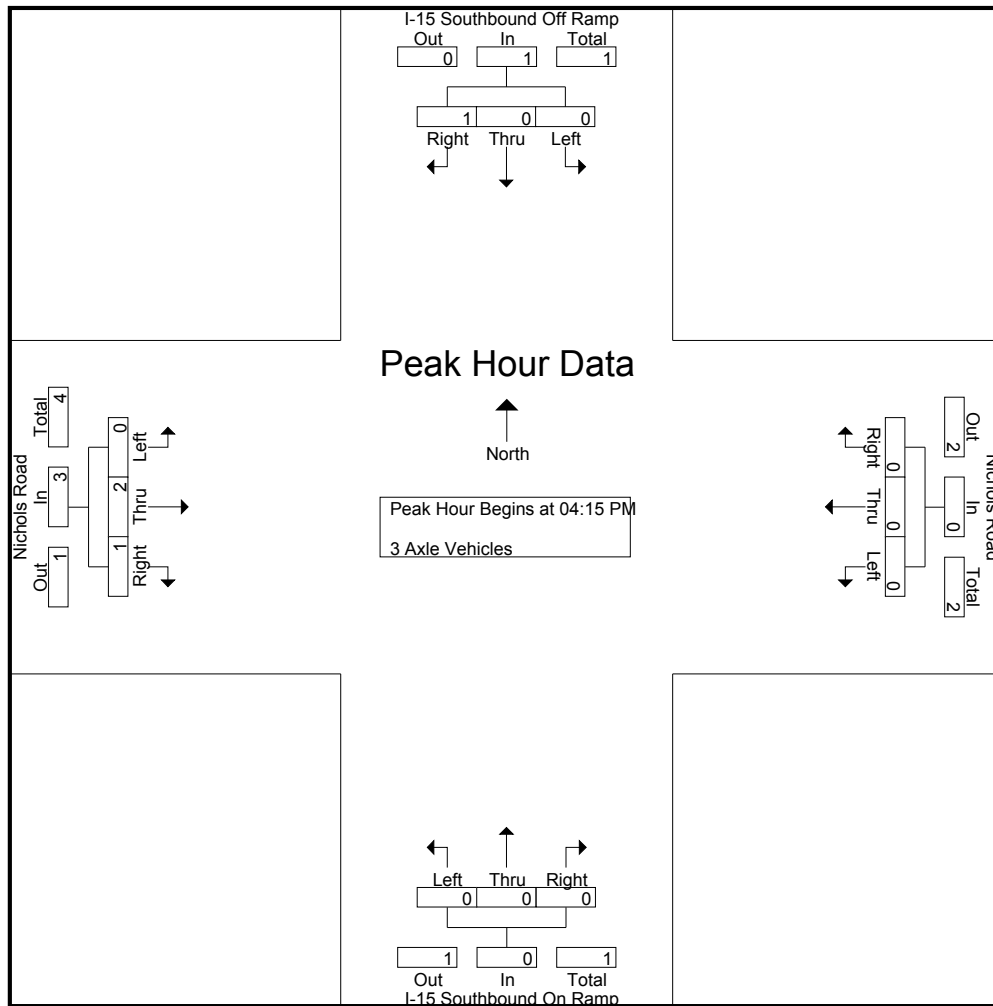
Groups Printed- 3 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	3	0	3	4
Grand Total	0	0	2	2	0	0	0	0	0	0	0	0	0	4	1	5	7
Apprch %	0	0	100		0	0	0		0	0	0		0	80	20		
Total %	0	0	28.6	28.6	0	0	0	0	0	0	0	0	0	57.1	14.3	71.4	

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	3	4
% App. Total	0	0	100		0	0	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.750	.500

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	3
% App. Total	0	0	100		0	0	0		0	0	0		0	66.7	33.3	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.750

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

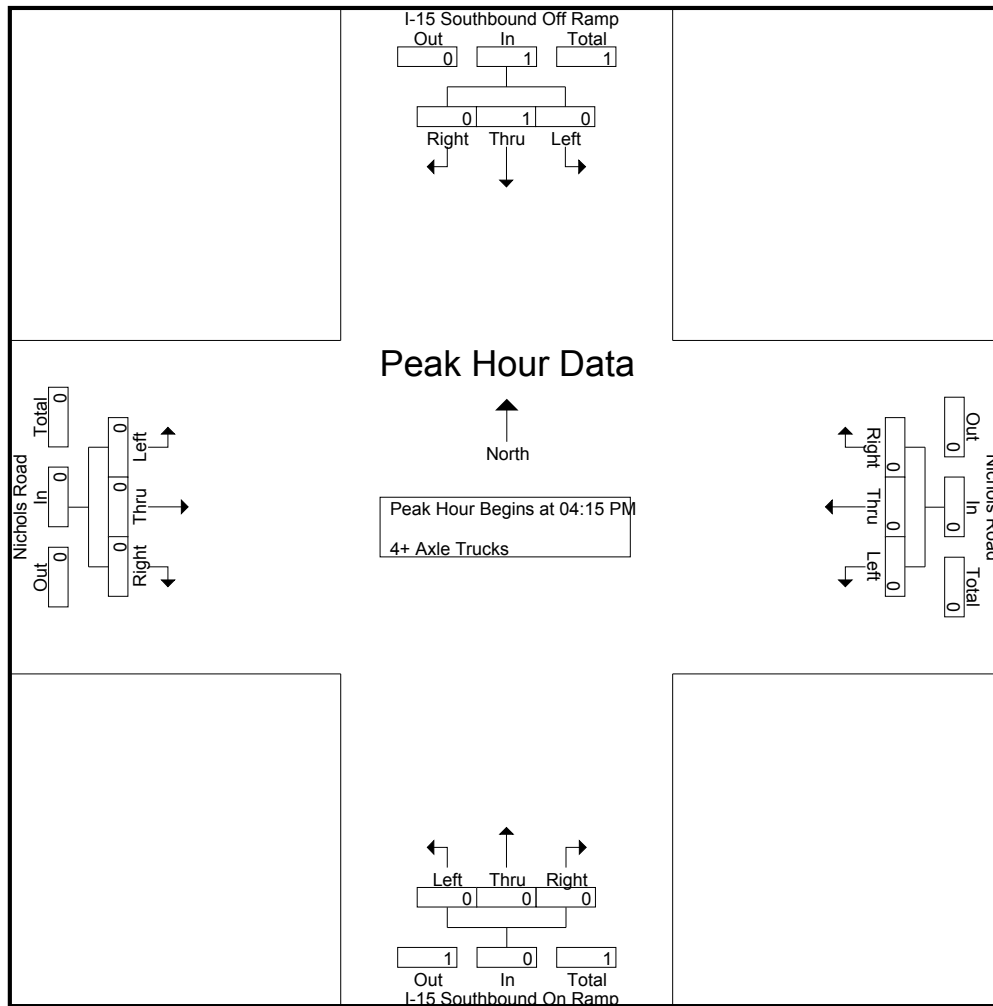
Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Grand Total	0	1	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Apprch %	0	50	50		0	0	0		0	0	0		0	100	0		
Total %	0	33.3	33.3	66.7	0	0	0	0	0	0	0	0	0	33.3	0	33.3	

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

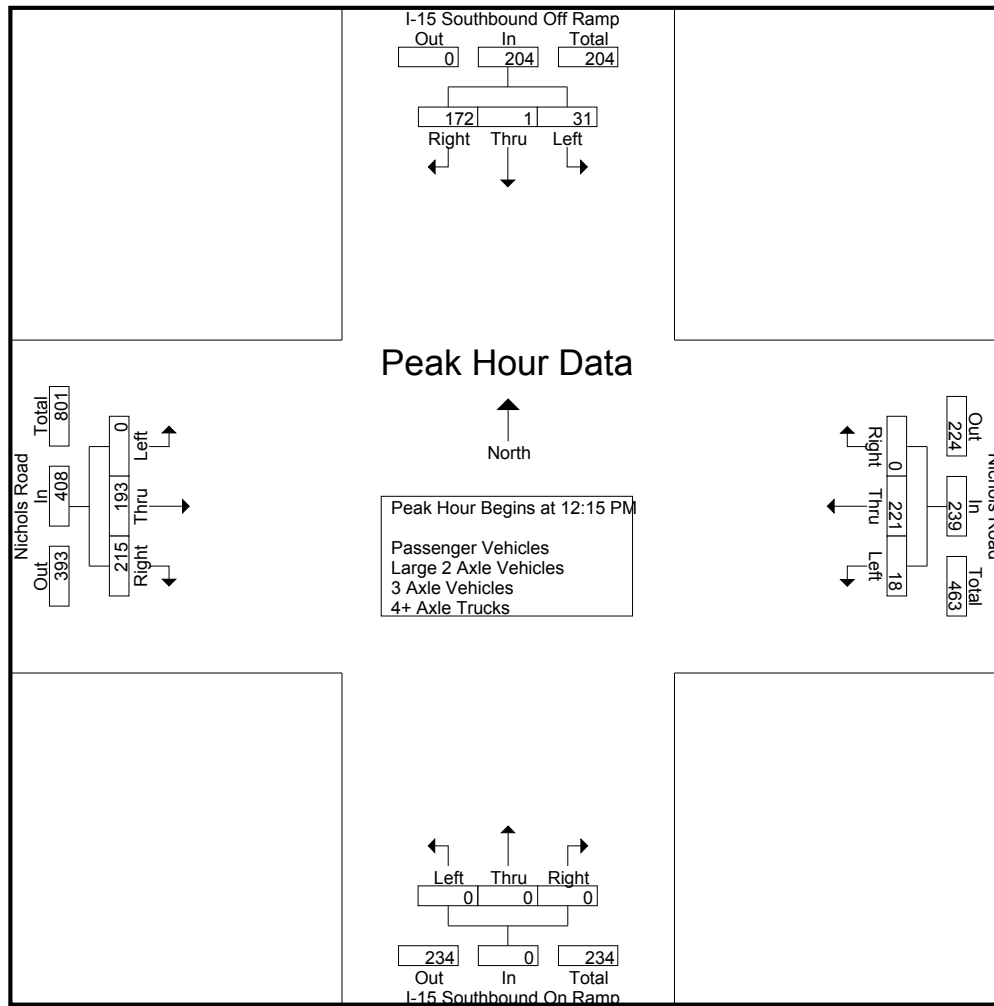
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	6	0	44	50	4	46	0	50	0	0	0	0	0	43	55	98	198
12:15 PM	10	0	41	51	7	56	0	63	0	0	0	0	0	48	56	104	218
12:30 PM	8	0	47	55	5	53	0	58	0	0	0	0	0	53	61	114	227
12:45 PM	4	0	45	49	2	54	0	56	0	0	0	0	0	47	52	99	204
Total	28	0	177	205	18	209	0	227	0	0	0	0	0	191	224	415	847
01:00 PM	9	1	39	49	4	58	0	62	0	0	0	0	0	45	46	91	202
01:15 PM	8	1	47	56	3	54	0	57	0	0	0	0	0	49	44	93	206
01:30 PM	8	1	37	46	2	55	0	57	0	0	0	0	0	42	47	89	192
01:45 PM	7	1	41	49	2	67	0	69	0	0	0	0	0	47	56	103	221
Total	32	4	164	200	11	234	0	245	0	0	0	0	0	183	193	376	821
02:00 PM	9	1	36	46	2	57	0	59	0	0	0	0	0	39	51	90	195
02:15 PM	2	0	44	46	4	65	0	69	0	0	0	0	0	51	46	97	212
02:30 PM	5	0	38	43	2	64	0	66	0	0	0	0	0	39	54	93	202
02:45 PM	3	0	41	44	5	54	0	59	0	0	0	0	0	54	48	102	205
Total	19	1	159	179	13	240	0	253	0	0	0	0	0	183	199	382	814
Grand Total	79	5	500	584	42	683	0	725	0	0	0	0	0	557	616	1173	2482
Apprch %	13.5	0.9	85.6		5.8	94.2	0		0	0	0		0	47.5	52.5		
Total %	3.2	0.2	20.1	23.5	1.7	27.5	0	29.2	0	0	0	0	0	22.4	24.8	47.3	
Passenger Vehicles	75	3	495	573	42	678	0	720	0	0	0	0	0	545	609	1154	2447
% Passenger Vehicles	94.9	60	99	98.1	100	99.3	0	99.3	0	0	0	0	0	97.8	98.9	98.4	98.6
Large 2 Axle Vehicles	4	0	3	7	0	5	0	5	0	0	0	0	0	8	5	13	25
% Large 2 Axle Vehicles	5.1	0	0.6	1.2	0	0.7	0	0.7	0	0	0	0	0	1.4	0.8	1.1	1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0
4+ Axle Trucks	0	2	2	4	0	0	0	0	0	0	0	0	0	3	2	5	9
% 4+ Axle Trucks	0	40	0.4	0.7	0	0	0	0	0	0	0	0	0	0.5	0.3	0.4	0.4

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	10	0	41	51	7	56	0	63	0	0	0	0	0	48	56	104	218
12:30 PM	8	0	47	55	5	53	0	58	0	0	0	0	0	53	61	114	227
12:45 PM	4	0	45	49	2	54	0	56	0	0	0	0	0	47	52	99	204
01:00 PM	9	1	39	49	4	58	0	62	0	0	0	0	0	45	46	91	202
Total Volume	31	1	172	204	18	221	0	239	0	0	0	0	0	193	215	408	851
% App. Total	15.2	0.5	84.3		7.5	92.5	0		0	0	0		0	47.3	52.7		
PHF	.775	.250	.915	.927	.643	.953	.000	.948	.000	.000	.000	.000	.000	.910	.881	.895	.937

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM				01:45 PM				12:00 PM				12:00 PM			
+0 mins.	8	0	47	55	2	67	0	69	0	0	0	0	0	43	55	98
+15 mins.	4	0	45	49	2	57	0	59	0	0	0	0	0	48	56	104
+30 mins.	9	1	39	49	4	65	0	69	0	0	0	0	0	53	61	114
+45 mins.	8	1	47	56	2	64	0	66	0	0	0	0	0	47	52	99
Total Volume	29	2	178	209	10	253	0	263	0	0	0	0	0	191	224	415
% App. Total	13.9	1	85.2		3.8	96.2	0		0	0	0	0	0	46	54	
PHF	.806	.500	.947	.933	.625	.944	.000	.953	.000	.000	.000	.000	.000	.901	.918	.910

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

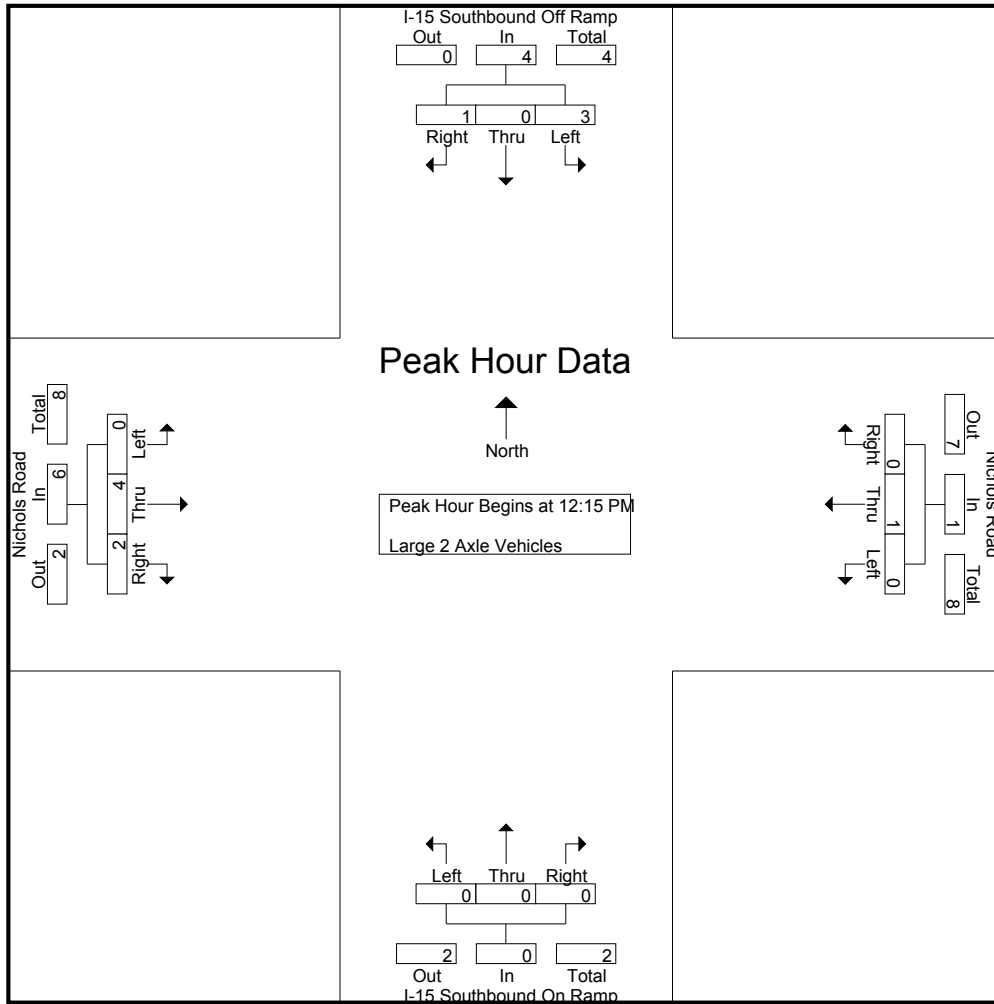
Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
12:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	1	2	4
12:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	3	0	1	4	0	1	0	1	0	0	0	0	0	3	2	5	10
01:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
01:15 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	1	1	2	4
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	1	0	2	3	0	2	0	2	0	0	0	0	0	5	2	7	12
02:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
02:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
Grand Total	4	0	3	7	0	5	0	5	0	0	0	0	0	8	5	13	25
Apprch %	57.1	0	42.9		0	100	0		0	0	0		0	61.5	38.5		
Total %	16	0	12	28	0	20	0	20	0	0	0	0	0	32	20	52	

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	1	2	4
12:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
01:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total Volume	3	0	1	4	0	1	0	1	0	0	0	0	0	4	2	6	11
% App. Total	75	0	25		0	100	0		0	0	0		0	66.7	33.3		
PHF	.375	.000	.250	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	1.00	.500	.750	.688

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:15 PM				12:15 PM				12:15 PM				12:15 PM			
+0 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	1	1	2
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	3	0	1	4	0	1	0	1	0	0	0	0	0	4	2	6
% App. Total	75	0	25		0	100	0		0	0	0		0	66.7	33.3	
PHF	.375	.000	.250	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	1.000	.500	.750

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

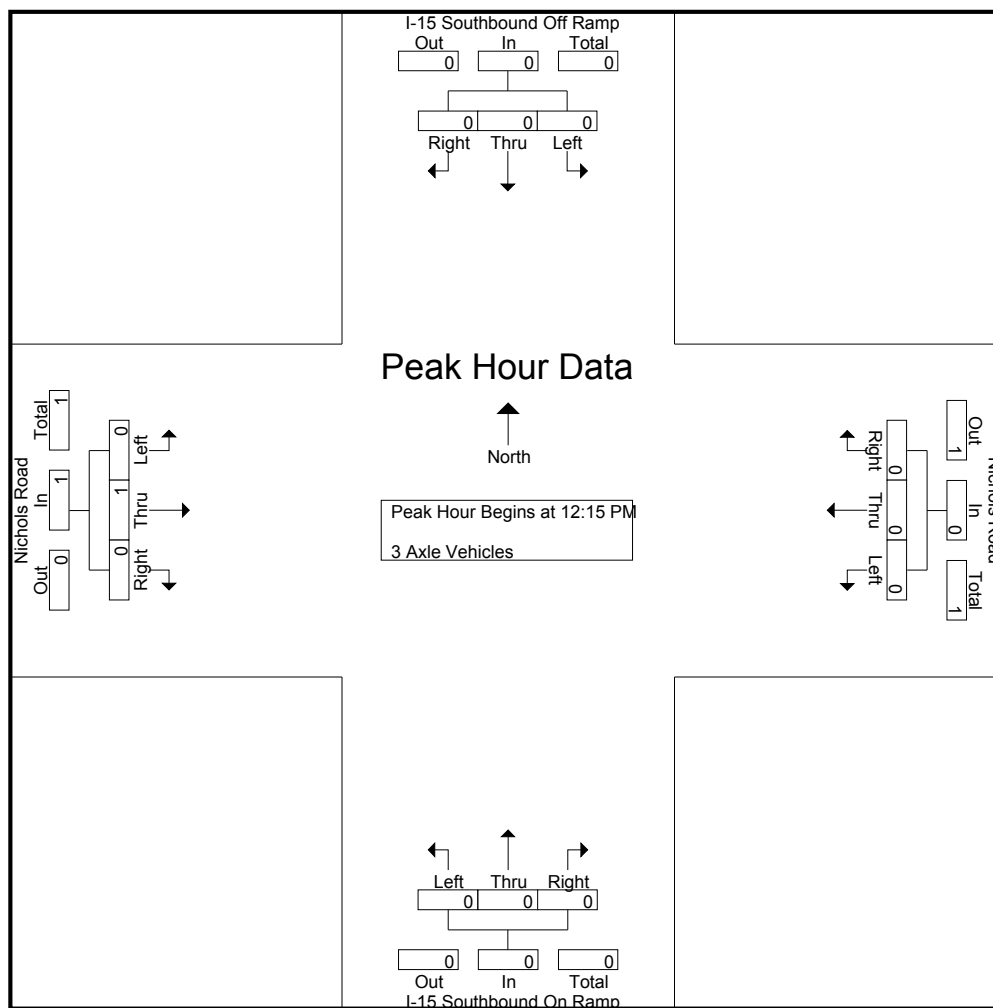
Groups Printed- 3 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0		0	0	0		0	0	0		0	100	0	100	

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:15 PM				12:15 PM				12:15 PM				12:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

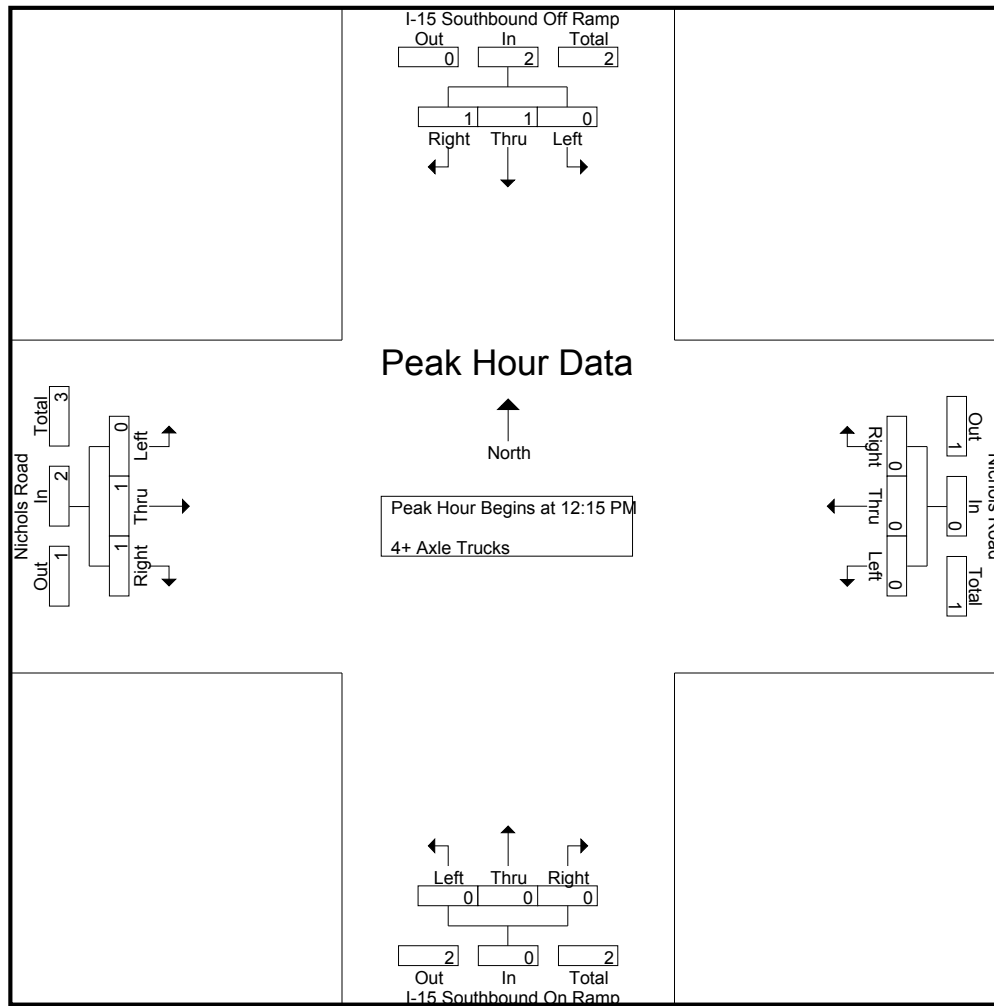
Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	3
01:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
02:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	0	0	0	0	0	0	0	0	2	0	2	4
Grand Total	0	2	2	4	0	0	0	0	0	0	0	0	0	3	2	5	9
Apprch %	0	50	50		0	0	0		0	0	0		0	60	40		
Total %	0	22.2	22.2	44.4	0	0	0	0	0	0	0	0	0	33.3	22.2	55.6	

	I-15 Southbound Off Ramp Southbound				Nichols Road Westbound				I-15 Southbound On Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2	4
% App. Total	0	50	50		0	0	0		0	0	0		0	50	50		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	1.00

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15SNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:15 PM				12:15 PM				12:15 PM				12:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
% App. Total	0	50	50		0	0	0	0	0	0	0	0	0	50	50	
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

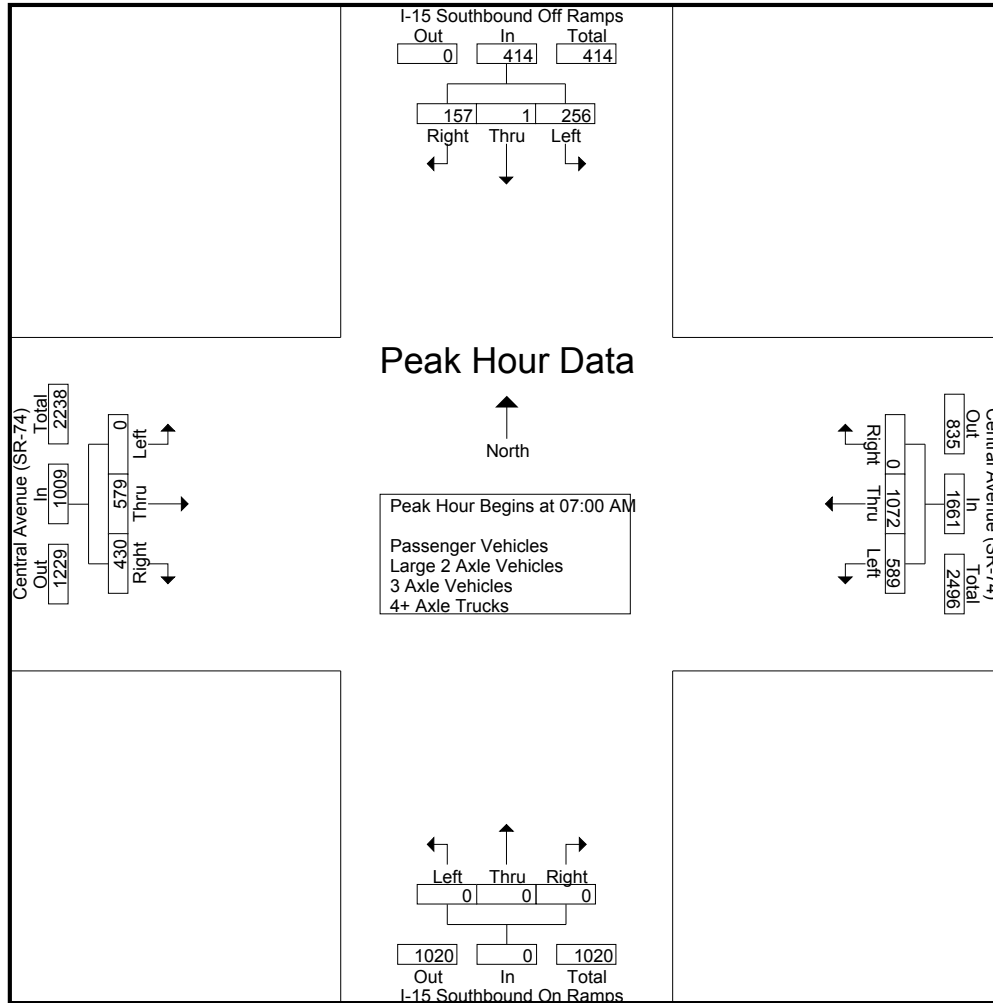
Start Time	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	57	1	37	95	145	244	0	389	0	0	0	0	0	157	86	243	727
07:15 AM	65	0	49	114	176	318	0	494	0	0	0	0	0	151	103	254	862
07:30 AM	70	0	31	101	150	253	0	403	0	0	0	0	0	146	127	273	777
07:45 AM	64	0	40	104	118	257	0	375	0	0	0	0	0	125	114	239	718
Total	256	1	157	414	589	1072	0	1661	0	0	0	0	0	579	430	1009	3084
08:00 AM	46	0	33	79	89	205	0	294	0	0	0	0	0	114	93	207	580
08:15 AM	50	0	25	75	84	219	0	303	0	0	0	0	0	109	105	214	592
08:30 AM	56	0	31	87	115	198	0	313	0	0	0	0	0	156	126	282	682
08:45 AM	57	0	41	98	111	281	0	392	0	0	0	0	0	145	107	252	742
Total	209	0	130	339	399	903	0	1302	0	0	0	0	0	524	431	955	2596
Grand Total	465	1	287	753	988	1975	0	2963	0	0	0	0	0	1103	861	1964	5680
Apprch %	61.8	0.1	38.1		33.3	66.7	0		0	0	0		0	56.2	43.8		
Total %	8.2	0	5.1	13.3	17.4	34.8	0	52.2	0	0	0	0	0	19.4	15.2	34.6	
Passenger Vehicles	403	1	268	672	938	1902	0	2840	0	0	0	0	0	1029	822	1851	5363
% Passenger Vehicles	86.7	100	93.4	89.2	94.9	96.3	0	95.8	0	0	0	0	0	93.3	95.5	94.2	94.4
Large 2 Axle Vehicles	26	0	12	38	36	58	0	94	0	0	0	0	0	53	33	86	218
% Large 2 Axle Vehicles	5.6	0	4.2	5	3.6	2.9	0	3.2	0	0	0	0	0	4.8	3.8	4.4	3.8
3 Axle Vehicles	7	0	3	10	6	8	0	14	0	0	0	0	0	4	3	7	31
% 3 Axle Vehicles	1.5	0	1	1.3	0.6	0.4	0	0.5	0	0	0	0	0	0.4	0.3	0.4	0.5
4+ Axle Trucks	29	0	4	33	8	7	0	15	0	0	0	0	0	17	3	20	68
% 4+ Axle Trucks	6.2	0	1.4	4.4	0.8	0.4	0	0.5	0	0	0	0	0	1.5	0.3	1	1.2

Start Time	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	57	1	37	95	145	244	0	389	0	0	0	0	0	157	86	243	727
07:15 AM	65	0	49	114	176	318	0	494	0	0	0	0	0	151	103	254	862
07:30 AM	70	0	31	101	150	253	0	403	0	0	0	0	0	146	127	273	777
07:45 AM	64	0	40	104	118	257	0	375	0	0	0	0	0	125	114	239	718
Total Volume	256	1	157	414	589	1072	0	1661	0	0	0	0	0	579	430	1009	3084
% App. Total	61.8	0.2	37.9		35.5	64.5	0		0	0	0		0	57.4	42.6		
PHF	.914	.250	.801	.908	.837	.843	.000	.841	.000	.000	.000	.000	.000	.922	.846	.924	.894

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	57	1	37	95	145	244	0	389	0	0	0	0	0	157	86	243
+15 mins.	65	0	49	114	176	318	0	494	0	0	0	0	0	151	103	254
+30 mins.	70	0	31	101	150	253	0	403	0	0	0	0	0	146	127	273
+45 mins.	64	0	40	104	118	257	0	375	0	0	0	0	0	125	114	239
Total Volume	256	1	157	414	589	1072	0	1661	0	0	0	0	0	579	430	1009
% App. Total	61.8	0.2	37.9		35.5	64.5	0		0	0	0		0	57.4	42.6	
PHF	.914	.250	.801	.908	.837	.843	.000	.841	.000	.000	.000	.000	.000	.922	.846	.924

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	0	1	5	3	5	0	8	0	0	0	0	0	3	3	6	19
07:15 AM	5	0	2	7	5	7	0	12	0	0	0	0	0	7	3	10	29
07:30 AM	4	0	1	5	5	9	0	14	0	0	0	0	0	8	2	10	29
07:45 AM	3	0	2	5	5	9	0	14	0	0	0	0	0	4	7	11	30
Total	16	0	6	22	18	30	0	48	0	0	0	0	0	22	15	37	107
08:00 AM	2	0	1	3	2	8	0	10	0	0	0	0	0	9	2	11	24
08:15 AM	3	0	0	3	2	5	0	7	0	0	0	0	0	7	7	14	24
08:30 AM	2	0	2	4	6	7	0	13	0	0	0	0	0	8	7	15	32
08:45 AM	3	0	3	6	8	8	0	16	0	0	0	0	0	7	2	9	31
Total	10	0	6	16	18	28	0	46	0	0	0	0	0	31	18	49	111
Grand Total	26	0	12	38	36	58	0	94	0	0	0	0	0	53	33	86	218
Apprch %	68.4	0	31.6		38.3	61.7	0		0	0	0		0	61.6	38.4		
Total %	11.9	0	5.5	17.4	16.5	26.6	0	43.1	0	0	0	0	0	24.3	15.1	39.4	

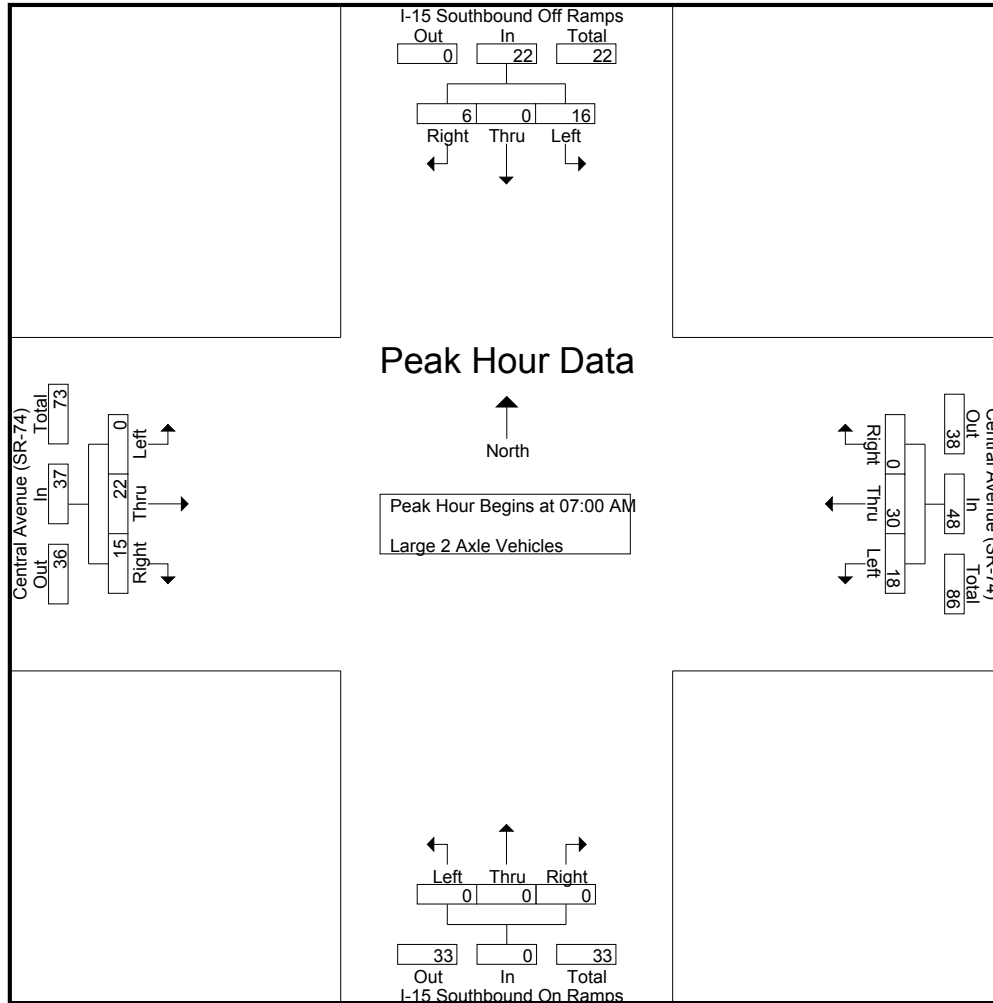
Start Time	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	0	1	5	3	5	0	8	0	0	0	0	0	3	3	6	19
07:15 AM	5	0	2	7	5	7	0	12	0	0	0	0	0	7	3	10	29
07:30 AM	4	0	1	5	5	9	0	14	0	0	0	0	0	8	2	10	29
07:45 AM	3	0	2	5	5	9	0	14	0	0	0	0	0	4	7	11	30
Total Volume	16	0	6	22	18	30	0	48	0	0	0	0	0	22	15	37	107
% App. Total	72.7	0	27.3		37.5	62.5	0		0	0	0		0	59.5	40.5		
PHF	.800	.000	.750	.786	.900	.833	.000	.857	.000	.000	.000	.000	.000	.688	.536	.841	.892

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	4	0	1	5	3	5	0	8	0	0	0	0	0	3	3	6
+15 mins.	5	0	2	7	5	7	0	12	0	0	0	0	0	7	3	10
+30 mins.	4	0	1	5	5	9	0	14	0	0	0	0	0	8	2	10
+45 mins.	3	0	2	5	5	9	0	14	0	0	0	0	0	4	7	11
Total Volume	16	0	6	22	18	30	0	48	0	0	0	0	0	22	15	37
% App. Total	72.7	0	27.3		37.5	62.5	0		0	0	0		0	59.5	40.5	
PHF	.800	.000	.750	.786	.900	.833	.000	.857	.000	.000	.000	.000	.000	.688	.536	.841

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	2	1	0	3	0	0	0	0	0	0	0	0	4
07:15 AM	1	0	1	2	0	2	0	2	0	0	0	0	0	2	1	3	7
07:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	1	1	2	0	3	0	0	0	0	0	0	1	1	5
Total	5	0	1	6	3	5	0	8	0	0	0	0	0	2	2	4	18
08:00 AM	0	0	1	1	2	1	0	3	0	0	0	0	0	0	0	0	4
08:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	1	1	2	4
08:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Total	2	0	2	4	3	3	0	6	0	0	0	0	0	2	1	3	13
Grand Total	7	0	3	10	6	8	0	14	0	0	0	0	0	4	3	7	31
Apprch %	70	0	30		42.9	57.1	0		0	0	0		0	57.1	42.9		
Total %	22.6	0	9.7	32.3	19.4	25.8	0	45.2	0	0	0	0	0	12.9	9.7	22.6	

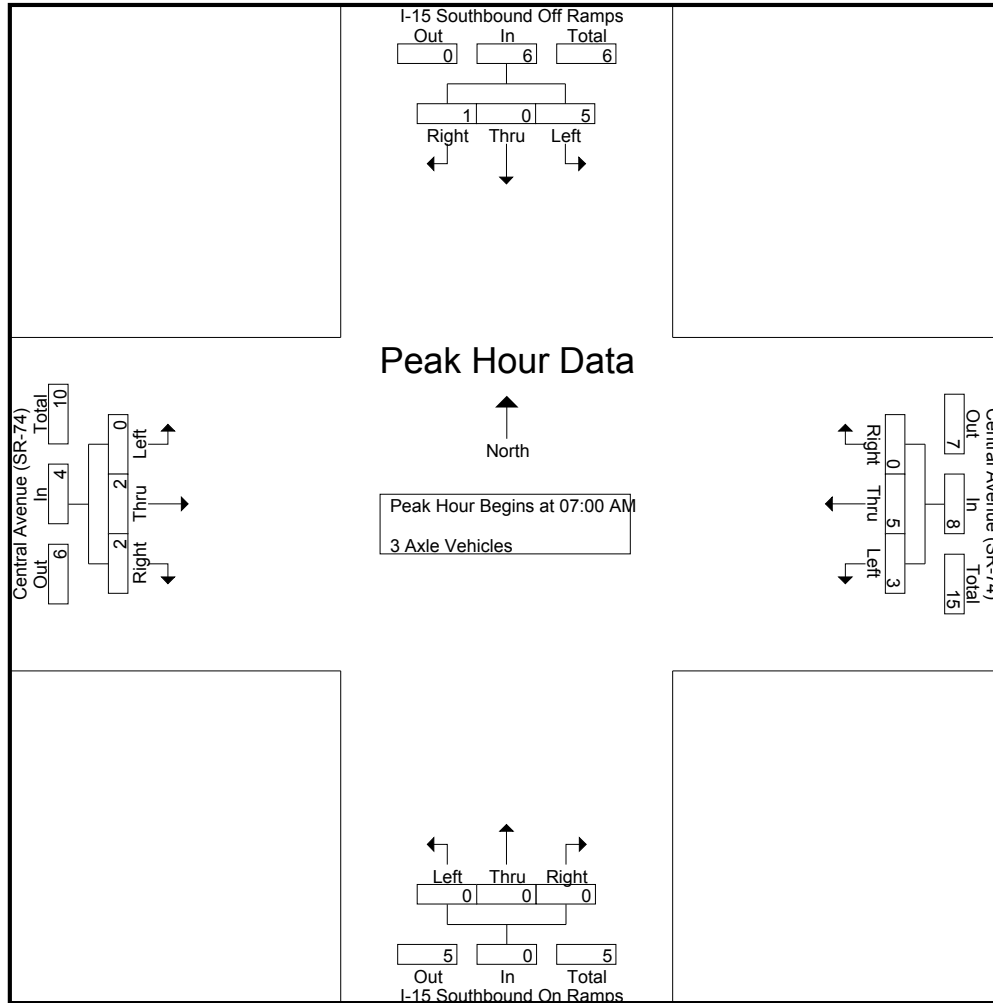
Start Time	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	2	1	0	3	0	0	0	0	0	0	0	0	4
07:15 AM	1	0	1	2	0	2	0	2	0	0	0	0	0	2	1	3	7
07:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	1	1	2	0	3	0	0	0	0	0	0	1	1	5
Total Volume	5	0	1	6	3	5	0	8	0	0	0	0	0	2	2	4	18
% App. Total	83.3	0	16.7		37.5	62.5	0		0	0	0		0	50	50		
PHF	.625	.000	.250	.750	.375	.625	.000	.667	.000	.000	.000	.000	.000	.250	.500	.333	.643

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	0	1	2	1	0	3	0	0	0	0	0	0	0	0
+15 mins.	1	0	1	2	0	2	0	2	0	0	0	0	0	2	1	3
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	1	2	0	3	0	0	0	0	0	0	1	1
Total Volume	5	0	1	6	3	5	0	8	0	0	0	0	0	2	2	4
% App. Total	83.3	0	16.7		37.5	62.5	0		0	0	0		0	50	50	
PHF	.625	.000	.250	.750	.375	.625	.000	.667	.000	.000	.000	.000	.000	.250	.500	.333

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	0	3	1	0	0	1	0	0	0	0	0	1	0	1	5
07:15 AM	5	0	1	6	1	0	0	1	0	0	0	0	0	4	1	5	12
07:30 AM	8	0	3	11	0	1	0	1	0	0	0	0	0	2	1	3	15
07:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Total	17	0	4	21	2	3	0	5	0	0	0	0	0	9	2	11	37
08:00 AM	4	0	0	4	3	1	0	4	0	0	0	0	0	1	0	1	9
08:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	0	2	1	3	7
08:30 AM	3	0	0	3	1	1	0	2	0	0	0	0	0	3	0	3	8
08:45 AM	1	0	0	1	2	2	0	4	0	0	0	0	0	2	0	2	7
Total	12	0	0	12	6	4	0	10	0	0	0	0	0	8	1	9	31
Grand Total	29	0	4	33	8	7	0	15	0	0	0	0	0	17	3	20	68
Apprch %	87.9	0	12.1		53.3	46.7	0		0	0	0		0	85	15		
Total %	42.6	0	5.9	48.5	11.8	10.3	0	22.1	0	0	0	0	0	25	4.4	29.4	

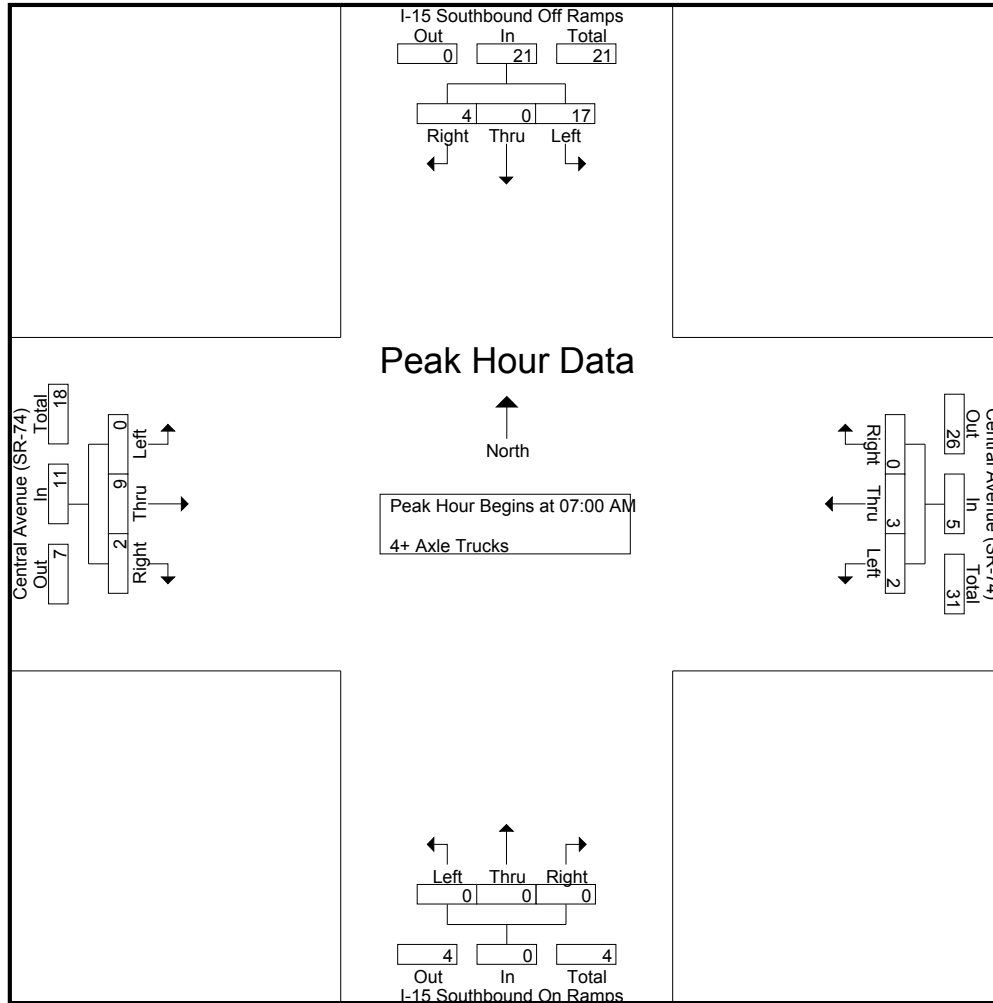
	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	0	3	1	0	0	1	0	0	0	0	0	1	0	1	5
07:15 AM	5	0	1	6	1	0	0	1	0	0	0	0	0	4	1	5	12
07:30 AM	8	0	3	11	0	1	0	1	0	0	0	0	0	2	1	3	15
07:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Total Volume	17	0	4	21	2	3	0	5	0	0	0	0	0	9	2	11	37
% App. Total	81	0	19		40	60	0		0	0	0		0	81.8	18.2		
PHF	.531	.000	.333	.477	.500	.375	.000	.625	.000	.000	.000	.000	.000	.563	.500	.550	.617

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	0	0	3	1	0	0	1	0	0	0	0	0	1	0	1
+15 mins.	5	0	1	6	1	0	0	1	0	0	0	0	0	4	1	5
+30 mins.	8	0	3	11	0	1	0	1	0	0	0	0	0	2	1	3
+45 mins.	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	17	0	4	21	2	3	0	5	0	0	0	0	0	9	2	11
% App. Total	81	0	19		40	60	0		0	0	0		0	81.8	18.2	
PHF	.531	.000	.333	.477	.500	.375	.000	.625	.000	.000	.000	.000	.000	.563	.500	.550

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

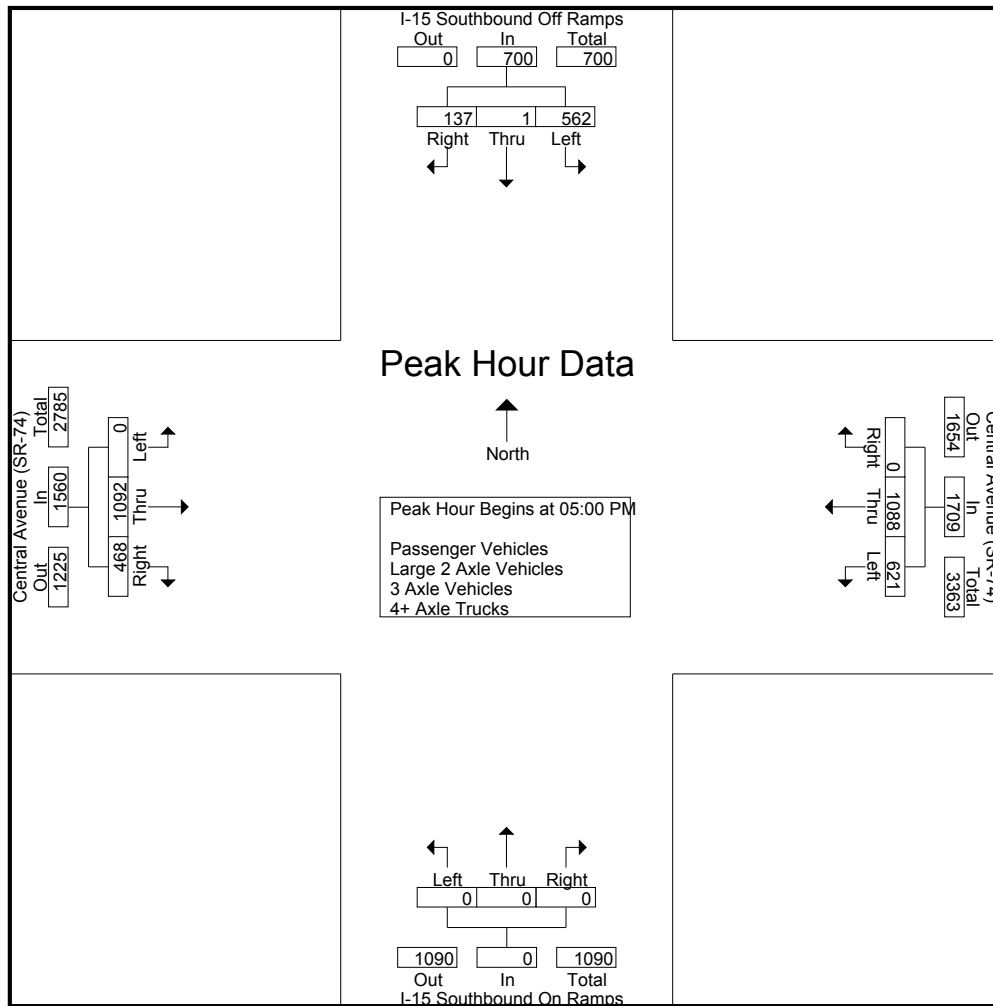
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	116	2	29	147	145	276	0	421	0	0	0	0	0	231	130	361	929
04:15 PM	127	0	32	159	145	289	0	434	0	0	0	0	0	227	128	355	948
04:30 PM	121	0	32	153	153	282	0	435	0	0	0	0	0	269	140	409	997
04:45 PM	115	0	43	158	166	265	0	431	0	0	0	0	0	222	110	332	921
Total	479	2	136	617	609	1112	0	1721	0	0	0	0	0	949	508	1457	3795
05:00 PM	142	0	33	175	136	289	0	425	0	0	0	0	0	291	124	415	1015
05:15 PM	137	0	29	166	143	269	0	412	0	0	0	0	0	259	100	359	937
05:30 PM	133	1	32	166	180	261	0	441	0	0	0	0	0	298	143	441	1048
05:45 PM	150	0	43	193	162	269	0	431	0	0	0	0	0	244	101	345	969
Total	562	1	137	700	621	1088	0	1709	0	0	0	0	0	1092	468	1560	3969
Grand Total	1041	3	273	1317	1230	2200	0	3430	0	0	0	0	0	2041	976	3017	7764
Apprch %	79	0.2	20.7		35.9	64.1	0		0	0	0		0	67.6	32.4		
Total %	13.4	0	3.5	17	15.8	28.3	0	44.2	0	0	0	0	0	26.3	12.6	38.9	
Passenger Vehicles	1013	3	266	1282	1217	2173	0	3390	0	0	0	0	0	2007	970	2977	7649
% Passenger Vehicles	97.3	100	97.4	97.3	98.9	98.8	0	98.8	0	0	0	0	0	98.3	99.4	98.7	98.5
Large 2 Axle Vehicles	9	0	5	14	7	25	0	32	0	0	0	0	0	28	5	33	79
% Large 2 Axle Vehicles	0.9	0	1.8	1.1	0.6	1.1	0	0.9	0	0	0	0	0	1.4	0.5	1.1	1
3 Axle Vehicles	8	0	0	8	0	0	0	0	0	0	0	0	0	1	0	1	9
% 3 Axle Vehicles	0.8	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	11	0	2	13	6	2	0	8	0	0	0	0	0	5	1	6	27
% 4+ Axle Trucks	1.1	0	0.7	1	0.5	0.1	0	0.2	0	0	0	0	0	0.2	0.1	0.2	0.3

	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	142	0	33	175	136	289	0	425	0	0	0	0	0	291	124	415	1015
05:15 PM	137	0	29	166	143	269	0	412	0	0	0	0	0	259	100	359	937
05:30 PM	133	1	32	166	180	261	0	441	0	0	0	0	0	298	143	441	1048
05:45 PM	150	0	43	193	162	269	0	431	0	0	0	0	0	244	101	345	969
Total Volume	562	1	137	700	621	1088	0	1709	0	0	0	0	0	1092	468	1560	3969
% App. Total	80.3	0.1	19.6		36.3	63.7	0		0	0	0		0	70	30		
PHF	.937	.250	.797	.907	.863	.941	.000	.969	.000	.000	.000	.000	.000	.916	.818	.884	.947

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:00 PM				05:00 PM			
+0 mins.	142	0	33	175	145	289	0	434	0	0	0	0	0	291	124	415
+15 mins.	137	0	29	166	153	282	0	435	0	0	0	0	0	259	100	359
+30 mins.	133	1	32	166	166	265	0	431	0	0	0	0	0	298	143	441
+45 mins.	150	0	43	193	136	289	0	425	0	0	0	0	0	244	101	345
Total Volume	562	1	137	700	600	1125	0	1725	0	0	0	0	0	1092	468	1560
% App. Total	80.3	0.1	19.6		34.8	65.2	0		0	0	0		0	70	30	
PHF	.937	.250	.797	.907	.904	.973	.000	.991	.000	.000	.000	.000	.000	.916	.818	.884

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

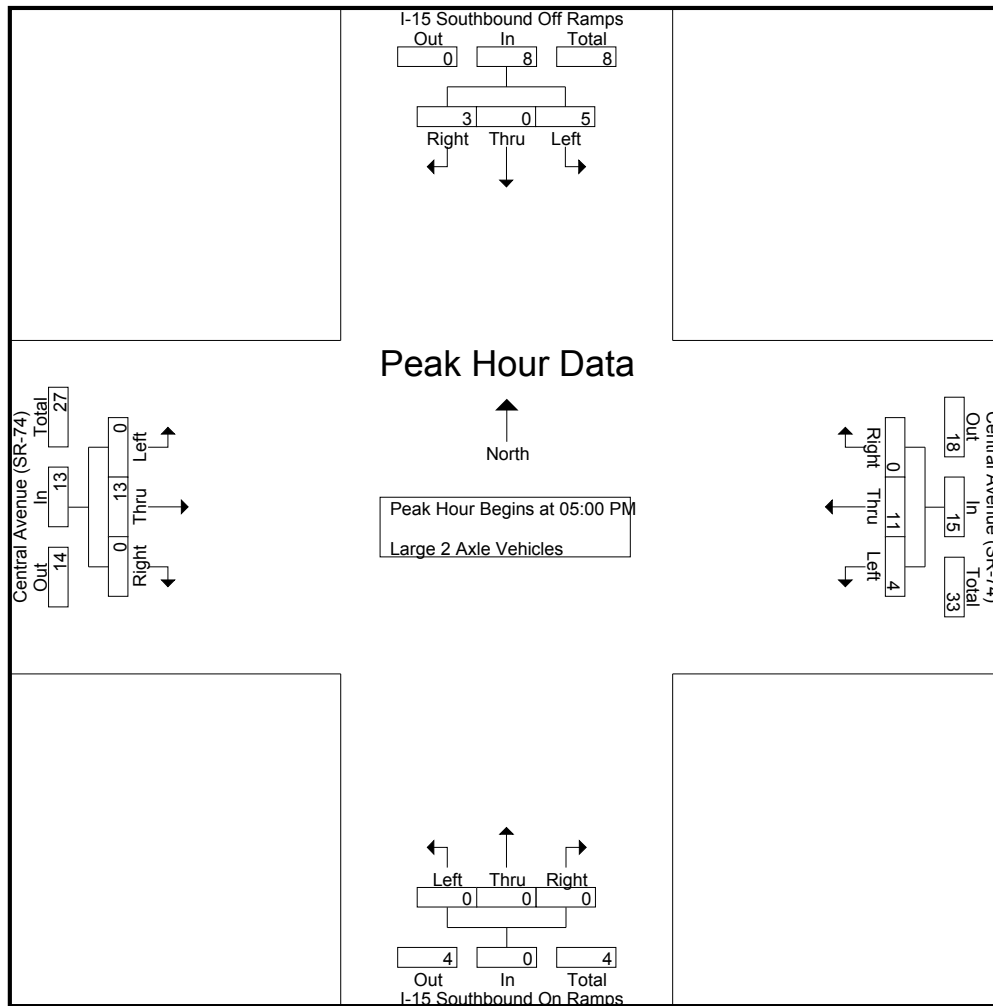
Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	1	4	0	5	0	0	0	0	0	6	0	6	13
04:15 PM	0	0	1	1	1	4	0	5	0	0	0	0	0	4	2	6	12
04:30 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	3	2	5	10
04:45 PM	2	0	1	3	0	2	0	2	0	0	0	0	0	2	1	3	8
Total	4	0	2	6	3	14	0	17	0	0	0	0	0	15	5	20	43
05:00 PM	1	0	1	2	1	4	0	5	0	0	0	0	0	0	0	0	7
05:15 PM	2	0	1	3	2	4	0	6	0	0	0	0	0	4	0	4	13
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
05:45 PM	2	0	1	3	1	1	0	2	0	0	0	0	0	2	0	2	7
Total	5	0	3	8	4	11	0	15	0	0	0	0	0	13	0	13	36
Grand Total	9	0	5	14	7	25	0	32	0	0	0	0	0	28	5	33	79
Apprch %	64.3	0	35.7		21.9	78.1	0		0	0	0		0	84.8	15.2		
Total %	11.4	0	6.3	17.7	8.9	31.6	0	40.5	0	0	0	0	0	35.4	6.3	41.8	

	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	1	2	1	4	0	5	0	0	0	0	0	0	0	0	7
05:15 PM	2	0	1	3	2	4	0	6	0	0	0	0	0	4	0	4	13
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
05:45 PM	2	0	1	3	1	1	0	2	0	0	0	0	0	2	0	2	7
Total Volume	5	0	3	8	4	11	0	15	0	0	0	0	0	13	0	13	36
% App. Total	62.5	0	37.5		26.7	73.3	0		0	0	0		0	100	0		
PHF	.625	.000	.750	.667	.500	.688	.000	.625	.000	.000	.000	.000	.000	.464	.000	.464	.692

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	0	1	2	1	4	0	5	0	0	0	0	0	0	0	0
+15 mins.	2	0	1	3	2	4	0	6	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7
+45 mins.	2	0	1	3	1	1	0	2	0	0	0	0	0	2	0	2
Total Volume	5	0	3	8	4	11	0	15	0	0	0	0	0	13	0	13
% App. Total	62.5	0	37.5		26.7	73.3	0		0	0	0		0	100	0	
PHF	.625	.000	.750	.667	.500	.688	.000	.625	.000	.000	.000	.000	.000	.464	.000	.464

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Grand Total	8	0	0	8	0	0	0	0	0	0	0	0	0	1	0	1	9
Apprch %	100	0	0		0	0	0		0	0	0		0	100	0		
Total %	88.9	0	0	88.9	0	0	0	0	0	0	0	0	0	11.1	0	11.1	

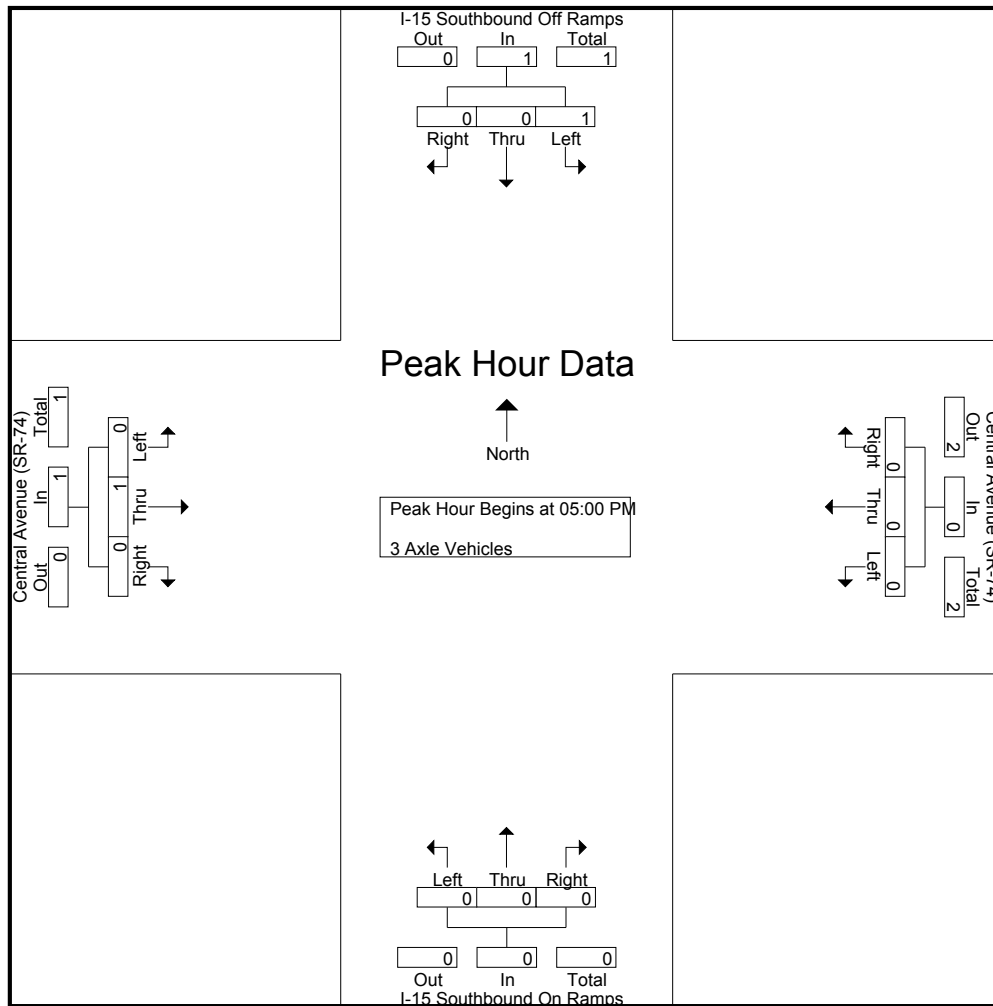
Start Time	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500

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

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEPM
Site Code : 00000155
Start Date : 5/23/2013
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

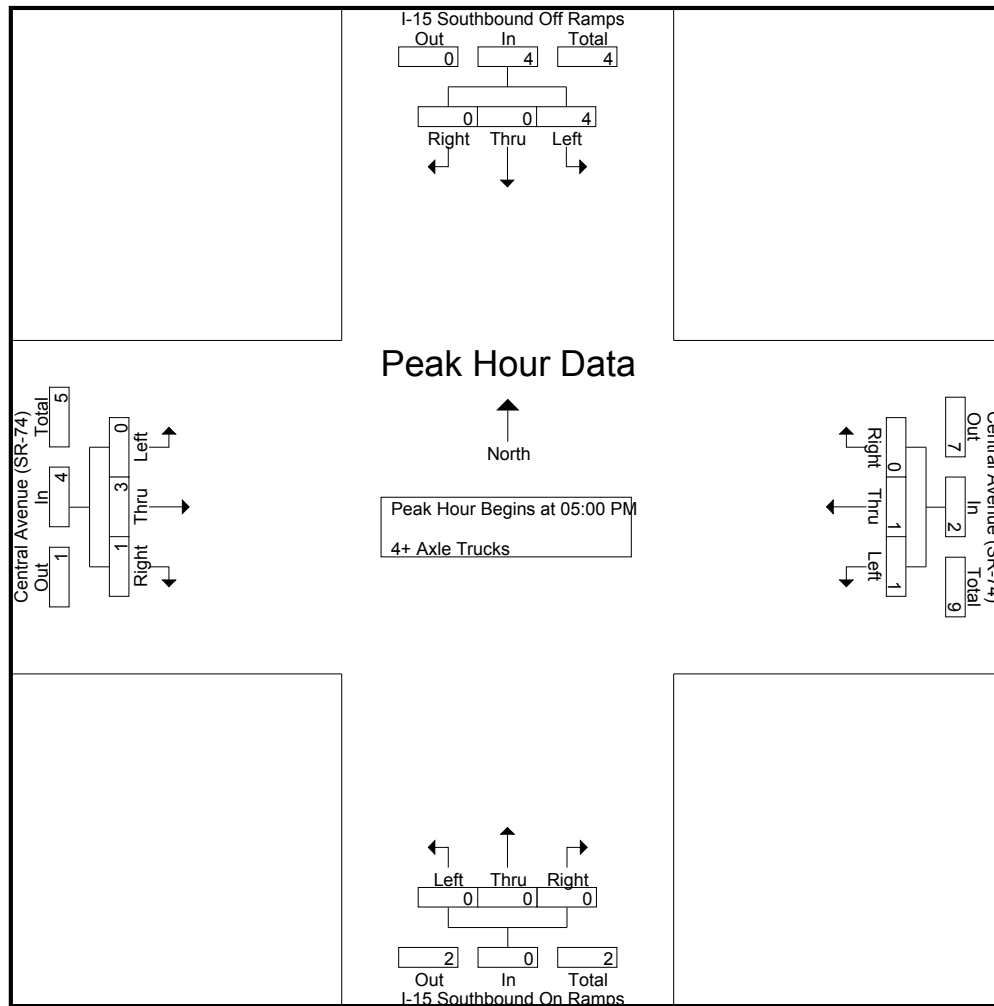
Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	1	3	0	1	0	1	0	0	0	0	0	0	0	0	4
04:15 PM	2	0	0	2	3	0	0	3	0	0	0	0	0	1	0	1	6
04:30 PM	2	0	0	2	1	0	0	1	0	0	0	0	0	1	0	1	4
04:45 PM	1	0	1	2	1	0	0	1	0	0	0	0	0	0	0	0	3
Total	7	0	2	9	5	1	0	6	0	0	0	0	0	2	0	2	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
05:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	1	1	0	2	0	0	0	0	0	3	1	4	10
Grand Total	11	0	2	13	6	2	0	8	0	0	0	0	0	5	1	6	27
Apprch %	84.6	0	15.4		75	25	0		0	0	0		0	83.3	16.7		
Total %	40.7	0	7.4	48.1	22.2	7.4	0	29.6	0	0	0	0	0	18.5	3.7	22.2	

	I-15 Southbound Off Ramps Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramps Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
05:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	4	0	0	4	1	1	0	2	0	0	0	0	0	3	1	4	10
% App. Total	100	0	0		50	50	0		0	0	0		0	75	25		
PHF	.500	.000	.000	.500	.250	.250	.000	.500	.000	.000	.000	.000	.000	.375	.250	.333	.833

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCEPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
+15 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	4	0	0	4	1	1	0	2	0	0	0	0	0	3	1	4
% App. Total	100	0	0		50	50	0		0	0	0		0	75	25	
PHF	.500	.000	.000	.500	.250	.250	.000	.500	.000	.000	.000	.000	.000	.375	.250	.333

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

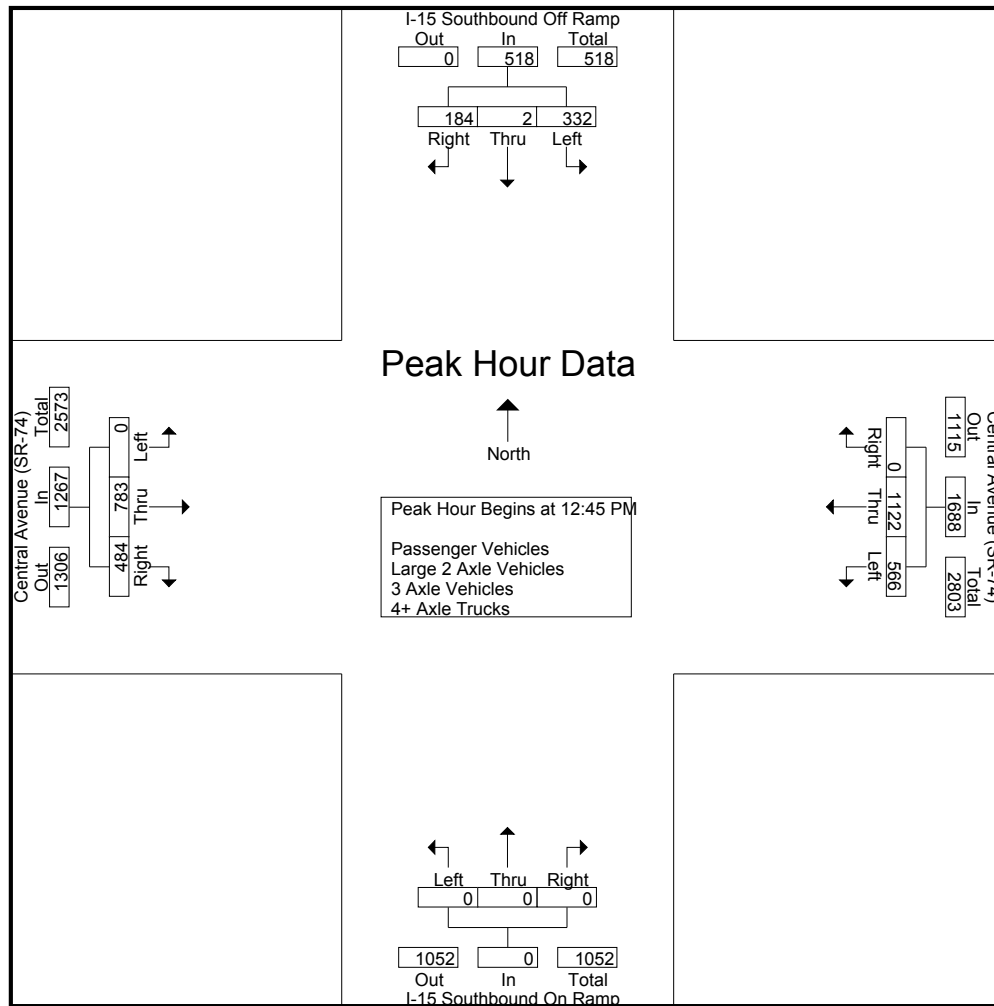
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	85	1	47	133	156	239	0	395	0	0	0	0	0	214	118	332	860
12:15 PM	65	0	29	94	161	302	0	463	0	0	0	0	0	197	100	297	854
12:30 PM	85	0	47	132	118	300	0	418	0	0	0	0	0	173	106	279	829
12:45 PM	91	1	44	136	147	271	0	418	0	0	0	0	0	204	131	335	889
Total	326	2	167	495	582	1112	0	1694	0	0	0	0	0	788	455	1243	3432
01:00 PM	87	0	49	136	154	300	0	454	0	0	0	0	0	177	120	297	887
01:15 PM	68	1	44	113	144	272	0	416	0	0	0	0	0	201	134	335	864
01:30 PM	86	0	47	133	121	279	0	400	0	0	0	0	0	201	99	300	833
01:45 PM	90	0	30	120	141	272	0	413	0	0	0	0	0	164	90	254	787
Total	331	1	170	502	560	1123	0	1683	0	0	0	0	0	743	443	1186	3371
02:00 PM	91	2	39	132	149	275	0	424	0	0	0	0	0	181	131	312	868
02:15 PM	96	1	48	145	129	236	0	365	0	0	0	0	0	186	110	296	806
02:30 PM	92	1	42	135	137	247	0	384	0	0	0	0	0	182	126	308	827
02:45 PM	94	1	45	140	133	243	0	376	0	0	0	0	0	177	122	299	815
Total	373	5	174	552	548	1001	0	1549	0	0	0	0	0	726	489	1215	3316
Grand Total	1030	8	511	1549	1690	3236	0	4926	0	0	0	0	0	2257	1387	3644	10119
Apprch %	66.5	0.5	33		34.3	65.7	0		0	0	0		0	61.9	38.1		
Total %	10.2	0.1	5	15.3	16.7	32	0	48.7	0	0	0	0	0	22.3	13.7	36	
Passenger Vehicles	1000	8	504	1512	1661	3204	0	4865	0	0	0	0	0	2224	1366	3590	9967
% Passenger Vehicles	97.1	100	98.6	97.6	98.3	99	0	98.8	0	0	0	0	0	98.5	98.5	98.5	98.5
Large 2 Axle Vehicles	23	0	4	27	24	28	0	52	0	0	0	0	0	30	19	49	128
% Large 2 Axle Vehicles	2.2	0	0.8	1.7	1.4	0.9	0	1.1	0	0	0	0	0	1.3	1.4	1.3	1.3
3 Axle Vehicles	1	0	0	1	2	3	0	5	0	0	0	0	0	0	1	1	7
% 3 Axle Vehicles	0.1	0	0	0.1	0.1	0.1	0	0.1	0	0	0	0	0	0	0.1	0	0.1
4+ Axle Trucks	6	0	3	9	3	1	0	4	0	0	0	0	0	3	1	4	17
% 4+ Axle Trucks	0.6	0	0.6	0.6	0.2	0	0	0.1	0	0	0	0	0	0.1	0.1	0.1	0.2

	I-15 Southbound Off Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	91	1	44	136	147	271	0	418	0	0	0	0	0	204	131	335	889
01:00 PM	87	0	49	136	154	300	0	454	0	0	0	0	0	177	120	297	887
01:15 PM	68	1	44	113	144	272	0	416	0	0	0	0	0	201	134	335	864
01:30 PM	86	0	47	133	121	279	0	400	0	0	0	0	0	201	99	300	833
Total Volume	332	2	184	518	566	1122	0	1688	0	0	0	0	0	783	484	1267	3473
% App. Total	64.1	0.4	35.5		33.5	66.5	0		0	0	0		0	61.8	38.2		
PHF	.912	.500	.939	.952	.919	.935	.000	.930	.000	.000	.000	.000	.000	.960	.903	.946	.977

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:00 PM				12:15 PM				12:00 PM				12:45 PM			
+0 mins.	91	2	39	132	161	302	0	463	0	0	0	0	0	204	131	335
+15 mins.	96	1	48	145	118	300	0	418	0	0	0	0	0	177	120	297
+30 mins.	92	1	42	135	147	271	0	418	0	0	0	0	0	201	134	335
+45 mins.	94	1	45	140	154	300	0	454	0	0	0	0	0	201	99	300
Total Volume	373	5	174	552	580	1173	0	1753	0	0	0	0	0	783	484	1267
% App. Total	67.6	0.9	31.5		33.1	66.9	0		0	0	0		0	61.8	38.2	
PHF	.971	.625	.906	.952	.901	.971	.000	.947	.000	.000	.000	.000	.000	.960	.903	.946

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

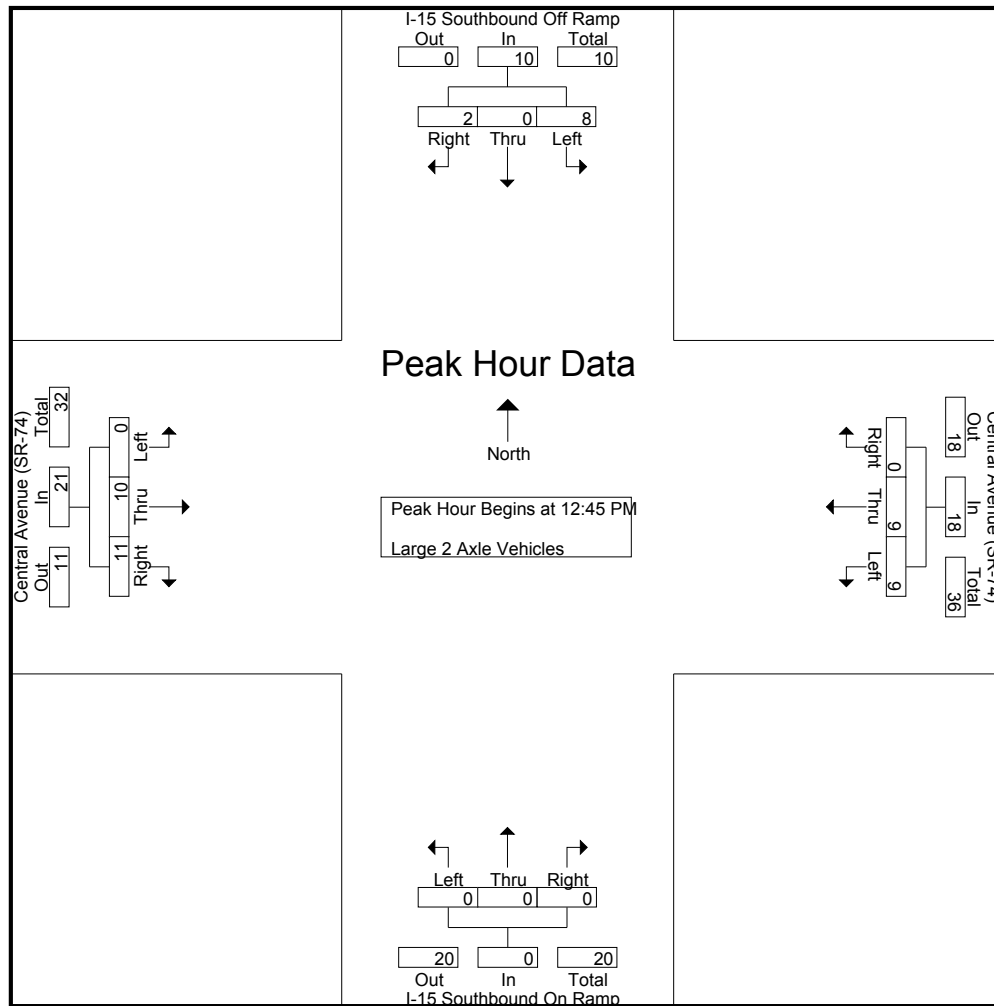
Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	1	1	1	2	0	3	0	0	0	0	0	5	1	6	10
12:15 PM	0	0	1	1	4	6	0	10	0	0	0	0	0	4	1	5	16
12:30 PM	4	0	0	4	0	1	0	1	0	0	0	0	0	0	2	2	7
12:45 PM	2	0	1	3	3	3	0	6	0	0	0	0	0	4	3	7	16
Total	6	0	3	9	8	12	0	20	0	0	0	0	0	13	7	20	49
01:00 PM	3	0	1	4	3	3	0	6	0	0	0	0	0	1	4	5	15
01:15 PM	1	0	0	1	1	2	0	3	0	0	0	0	0	2	1	3	7
01:30 PM	2	0	0	2	2	1	0	3	0	0	0	0	0	3	3	6	11
01:45 PM	1	0	0	1	4	3	0	7	0	0	0	0	0	4	1	5	13
Total	7	0	1	8	10	9	0	19	0	0	0	0	0	10	9	19	46
02:00 PM	1	0	0	1	1	3	0	4	0	0	0	0	0	2	1	3	8
02:15 PM	4	0	0	4	1	0	0	1	0	0	0	0	0	3	0	3	8
02:30 PM	3	0	0	3	2	2	0	4	0	0	0	0	0	1	1	2	9
02:45 PM	2	0	0	2	2	2	0	4	0	0	0	0	0	1	1	2	8
Total	10	0	0	10	6	7	0	13	0	0	0	0	0	7	3	10	33
Grand Total	23	0	4	27	24	28	0	52	0	0	0	0	0	30	19	49	128
Apprch %	85.2	0	14.8		46.2	53.8	0		0	0	0		0	61.2	38.8		
Total %	18	0	3.1	21.1	18.8	21.9	0	40.6	0	0	0	0	0	23.4	14.8	38.3	

	I-15 Southbound Off Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	2	0	1	3	3	3	0	6	0	0	0	0	0	4	3	7	16
01:00 PM	3	0	1	4	3	3	0	6	0	0	0	0	0	1	4	5	15
01:15 PM	1	0	0	1	1	2	0	3	0	0	0	0	0	2	1	3	7
01:30 PM	2	0	0	2	2	1	0	3	0	0	0	0	0	3	3	6	11
Total Volume	8	0	2	10	9	9	0	18	0	0	0	0	0	10	11	21	49
% App. Total	80	0	20		50	50	0		0	0	0		0	47.6	52.4		
PHF	.667	.000	.500	.625	.750	.750	.000	.750	.000	.000	.000	.000	.000	.625	.688	.750	.766

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM				12:45 PM				12:45 PM				12:45 PM			
+0 mins.	2	0	1	3	3	3	0	6	0	0	0	0	0	4	3	7
+15 mins.	3	0	1	4	3	3	0	6	0	0	0	0	0	1	4	5
+30 mins.	1	0	0	1	1	2	0	3	0	0	0	0	0	2	1	3
+45 mins.	2	0	0	2	2	1	0	3	0	0	0	0	0	3	3	6
Total Volume	8	0	2	10	9	9	0	18	0	0	0	0	0	10	11	21
% App. Total	80	0	20		50	50	0		0	0	0		0	47.6	52.4	
PHF	.667	.000	.500	.625	.750	.750	.000	.750	.000	.000	.000	.000	.000	.625	.688	.750

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

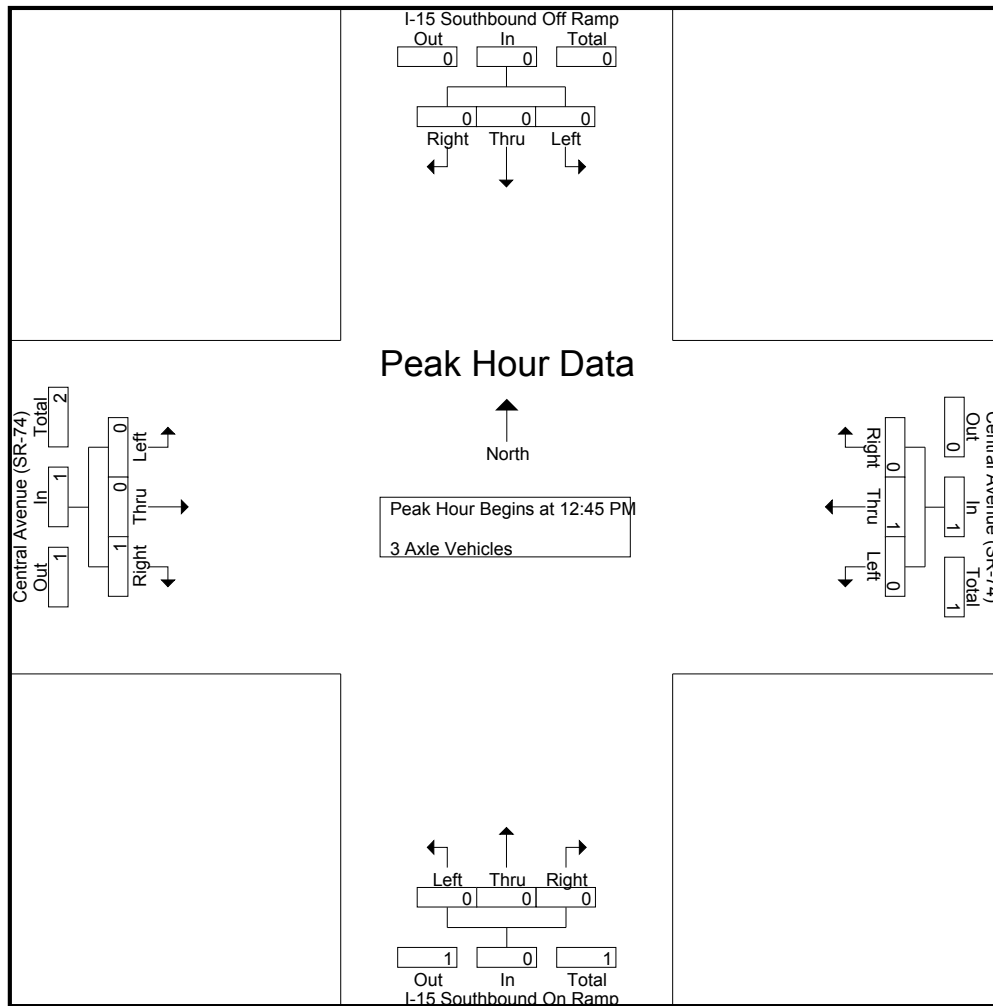
Groups Printed- 3 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
02:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
02:15 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
Grand Total	1	0	0	1	2	3	0	5	0	0	0	0	0	0	1	1	7
Apprch %	100	0	0		40	60	0		0	0	0		0	0	100		
Total %	14.3	0	0	14.3	28.6	42.9	0	71.4	0	0	0	0	0	0	14.3	14.3	

	I-15 Southbound Off Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.250

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM				12:45 PM				12:45 PM				12:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

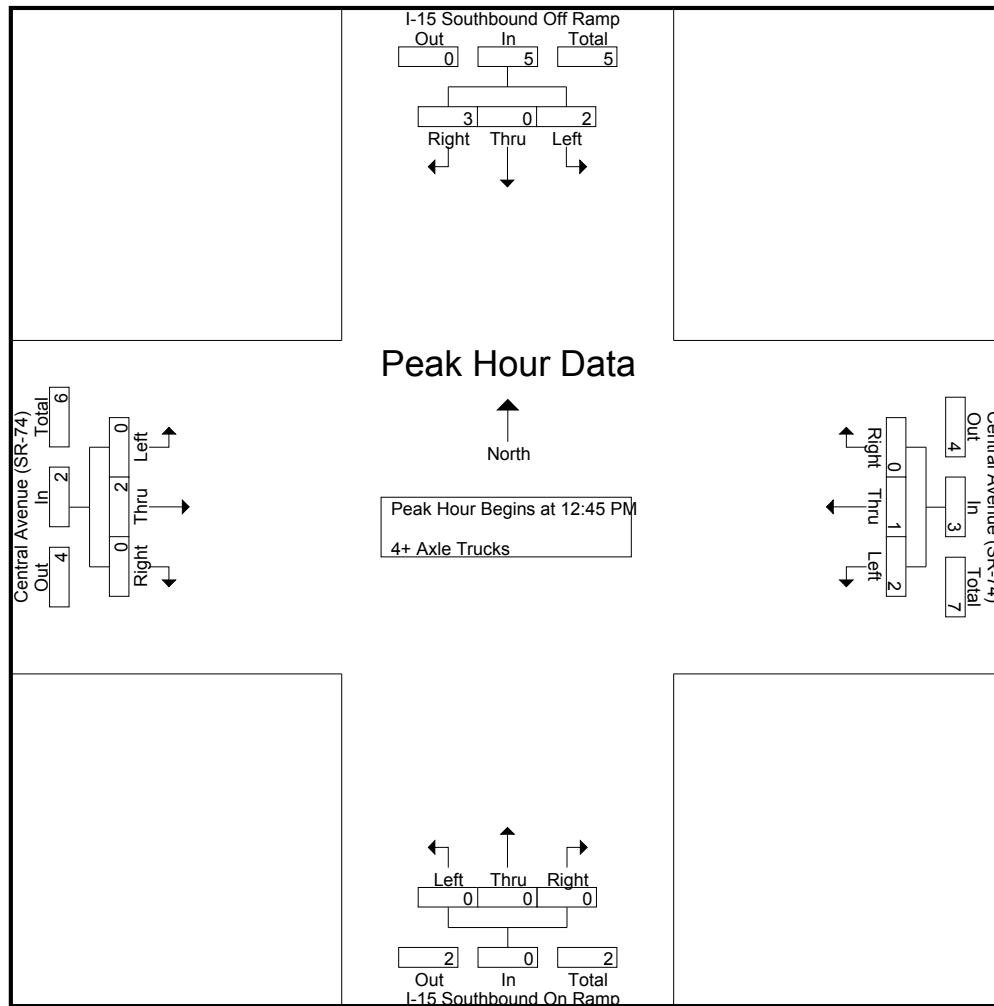
Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
12:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	2	0	1	3	0	1	0	1	0	0	0	0	0	1	1	2	6
01:00 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1	3
01:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	4	2	0	0	2	0	0	0	0	0	2	0	2	8
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
02:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
Grand Total	6	0	3	9	3	1	0	4	0	0	0	0	0	3	1	4	17
Apprch %	66.7	0	33.3		75	25	0		0	0	0		0	75	25		
Total %	35.3	0	17.6	52.9	17.6	5.9	0	23.5	0	0	0	0	0	17.6	5.9	23.5	

	I-15 Southbound Off Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
01:00 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1	3
01:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total Volume	2	0	3	5	2	1	0	3	0	0	0	0	0	2	0	2	10
% App. Total	40	0	60		66.7	33.3	0		0	0	0		0	100	0		
PHF	.250	.000	.750	.625	.500	.250	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.833

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15SCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM				12:45 PM				12:45 PM				12:45 PM			
+0 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1
+45 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	2	0	3	5	2	1	0	3	0	0	0	0	0	2	0	2
% App. Total	40	0	60		66.7	33.3	0		0	0	0		0	100	0	
PHF	.250	.000	.750	.625	.500	.250	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

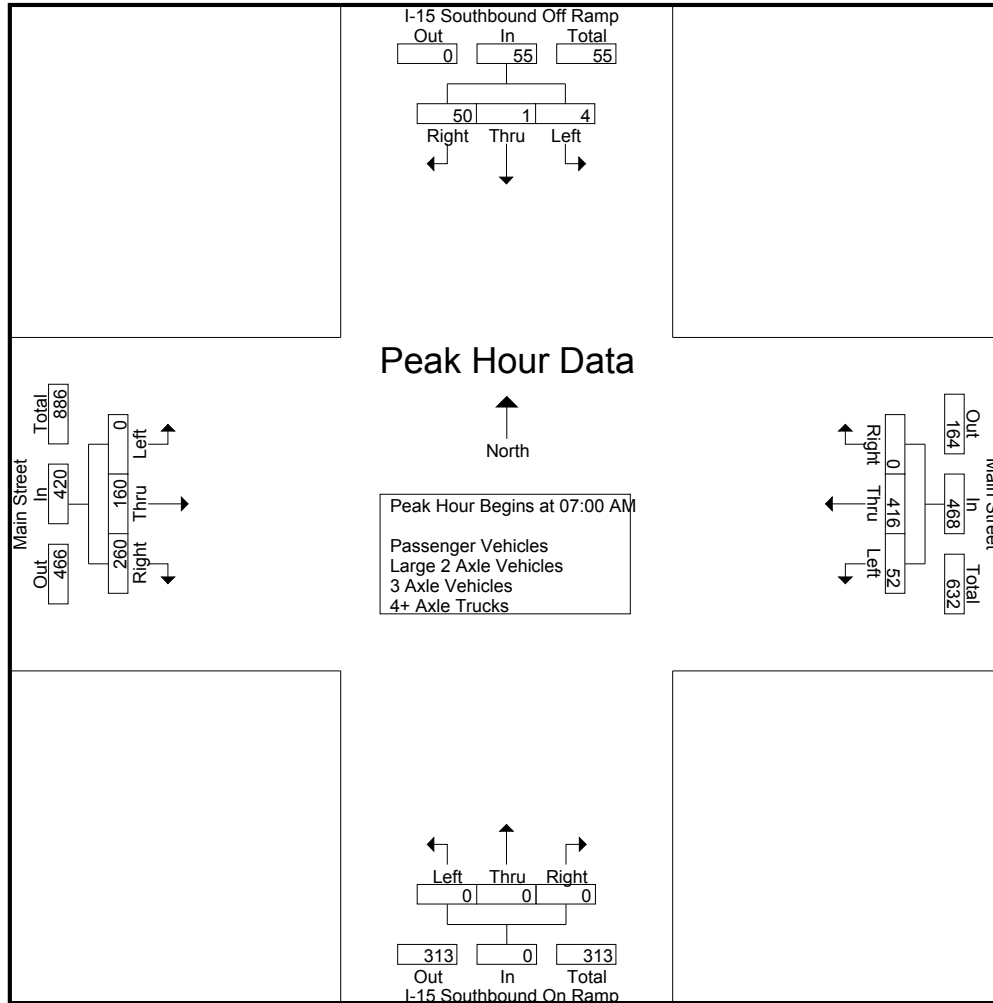
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	11	13	14	80	0	94	0	0	0	0	0	55	62	117	224
07:15 AM	1	0	13	14	23	139	0	162	0	0	0	0	0	38	70	108	284
07:30 AM	1	0	15	16	7	106	0	113	0	0	0	0	0	33	75	108	237
07:45 AM	1	0	11	12	8	91	0	99	0	0	0	0	0	34	53	87	198
Total	4	1	50	55	52	416	0	468	0	0	0	0	0	160	260	420	943
08:00 AM	1	0	12	13	10	72	0	82	0	0	0	0	0	41	58	99	194
08:15 AM	2	0	18	20	6	69	0	75	0	0	0	0	0	23	36	59	154
08:30 AM	1	0	21	22	7	58	0	65	0	0	0	0	0	27	55	82	169
08:45 AM	1	2	25	28	6	84	0	90	0	0	0	0	0	37	47	84	202
Total	5	2	76	83	29	283	0	312	0	0	0	0	0	128	196	324	719
Grand Total	9	3	126	138	81	699	0	780	0	0	0	0	0	288	456	744	1662
Apprch %	6.5	2.2	91.3		10.4	89.6	0		0	0	0		0	38.7	61.3		
Total %	0.5	0.2	7.6	8.3	4.9	42.1	0	46.9	0	0	0	0	0	17.3	27.4	44.8	
Passenger Vehicles	7	3	120	130	75	678	0	753	0	0	0	0	0	274	439	713	1596
% Passenger Vehicles	77.8	100	95.2	94.2	92.6	97	0	96.5	0	0	0	0	0	95.1	96.3	95.8	96
Large 2 Axle Vehicles	2	0	3	5	3	16	0	19	0	0	0	0	0	11	12	23	47
% Large 2 Axle Vehicles	22.2	0	2.4	3.6	3.7	2.3	0	2.4	0	0	0	0	0	3.8	2.6	3.1	2.8
3 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	4
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0.3	0.2	0.3	0.2
4+ Axle Trucks	0	0	3	3	3	3	0	6	0	0	0	0	0	2	4	6	15
% 4+ Axle Trucks	0	0	2.4	2.2	3.7	0.4	0	0.8	0	0	0	0	0	0.7	0.9	0.8	0.9

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	1	11	13	14	80	0	94	0	0	0	0	0	55	62	117	224
07:15 AM	1	0	13	14	23	139	0	162	0	0	0	0	0	38	70	108	284
07:30 AM	1	0	15	16	7	106	0	113	0	0	0	0	0	33	75	108	237
07:45 AM	1	0	11	12	8	91	0	99	0	0	0	0	0	34	53	87	198
Total Volume	4	1	50	55	52	416	0	468	0	0	0	0	0	160	260	420	943
% App. Total	7.3	1.8	90.9		11.1	88.9	0		0	0	0		0	38.1	61.9		
PHF	1.00	.250	.833	.859	.565	.748	.000	.722	.000	.000	.000	.000	.000	.727	.867	.897	.830

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	1	11	13	14	80	0	94	0	0	0	0	0	55	62	117
+15 mins.	1	0	13	14	23	139	0	162	0	0	0	0	0	38	70	108
+30 mins.	1	0	15	16	7	106	0	113	0	0	0	0	0	33	75	108
+45 mins.	1	0	11	12	8	91	0	99	0	0	0	0	0	34	53	87
Total Volume	4	1	50	55	52	416	0	468	0	0	0	0	0	160	260	420
% App. Total	7.3	1.8	90.9		11.1	88.9	0		0	0	0		0	38.1	61.9	
PHF	1.000	.250	.833	.859	.565	.748	.000	.722	.000	.000	.000	.000	.000	.727	.867	.897

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:15 AM	1	0	0	1	1	3	0	4	0	0	0	0	0	0	1	1	6
07:30 AM	1	0	0	1	1	1	0	2	0	0	0	0	0	2	1	3	6
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	1	1	4
Total	2	0	0	2	2	9	0	11	0	0	0	0	0	3	3	6	19
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	2	7	8
08:15 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	2	2	5
08:30 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	3	3	6	10
08:45 AM	0	0	1	1	1	1	0	2	0	0	0	0	0	0	2	2	5
Total	0	0	3	3	1	7	0	8	0	0	0	0	0	8	9	17	28
Grand Total	2	0	3	5	3	16	0	19	0	0	0	0	0	11	12	23	47
Apprch %	40	0	60		15.8	84.2	0		0	0	0		0	47.8	52.2		
Total %	4.3	0	6.4	10.6	6.4	34	0	40.4	0	0	0	0	0	23.4	25.5	48.9	

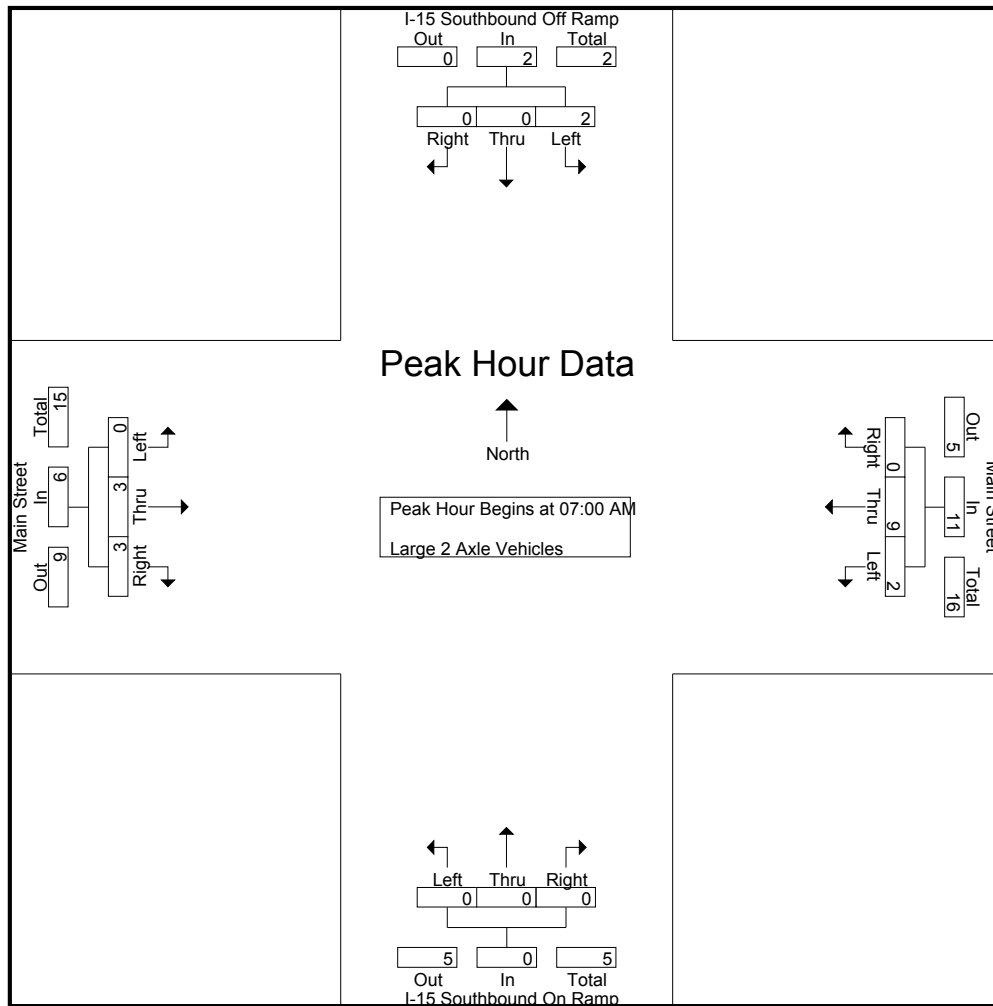
	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:15 AM	1	0	0	1	1	3	0	4	0	0	0	0	0	0	1	1	6
07:30 AM	1	0	0	1	1	1	0	2	0	0	0	0	0	2	1	3	6
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	1	1	4
Total Volume	2	0	0	2	2	9	0	11	0	0	0	0	0	3	3	6	19
% App. Total	100	0	0		18.2	81.8	0		0	0	0		0	50	50		
PHF	.500	.000	.000	.500	.500	.750	.000	.688	.000	.000	.000	.000	.000	.375	.750	.500	.792

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+15 mins.	1	0	0	1	1	3	0	4	0	0	0	0	0	0	1	1
+30 mins.	1	0	0	1	1	1	0	2	0	0	0	0	0	2	1	3
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	1	1
Total Volume	2	0	0	2	2	9	0	11	0	0	0	0	0	3	3	6
% App. Total	100	0	0		18.2	81.8	0		0	0	0		0	50	50	
PHF	.500	.000	.000	.500	.500	.750	.000	.688	.000	.000	.000	.000	.000	.375	.750	.500

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	4
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	4
Apprch %	0	0	0		0	100	0		0	0	0		0	50	50		
Total %	0	0	0		0	50	0	50	0	0	0		0	25	25	50	

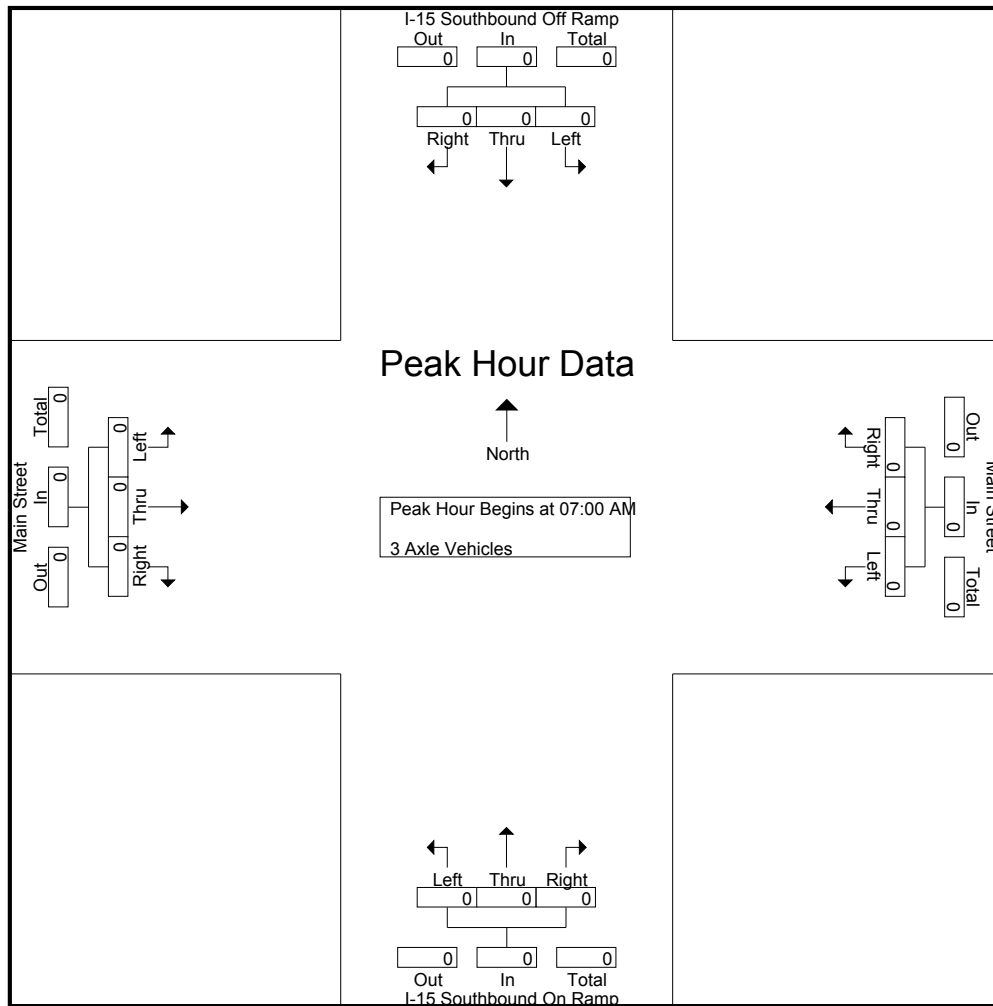
	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAAM
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

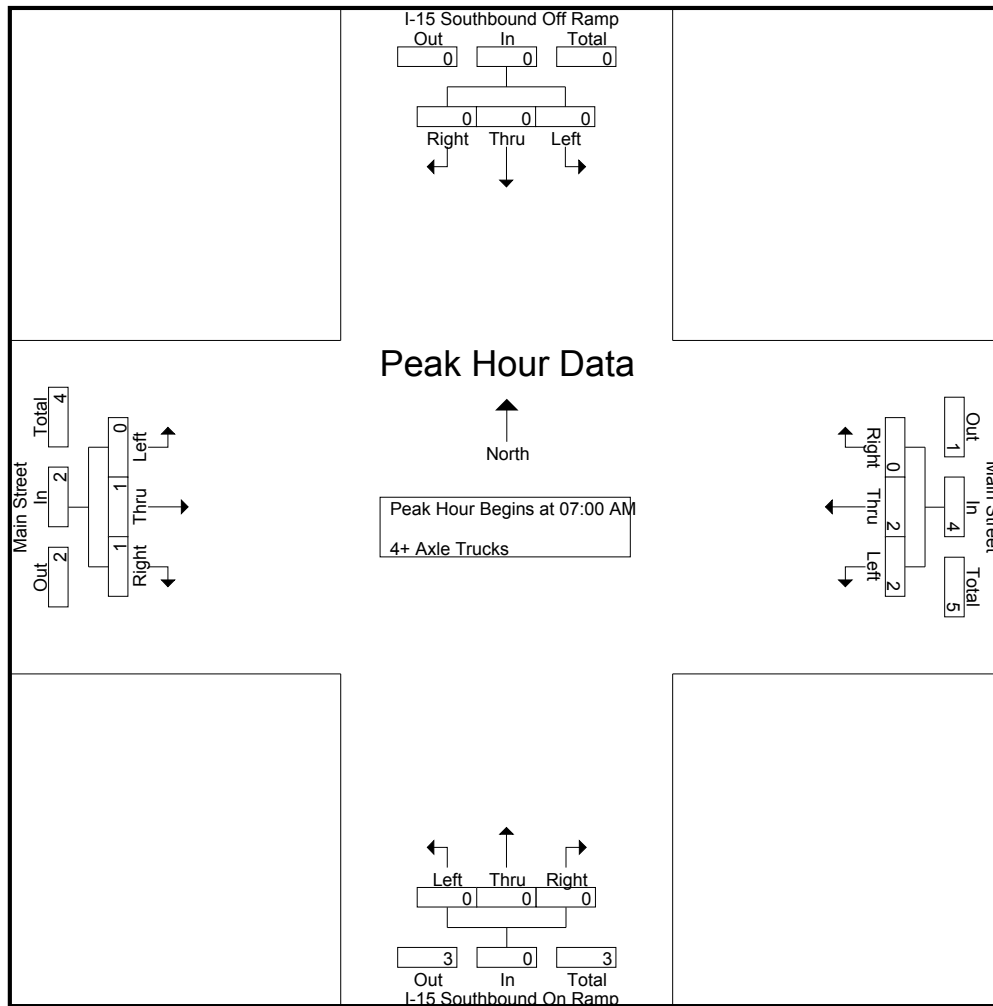
Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	2	0	4	0	0	0	0	0	1	1	2	6
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	1	1	3
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	3
Total	0	0	3	3	1	1	0	2	0	0	0	0	0	1	3	4	9
Grand Total	0	0	3	3	3	3	0	6	0	0	0	0	0	2	4	6	15
Apprch %	0	0	100		50	50	0		0	0	0		0	33.3	66.7		
Total %	0	0	20	20	20	20	0	40	0	0	0	0	0	13.3	26.7	40	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	2	2	0	4	0	0	0	0	0	1	1	2	6
% App. Total	0	0	0		50	50	0		0	0	0		0	50	50		
PHF	.000	.000	.000	.000	.500	.500	.000	1.00	.000	.000	.000	.000	.000	.250	.250	.500	.750

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAAM
Site Code : 00000155
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	2	0	4	0	0	0	0	0	1	1	2
% App. Total	0	0	0	0	50	50	0		0	0	0		0	50	50	
PHF	.000	.000	.000	.000	.500	.500	.000	1.000	.000	.000	.000	.000	.000	.250	.250	.500

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAPM
Site Code : 00000155
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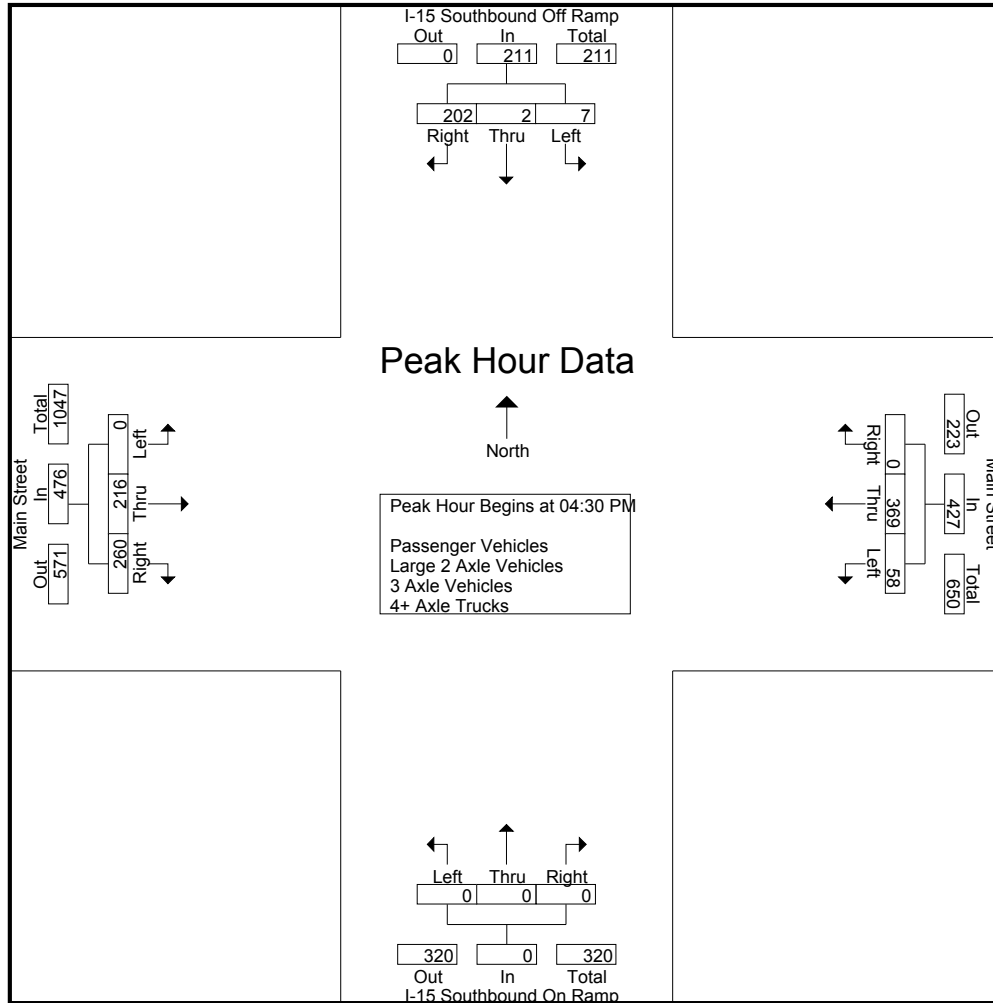
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	37	37	19	86	0	105	0	0	0	0	0	72	73	145	287
04:15 PM	1	0	38	39	14	87	0	101	0	0	0	0	0	53	72	125	265
04:30 PM	1	0	41	42	20	90	0	110	0	0	0	0	0	52	85	137	289
04:45 PM	1	2	50	53	9	78	0	87	0	0	0	0	0	42	53	95	235
Total	3	2	166	171	62	341	0	403	0	0	0	0	0	219	283	502	1076
05:00 PM	1	0	52	53	15	90	0	105	0	0	0	0	0	55	68	123	281
05:15 PM	4	0	59	63	14	111	0	125	0	0	0	0	0	67	54	121	309
05:30 PM	2	0	54	56	14	100	0	114	0	0	0	0	0	50	48	98	268
05:45 PM	1	0	64	65	8	71	0	79	0	0	0	0	0	45	39	84	228
Total	8	0	229	237	51	372	0	423	0	0	0	0	0	217	209	426	1086
Grand Total	11	2	395	408	113	713	0	826	0	0	0	0	0	436	492	928	2162
Apprch %	2.7	0.5	96.8		13.7	86.3	0		0	0	0		0	47	53		
Total %	0.5	0.1	18.3	18.9	5.2	33	0	38.2	0	0	0	0	0	20.2	22.8	42.9	
Passenger Vehicles	10	2	382	394	111	694	0	805	0	0	0	0	0	423	478	901	2100
% Passenger Vehicles	90.9	100	96.7	96.6	98.2	97.3	0	97.5	0	0	0	0	0	97	97.2	97.1	97.1
Large 2 Axle Vehicles	1	0	11	12	2	13	0	15	0	0	0	0	0	9	11	20	47
% Large 2 Axle Vehicles	9.1	0	2.8	2.9	1.8	1.8	0	1.8	0	0	0	0	0	2.1	2.2	2.2	2.2
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	2	5
% 3 Axle Vehicles	0	0	0	0	0	0.4	0	0.4	0	0	0	0	0	0.2	0.2	0.2	0.2
4+ Axle Trucks	0	0	2	2	0	3	0	3	0	0	0	0	0	3	2	5	10
% 4+ Axle Trucks	0	0	0.5	0.5	0	0.4	0	0.4	0	0	0	0	0	0.7	0.4	0.5	0.5

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	41	42	20	90	0	110	0	0	0	0	0	52	85	137	289
04:45 PM	1	2	50	53	9	78	0	87	0	0	0	0	0	42	53	95	235
05:00 PM	1	0	52	53	15	90	0	105	0	0	0	0	0	55	68	123	281
05:15 PM	4	0	59	63	14	111	0	125	0	0	0	0	0	67	54	121	309
Total Volume	7	2	202	211	58	369	0	427	0	0	0	0	0	216	260	476	1114
% App. Total	3.3	0.9	95.7		13.6	86.4	0		0	0	0		0	45.4	54.6		
PHF	.438	.250	.856	.837	.725	.831	.000	.854	.000	.000	.000	.000	.000	.806	.765	.869	.901

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAPM
Site Code : 00000155
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	0	41	42	20	90	0	110	0	0	0	0	0	52	85	137
+15 mins.	1	2	50	53	9	78	0	87	0	0	0	0	0	42	53	95
+30 mins.	1	0	52	53	15	90	0	105	0	0	0	0	0	55	68	123
+45 mins.	4	0	59	63	14	111	0	125	0	0	0	0	0	67	54	121
Total Volume	7	2	202	211	58	369	0	427	0	0	0	0	0	216	260	476
% App. Total	3.3	0.9	95.7		13.6	86.4	0		0	0	0		0	45.4	54.6	
PHF	.438	.250	.856	.837	.725	.831	.000	.854	.000	.000	.000	.000	.000	.806	.765	.869

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

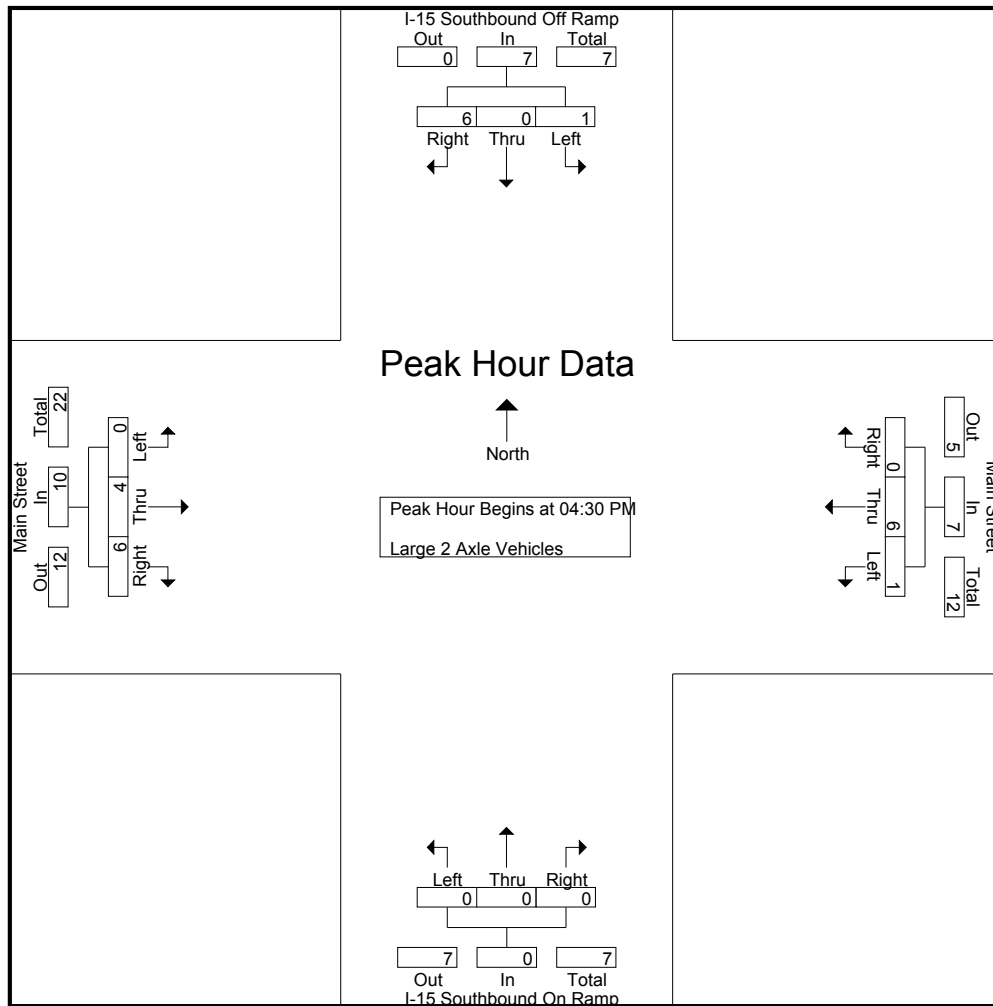
Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	3	3	0	1	0	1	0	0	0	0	0	1	0	1	5
04:15 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	1	5	6	10
04:30 PM	0	0	2	2	0	2	0	2	0	0	0	0	0	1	3	4	8
04:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	1	2	4
Total	0	0	7	7	1	6	0	7	0	0	0	0	0	4	9	13	27
05:00 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
05:15 PM	1	0	2	3	0	2	0	2	0	0	0	0	0	1	2	3	8
05:30 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
Total	1	0	4	5	1	7	0	8	0	0	0	0	0	5	2	7	20
Grand Total	1	0	11	12	2	13	0	15	0	0	0	0	0	9	11	20	47
Apprch %	8.3	0	91.7		13.3	86.7	0		0	0	0		0	45	55		
Total %	2.1	0	23.4	25.5	4.3	27.7	0	31.9	0	0	0	0	0	19.1	23.4	42.6	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	2	2	0	2	0	2	0	0	0	0	0	1	3	4	8
04:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	1	2	4
05:00 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
05:15 PM	1	0	2	3	0	2	0	2	0	0	0	0	0	1	2	3	8
Total Volume	1	0	6	7	1	6	0	7	0	0	0	0	0	4	6	10	24
% App. Total	14.3	0	85.7		14.3	85.7	0		0	0	0		0	40	60		
PHF	.250	.000	.750	.583	.250	.750	.000	.583	.000	.000	.000	.000	.000	1.00	.500	.625	.750

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAPM
Site Code : 00000155
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	2	2	0	2	0	2	0	0	0	0	0	1	3	4
+15 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	1	1	2
+30 mins.	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1
+45 mins.	1	0	2	3	0	2	0	2	0	0	0	0	0	1	2	3
Total Volume	1	0	6	7	1	6	0	7	0	0	0	0	0	4	6	10
% App. Total	14.3	0	85.7		14.3	85.7	0		0	0	0		0	40	60	
PHF	.250	.000	.750	.583	.250	.750	.000	.583	.000	.000	.000	.000	.000	1.000	.500	.625

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAPM
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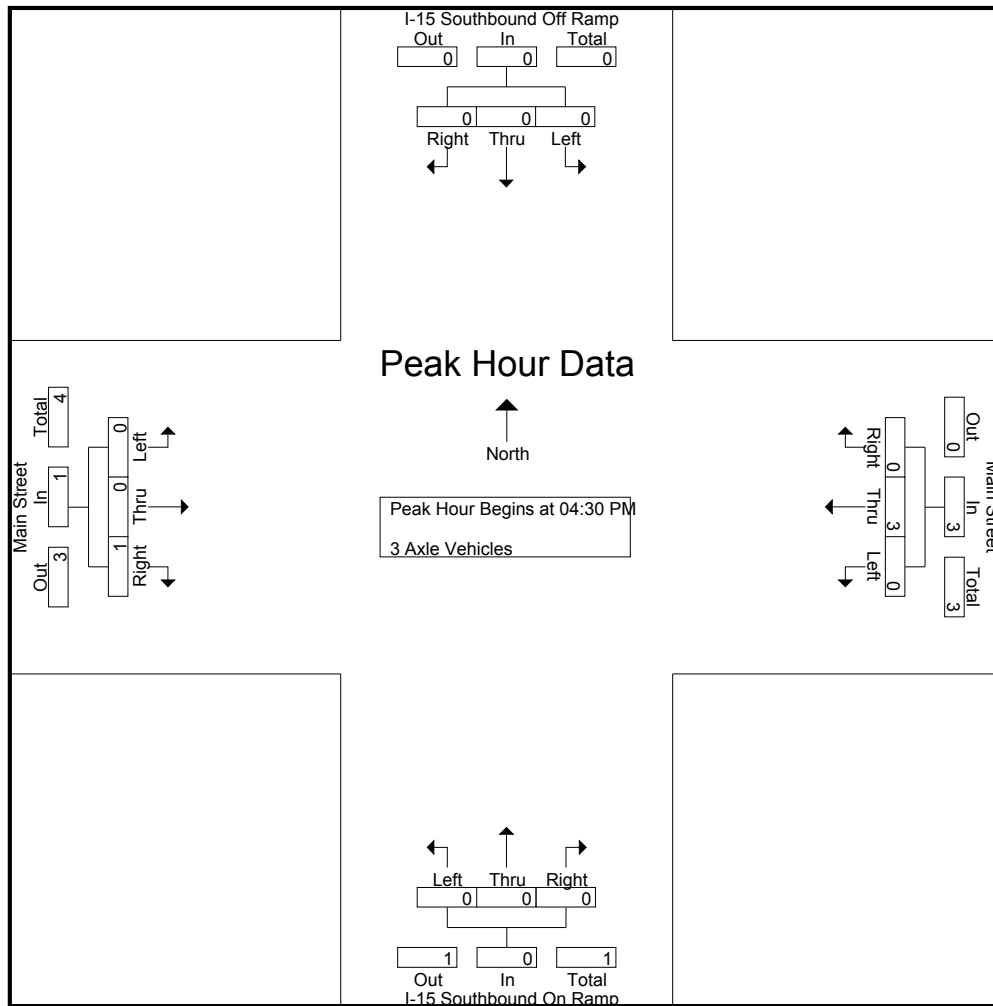
Groups Printed- 3 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	2	5
Apprch %	0	0	0		0	100	0		0	0	0		0	50	50		
Total %	0	0	0		0	60	0	60	0	0	0		0	20	20	40	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	0	1	1	4
% App. Total	0	0	0		0	100	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.250	.250	.500

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAPM
Site Code : 00000155
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	0	1	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.250	.250

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
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File Name : LKE15SMAPM
Site Code : 00000155
Start Date : 5/23/2013
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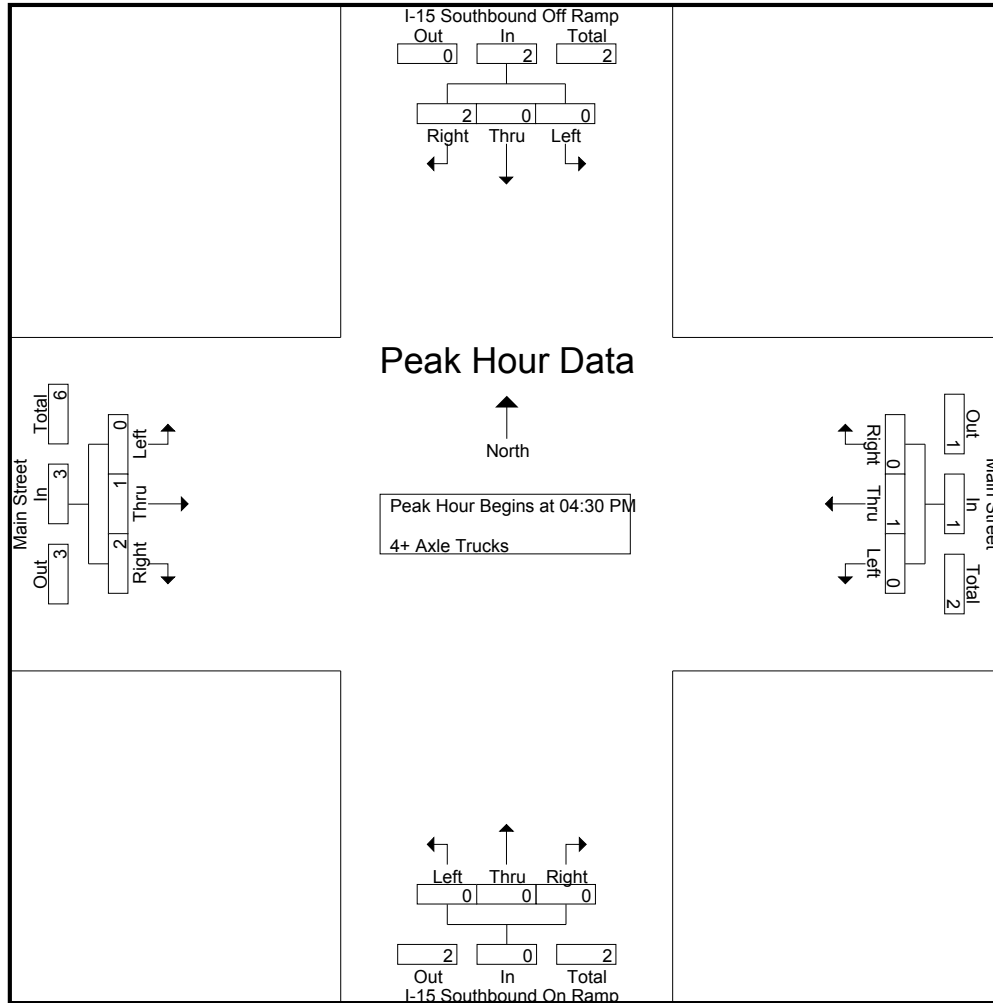
Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	1	2	3	5
Grand Total	0	0	2	2	0	3	0	3	0	0	0	0	0	3	2	5	10
Apprch %	0	0	100		0	100	0		0	0	0		0	60	40		
Total %	0	0	20	20	0	30	0	30	0	0	0	0	0	30	20	50	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	0	0	2	2	0	1	0	1	0	0	0	0	0	1	2	3	6
% App. Total	0	0	100		0	100	0		0	0	0		0	33.3	66.7		
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.500	.375	.750

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMAPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	2	2	0	1	0	1	0	0	0	0	0	1	2	3
% App. Total	0	0	100		0	100	0		0	0	0		0	33.3	66.7	
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.500	.375

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMASAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

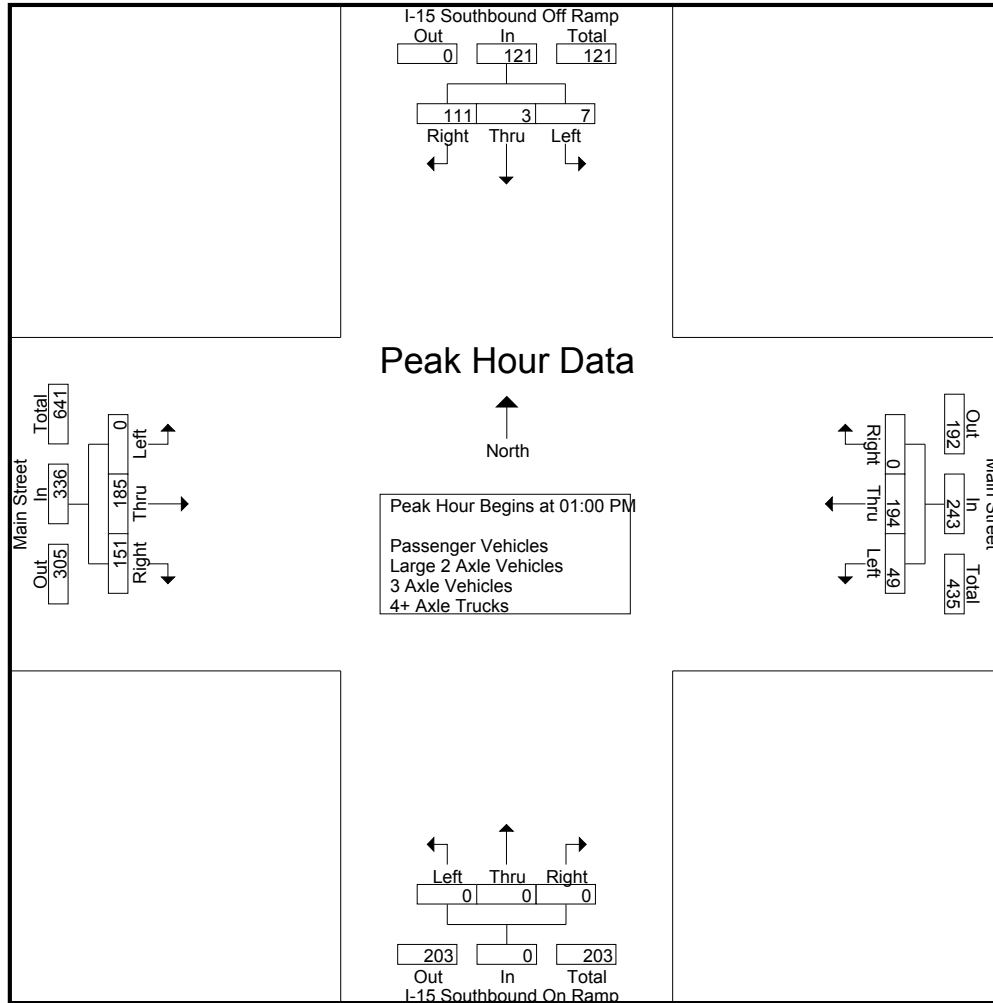
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	2	1	21	24	20	52	0	72	0	0	0	0	0	49	43	92	188
12:15 PM	2	1	17	20	10	56	0	66	0	0	0	0	0	46	41	87	173
12:30 PM	3	1	19	23	20	57	0	77	0	0	0	0	0	32	32	64	164
12:45 PM	2	1	27	30	9	54	0	63	0	0	0	0	0	33	29	62	155
Total	9	4	84	97	59	219	0	278	0	0	0	0	0	160	145	305	680
01:00 PM	1	1	33	35	14	52	0	66	0	0	0	0	0	49	32	81	182
01:15 PM	1	1	25	27	15	44	0	59	0	0	0	0	0	52	34	86	172
01:30 PM	2	0	29	31	7	55	0	62	0	0	0	0	0	37	41	78	171
01:45 PM	3	1	24	28	13	43	0	56	0	0	0	0	0	47	44	91	175
Total	7	3	111	121	49	194	0	243	0	0	0	0	0	185	151	336	700
02:00 PM	4	1	31	36	13	45	0	58	0	0	0	0	0	36	24	60	154
02:15 PM	1	2	29	32	11	43	0	54	0	0	0	0	0	37	34	71	157
02:30 PM	2	0	40	42	14	65	0	79	0	0	0	0	0	36	36	72	193
02:45 PM	3	0	22	25	16	52	0	68	0	0	0	0	0	41	41	82	175
Total	10	3	122	135	54	205	0	259	0	0	0	0	0	150	135	285	679
Grand Total	26	10	317	353	162	618	0	780	0	0	0	0	0	495	431	926	2059
Apprch %	7.4	2.8	89.8		20.8	79.2	0		0	0	0	0	0	53.5	46.5		
Total %	1.3	0.5	15.4	17.1	7.9	30	0	37.9	0	0	0	0	0	24	20.9	45	
Passenger Vehicles	26	10	312	348	159	606	0	765	0	0	0	0	0	490	422	912	2025
% Passenger Vehicles	100	100	98.4	98.6	98.1	98.1	0	98.1	0	0	0	0	0	99	97.9	98.5	98.3
Large 2 Axle Vehicles	0	0	4	4	2	8	0	10	0	0	0	0	0	4	7	11	25
% Large 2 Axle Vehicles	0	0	1.3	1.1	1.2	1.3	0	1.3	0	0	0	0	0	0.8	1.6	1.2	1.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	1	1	1	4	0	5	0	0	0	0	0	1	2	3	9
% 4+ Axle Trucks	0	0	0.3	0.3	0.6	0.6	0	0.6	0	0	0	0	0	0.2	0.5	0.3	0.4

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	1	1	33	35	14	52	0	66	0	0	0	0	0	49	32	81	182
01:15 PM	1	1	25	27	15	44	0	59	0	0	0	0	0	52	34	86	172
01:30 PM	2	0	29	31	7	55	0	62	0	0	0	0	0	37	41	78	171
01:45 PM	3	1	24	28	13	43	0	56	0	0	0	0	0	47	44	91	175
Total Volume	7	3	111	121	49	194	0	243	0	0	0	0	0	185	151	336	700
% App. Total	5.8	2.5	91.7		20.2	79.8	0		0	0	0	0	0	55.1	44.9		
PHF	.583	.750	.841	.864	.817	.882	.000	.920	.000	.000	.000	.000	.000	.889	.858	.923	.962

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMASAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				01:00 PM				01:00 PM			
+0 mins.	1	1	33	35	14	52	0	66	0	0	0	0	0	49	32	81
+15 mins.	1	1	25	27	15	44	0	59	0	0	0	0	0	52	34	86
+30 mins.	2	0	29	31	7	55	0	62	0	0	0	0	0	37	41	78
+45 mins.	3	1	24	28	13	43	0	56	0	0	0	0	0	47	44	91
Total Volume	7	3	111	121	49	194	0	243	0	0	0	0	0	185	151	336
% App. Total	5.8	2.5	91.7		20.2	79.8	0		0	0	0		0	55.1	44.9	
PHF	.583	.750	.841	.864	.817	.882	.000	.920	.000	.000	.000	.000	.000	.889	.858	.923

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMASAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

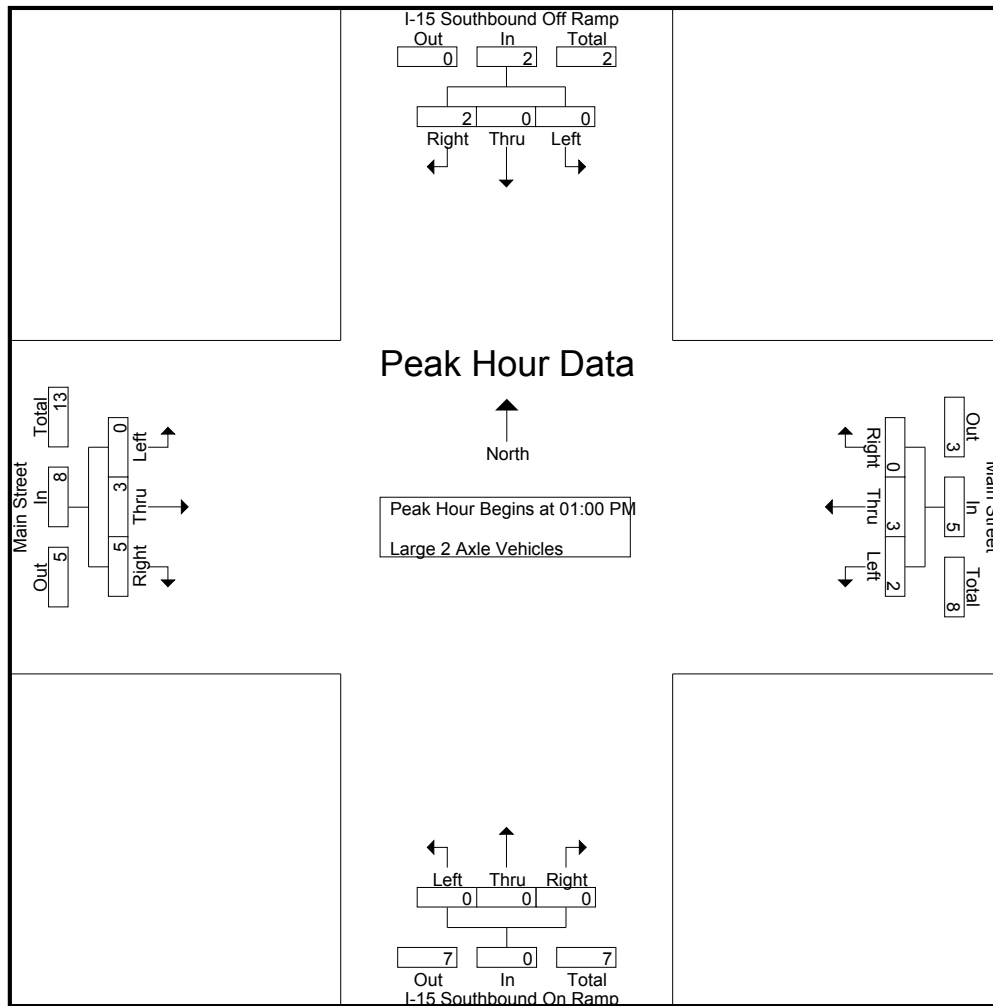
Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3	6
01:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
01:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	2	2	4
01:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2	3
Total	0	0	2	2	2	3	0	5	0	0	0	0	0	3	5	8	15
02:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
02:15 PM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	2	2	5
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	2	2	0	5	0	5	0	0	0	0	0	1	2	3	10
Grand Total	0	0	4	4	2	8	0	10	0	0	0	0	0	4	7	11	25
Apprch %	0	0	100		20	80	0		0	0	0		0	36.4	63.6		
Total %	0	0	16	16	8	32	0	40	0	0	0	0	0	16	28	44	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3	6
01:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
01:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	2	2	4
01:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2	3
Total Volume	0	0	2	2	2	3	0	5	0	0	0	0	0	3	5	8	15
% App. Total	0	0	100		40	60	0		0	0	0		0	37.5	62.5		
PHF	.000	.000	.500	.500	.500	.375	.000	.417	.000	.000	.000	.000	.000	.250	.625	.667	.625

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMASAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				01:00 PM				01:00 PM			
+0 mins.	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	0	2	2
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total Volume	0	0	2	2	2	3	0	5	0	0	0	0	0	3	5	8
% App. Total	0	0	100		40	60	0		0	0	0		0	37.5	62.5	
PHF	.000	.000	.500	.500	.500	.375	.000	.417	.000	.000	.000	.000	.000	.250	.625	.667

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMASAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

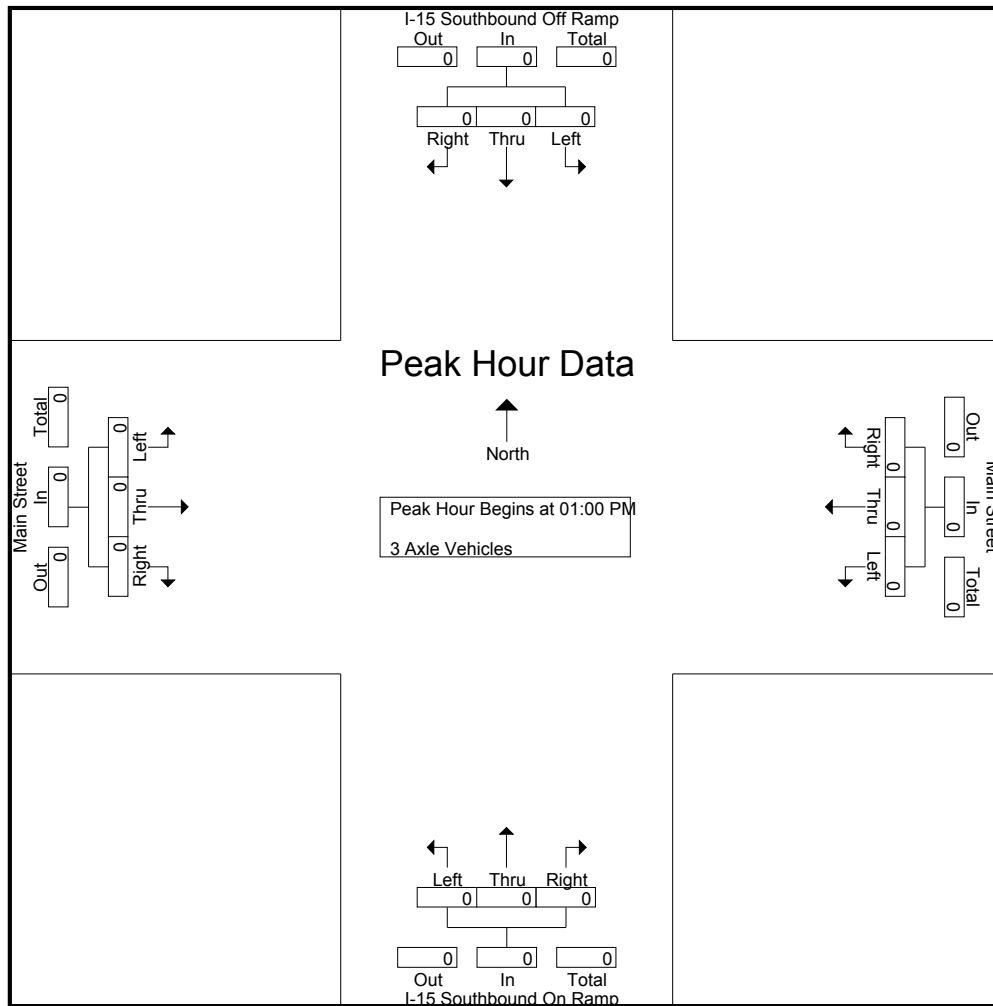
Groups Printed- 3 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMASAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				01:00 PM				01:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMASAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

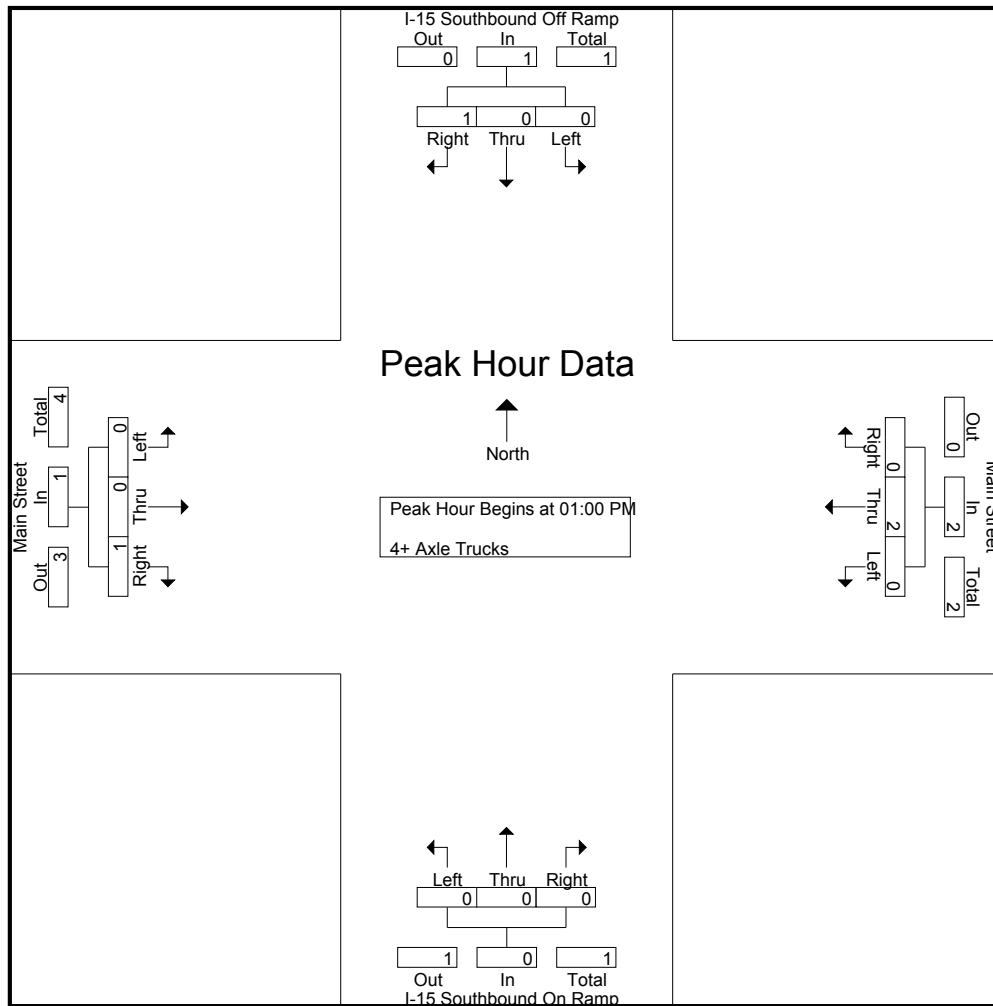
Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	1	1	0	2	0	2	0	0	0	0	0	0	1	1	4
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Grand Total	0	0	1	1	1	4	0	5	0	0	0	0	0	1	2	3	9
Apprch %	0	0	100		20	80	0		0	0	0		0	33.3	66.7		
Total %	0	0	11.1	11.1	11.1	44.4	0	55.6	0	0	0	0	0	11.1	22.2	33.3	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	0	0	1	1	4
% App. Total	0	0	100		0	100	0		0	0	0		0	0	100		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.500

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15SMASAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				01:00 PM				01:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	0	0	1	1
% App. Total	0	0	100		0	100	0		0	0	0		0	0	100	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

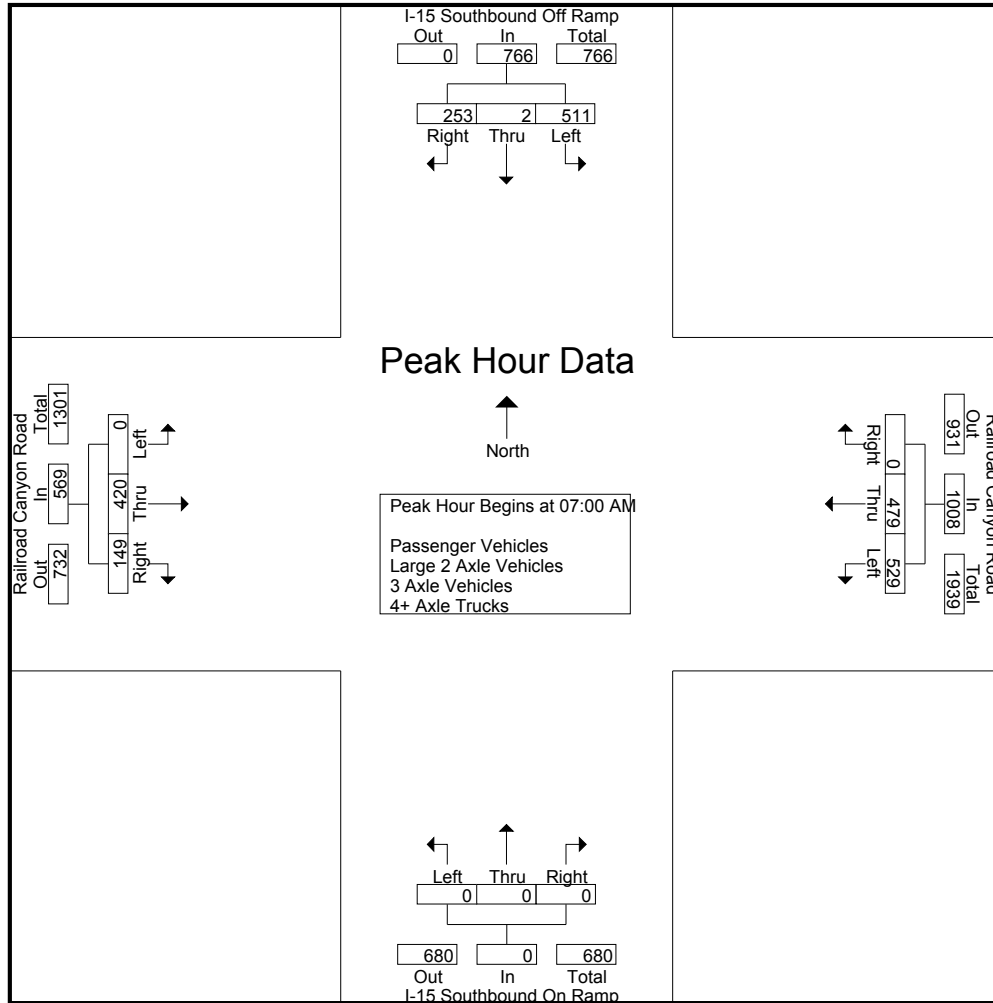
Start Time	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	167	1	66	234	161	131	0	292	0	0	0	0	0	155	38	193	719
07:15 AM	117	0	52	169	112	106	0	218	0	0	0	0	0	83	32	115	502
07:30 AM	120	1	57	178	146	109	0	255	0	0	0	0	0	110	50	160	593
07:45 AM	107	0	78	185	110	133	0	243	0	0	0	0	0	72	29	101	529
Total	511	2	253	766	529	479	0	1008	0	0	0	0	0	420	149	569	2343
08:00 AM	109	1	64	174	109	121	0	230	0	0	0	0	0	99	37	136	540
08:15 AM	103	1	66	170	101	136	0	237	0	0	0	0	0	118	41	159	566
08:30 AM	120	1	59	180	118	153	0	271	0	0	0	0	0	110	37	147	598
08:45 AM	126	0	69	195	116	152	0	268	0	0	0	0	0	114	47	161	624
Total	458	3	258	719	444	562	0	1006	0	0	0	0	0	441	162	603	2328
Grand Total	969	5	511	1485	973	1041	0	2014	0	0	0	0	0	861	311	1172	4671
Apprch %	65.3	0.3	34.4		48.3	51.7	0		0	0	0		0	73.5	26.5		
Total %	20.7	0.1	10.9	31.8	20.8	22.3	0	43.1	0	0	0	0	0	18.4	6.7	25.1	
Passenger Vehicles	913	5	462	1380	955	997	0	1952	0	0	0	0	0	826	298	1124	4456
% Passenger Vehicles	94.2	100	90.4	92.9	98.2	95.8	0	96.9	0	0	0	0	0	95.9	95.8	95.9	95.4
Large 2 Axle Vehicles	36	0	36	72	15	35	0	50	0	0	0	0	0	28	7	35	157
% Large 2 Axle Vehicles	3.7	0	7	4.8	1.5	3.4	0	2.5	0	0	0	0	0	3.3	2.3	3	3.4
3 Axle Vehicles	6	0	0	6	2	5	0	7	0	0	0	0	0	2	0	2	15
% 3 Axle Vehicles	0.6	0	0	0.4	0.2	0.5	0	0.3	0	0	0	0	0	0.2	0	0.2	0.3
4+ Axle Trucks	14	0	13	27	1	4	0	5	0	0	0	0	0	5	6	11	43
% 4+ Axle Trucks	1.4	0	2.5	1.8	0.1	0.4	0	0.2	0	0	0	0	0	0.6	1.9	0.9	0.9

Start Time	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	167	1	66	234	161	131	0	292	0	0	0	0	0	155	38	193	719
07:15 AM	117	0	52	169	112	106	0	218	0	0	0	0	0	83	32	115	502
07:30 AM	120	1	57	178	146	109	0	255	0	0	0	0	0	110	50	160	593
07:45 AM	107	0	78	185	110	133	0	243	0	0	0	0	0	72	29	101	529
Total Volume	511	2	253	766	529	479	0	1008	0	0	0	0	0	420	149	569	2343
% App. Total	66.7	0.3	33		52.5	47.5	0		0	0	0		0	73.8	26.2		
PHF	.765	.500	.811	.818	.821	.900	.000	.863	.000	.000	.000	.000	.000	.677	.745	.737	.815

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	167	1	66	234	161	131	0	292	0	0	0	0	0	99	37	136
+15 mins.	117	0	52	169	112	106	0	218	0	0	0	0	0	118	41	159
+30 mins.	120	1	57	178	146	109	0	255	0	0	0	0	0	110	37	147
+45 mins.	107	0	78	185	110	133	0	243	0	0	0	0	0	114	47	161
Total Volume	511	2	253	766	529	479	0	1008	0	0	0	0	0	441	162	603
% App. Total	66.7	0.3	33		52.5	47.5	0		0	0	0		0	73.1	26.9	
PHF	.765	.500	.811	.818	.821	.900	.000	.863	.000	.000	.000	.000	.000	.934	.862	.936

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	0	3	9	5	8	0	13	0	0	0	0	0	8	2	10	32
07:15 AM	1	0	5	6	5	3	0	8	0	0	0	0	0	4	2	6	20
07:30 AM	4	0	4	8	0	3	0	3	0	0	0	0	0	3	0	3	14
07:45 AM	5	0	4	9	0	4	0	4	0	0	0	0	0	1	0	1	14
Total	16	0	16	32	10	18	0	28	0	0	0	0	0	16	4	20	80
08:00 AM	5	0	2	7	1	6	0	7	0	0	0	0	0	4	0	4	18
08:15 AM	5	0	5	10	0	5	0	5	0	0	0	0	0	3	0	3	18
08:30 AM	8	0	6	14	1	3	0	4	0	0	0	0	0	2	2	4	22
08:45 AM	2	0	7	9	3	3	0	6	0	0	0	0	0	3	1	4	19
Total	20	0	20	40	5	17	0	22	0	0	0	0	0	12	3	15	77
Grand Total	36	0	36	72	15	35	0	50	0	0	0	0	0	28	7	35	157
Apprch %	50	0	50		30	70	0		0	0	0		0	80	20		
Total %	22.9	0	22.9	45.9	9.6	22.3	0	31.8	0	0	0	0	0	17.8	4.5	22.3	

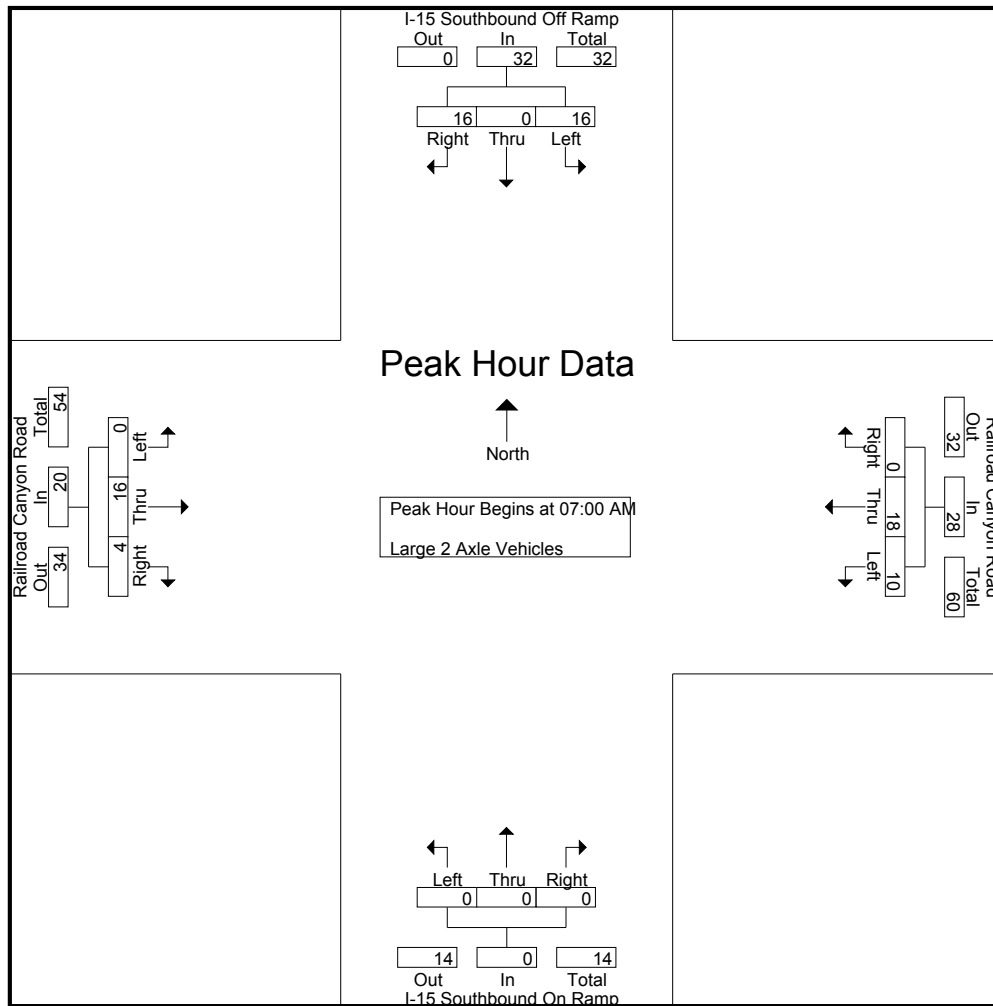
	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	0	3	9	5	8	0	13	0	0	0	0	0	8	2	10	32
07:15 AM	1	0	5	6	5	3	0	8	0	0	0	0	0	4	2	6	20
07:30 AM	4	0	4	8	0	3	0	3	0	0	0	0	0	3	0	3	14
07:45 AM	5	0	4	9	0	4	0	4	0	0	0	0	0	1	0	1	14
Total Volume	16	0	16	32	10	18	0	28	0	0	0	0	0	16	4	20	80
% App. Total	50	0	50		35.7	64.3	0		0	0	0		0	80	20		
PHF	.667	.000	.800	.889	.500	.563	.000	.538	.000	.000	.000	.000	.000	.500	.500	.500	.625

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	6	0	3	9	5	8	0	13	0	0	0	0	0	8	2	10
+15 mins.	1	0	5	6	5	3	0	8	0	0	0	0	0	4	2	6
+30 mins.	4	0	4	8	0	3	0	3	0	0	0	0	0	3	0	3
+45 mins.	5	0	4	9	0	4	0	4	0	0	0	0	0	1	0	1
Total Volume	16	0	16	32	10	18	0	28	0	0	0	0	0	16	4	20
% App. Total	50	0	50		35.7	64.3	0		0	0	0		0	80	20	
PHF	.667	.000	.800	.889	.500	.563	.000	.538	.000	.000	.000	.000	.000	.500	.500	.500

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0	3
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	2	2	0	4	0	0	0	0	0	0	0	0	7
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	0	3	0	3	0	0	0	0	0	2	0	2	8
Grand Total	6	0	0	6	2	5	0	7	0	0	0	0	0	2	0	2	15
Apprch %	100	0	0		28.6	71.4	0		0	0	0		0	100	0		
Total %	40	0	0	40	13.3	33.3	0	46.7	0	0	0	0	0	13.3	0	13.3	

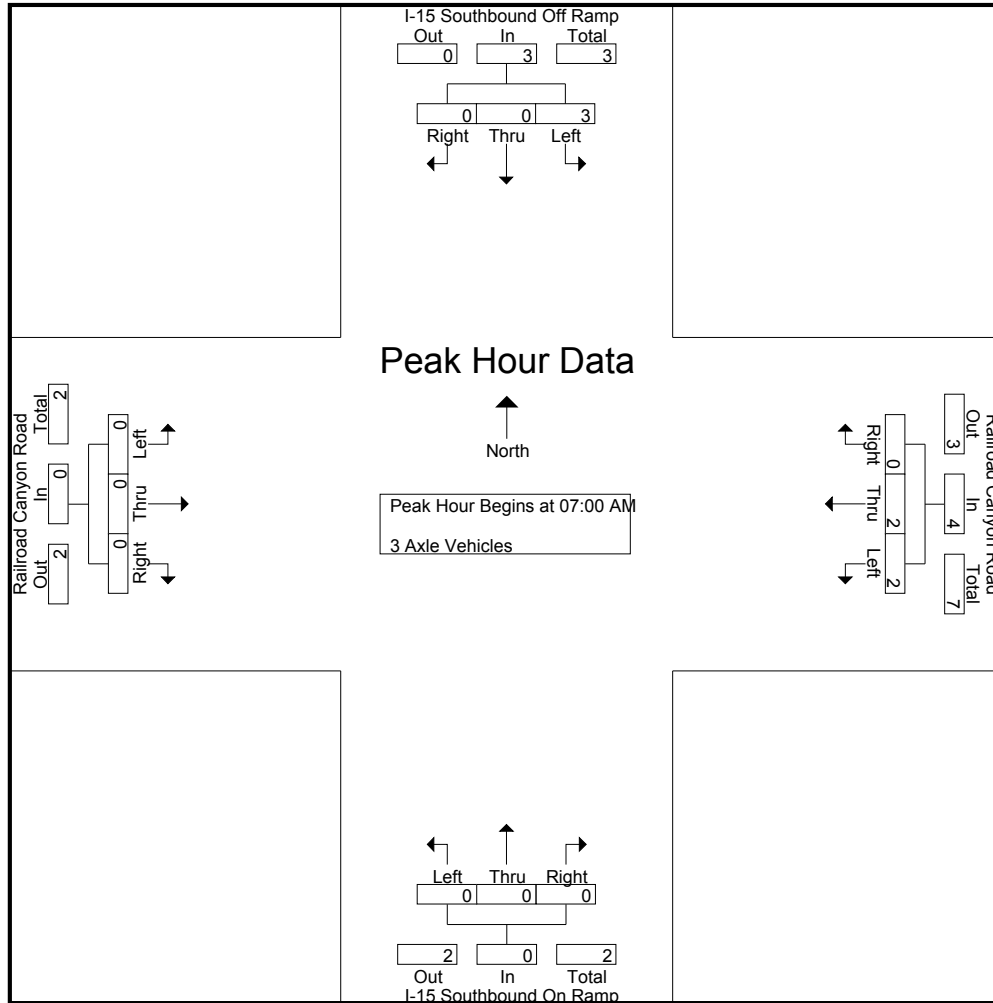
	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0	3
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	3	2	2	0	4	0	0	0	0	0	0	0	0	7
% App. Total	100	0	0		50	50	0		0	0	0		0	0	0		
PHF	.750	.000	.000	.750	.500	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.583

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	3	0	0	3	2	2	0	4	0	0	0	0	0	0	0	0
% App. Total	100	0	0		50	50	0		0	0	0		0	0	0	
PHF	.750	.000	.000	.750	.500	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	3	6	0	0	0	0	0	0	0	0	0	2	1	3	9
07:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	3
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	2	5
Total	7	0	5	12	0	0	0	0	0	0	0	0	0	3	4	7	19
08:00 AM	2	0	2	4	0	0	0	0	0	0	0	0	0	1	0	1	5
08:15 AM	2	0	3	5	0	2	0	2	0	0	0	0	0	0	1	1	8
08:30 AM	2	0	1	3	0	1	0	1	0	0	0	0	0	0	1	1	5
08:45 AM	1	0	2	3	1	1	0	2	0	0	0	0	0	1	0	1	6
Total	7	0	8	15	1	4	0	5	0	0	0	0	0	2	2	4	24
Grand Total	14	0	13	27	1	4	0	5	0	0	0	0	0	5	6	11	43
Apprch %	51.9	0	48.1		20	80	0		0	0	0		0	45.5	54.5		
Total %	32.6	0	30.2	62.8	2.3	9.3	0	11.6	0	0	0	0	0	11.6	14	25.6	

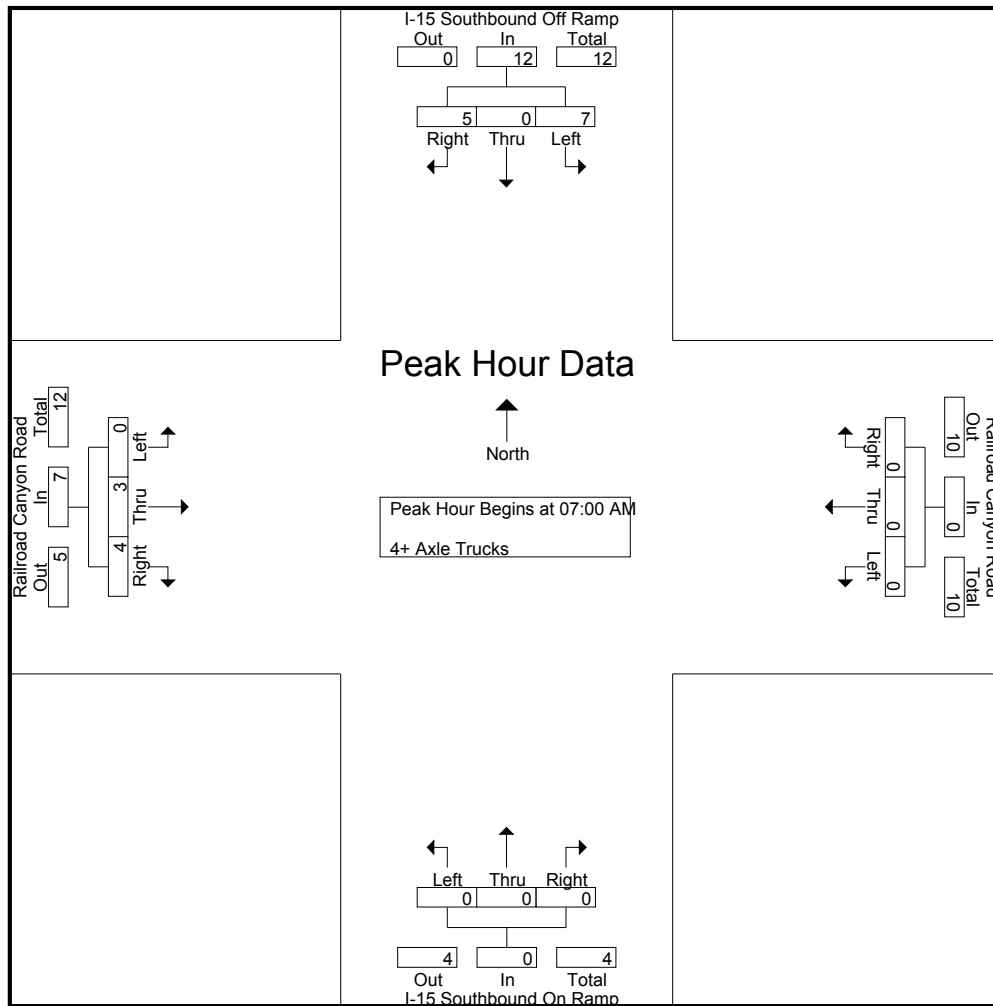
	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	3	6	0	0	0	0	0	0	0	0	0	2	1	3	9
07:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	3
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	2	5
Total Volume	7	0	5	12	0	0	0	0	0	0	0	0	0	3	4	7	19
% App. Total	58.3	0	41.7		0	0	0		0	0	0		0	42.9	57.1		
PHF	.583	.000	.417	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.500	.583	.528

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	0	3	6	0	0	0	0	0	0	0	0	0	2	1	3
+15 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	2
Total Volume	7	0	5	12	0	0	0	0	0	0	0	0	0	3	4	7
% App. Total	58.3	0	41.7		0	0	0		0	0	0		0	42.9	57.1	
PHF	.583	.000	.417	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.500	.583

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

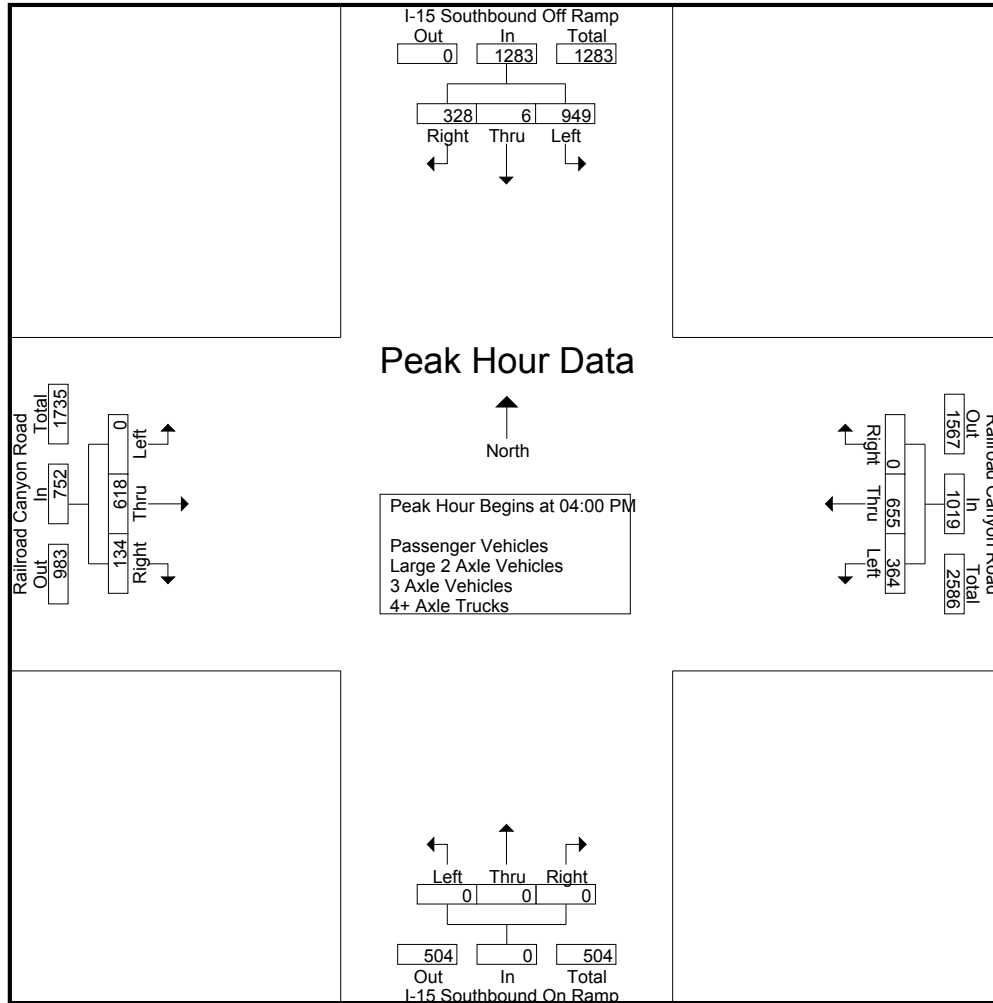
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	270	2	94	366	107	171	0	278	0	0	0	0	0	163	23	186	830
04:15 PM	234	0	93	327	77	159	0	236	0	0	0	0	0	150	33	183	746
04:30 PM	240	1	57	298	91	169	0	260	0	0	0	0	0	142	33	175	733
04:45 PM	205	3	84	292	89	156	0	245	0	0	0	0	0	163	45	208	745
Total	949	6	328	1283	364	655	0	1019	0	0	0	0	0	618	134	752	3054
05:00 PM	248	1	76	325	85	150	0	235	0	0	0	0	0	124	27	151	711
05:15 PM	220	0	71	291	70	143	0	213	0	0	0	0	0	138	29	167	671
05:30 PM	217	0	83	300	95	166	0	261	0	0	0	0	0	136	32	168	729
05:45 PM	223	0	75	298	85	160	0	245	0	0	0	0	0	147	32	179	722
Total	908	1	305	1214	335	619	0	954	0	0	0	0	0	545	120	665	2833
Grand Total	1857	7	633	2497	699	1274	0	1973	0	0	0	0	0	1163	254	1417	5887
Apprch %	74.4	0.3	25.4		35.4	64.6	0		0	0	0		0	82.1	17.9		
Total %	31.5	0.1	10.8	42.4	11.9	21.6	0	33.5	0	0	0	0	0	19.8	4.3	24.1	
Passenger Vehicles	1831	7	621	2459	689	1258	0	1947	0	0	0	0	0	1136	252	1388	5794
% Passenger Vehicles	98.6	100	98.1	98.5	98.6	98.7	0	98.7	0	0	0	0	0	97.7	99.2	98	98.4
Large 2 Axle Vehicles	20	0	10	30	10	15	0	25	0	0	0	0	0	22	2	24	79
% Large 2 Axle Vehicles	1.1	0	1.6	1.2	1.4	1.2	0	1.3	0	0	0	0	0	1.9	0.8	1.7	1.3
3 Axle Vehicles	2	0	0	2	0	0	0	0	0	0	0	0	0	3	0	3	5
% 3 Axle Vehicles	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0.3	0	0.2	0.1
4+ Axle Trucks	4	0	2	6	0	1	0	1	0	0	0	0	0	2	0	2	9
% 4+ Axle Trucks	0.2	0	0.3	0.2	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.1	0.2

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	270	2	94	366	107	171	0	278	0	0	0	0	0	163	23	186	830
04:15 PM	234	0	93	327	77	159	0	236	0	0	0	0	0	150	33	183	746
04:30 PM	240	1	57	298	91	169	0	260	0	0	0	0	0	142	33	175	733
04:45 PM	205	3	84	292	89	156	0	245	0	0	0	0	0	163	45	208	745
Total Volume	949	6	328	1283	364	655	0	1019	0	0	0	0	0	618	134	752	3054
% App. Total	74	0.5	25.6		35.7	64.3	0		0	0	0		0	82.2	17.8		
PHF	.879	.500	.872	.876	.850	.958	.000	.916	.000	.000	.000	.000	.000	.948	.744	.904	.920

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	270	2	94	366	107	171	0	278	0	0	0	0	0	163	23	186
+15 mins.	234	0	93	327	77	159	0	236	0	0	0	0	0	150	33	183
+30 mins.	240	1	57	298	91	169	0	260	0	0	0	0	0	142	33	175
+45 mins.	205	3	84	292	89	156	0	245	0	0	0	0	0	163	45	208
Total Volume	949	6	328	1283	364	655	0	1019	0	0	0	0	0	618	134	752
% App. Total	74	0.5	25.6		35.7	64.3	0		0	0	0		0	82.2	17.8	
PHF	.879	.500	.872	.876	.850	.958	.000	.916	.000	.000	.000	.000	.000	.948	.744	.904

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

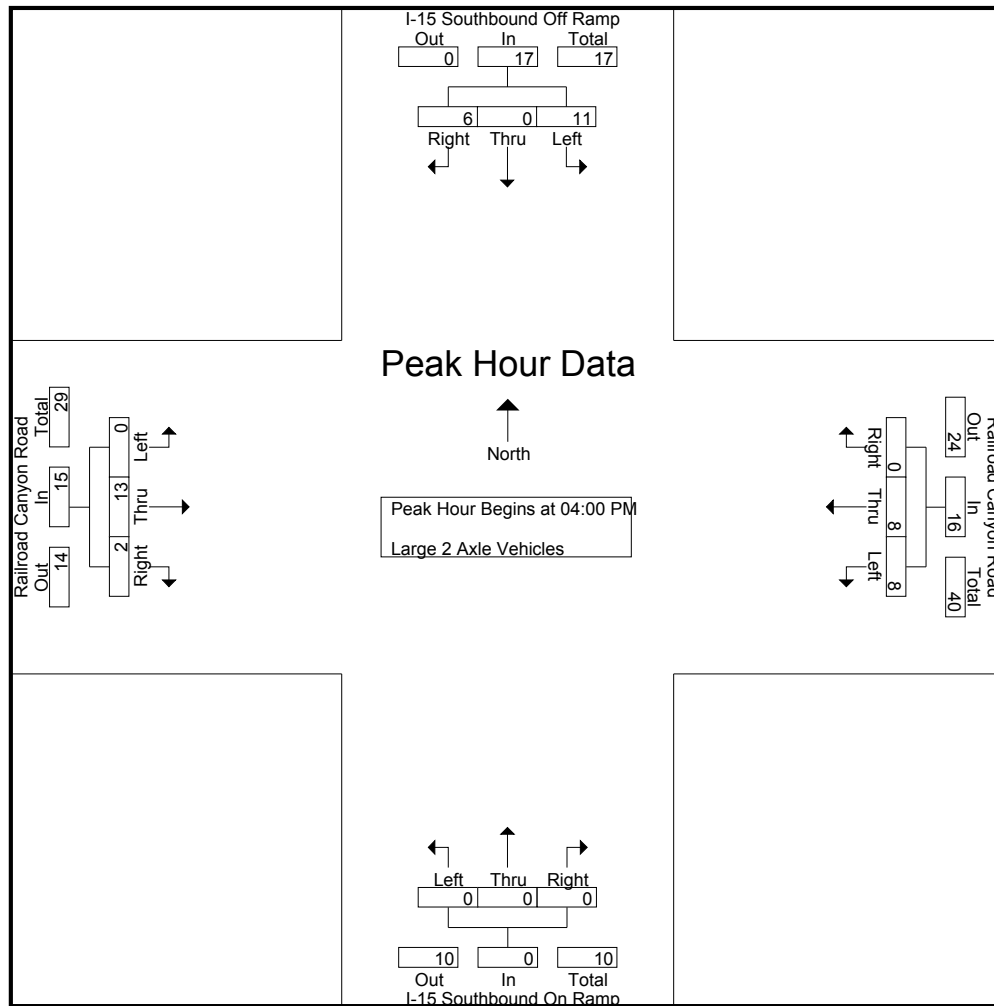
Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	3	3	0	6	0	0	0	0	0	5	0	5	12
04:15 PM	3	0	3	6	2	2	0	4	0	0	0	0	0	1	1	2	12
04:30 PM	6	0	0	6	3	2	0	5	0	0	0	0	0	6	0	6	17
04:45 PM	2	0	2	4	0	1	0	1	0	0	0	0	0	1	1	2	7
Total	11	0	6	17	8	8	0	16	0	0	0	0	0	13	2	15	48
05:00 PM	2	0	2	4	1	2	0	3	0	0	0	0	0	2	0	2	9
05:15 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	3	0	3	6
05:30 PM	3	0	0	3	1	1	0	2	0	0	0	0	0	2	0	2	7
05:45 PM	4	0	1	5	0	2	0	2	0	0	0	0	0	2	0	2	9
Total	9	0	4	13	2	7	0	9	0	0	0	0	0	9	0	9	31
Grand Total	20	0	10	30	10	15	0	25	0	0	0	0	0	22	2	24	79
Apprch %	66.7	0	33.3		40	60	0		0	0	0		0	91.7	8.3		
Total %	25.3	0	12.7	38	12.7	19	0	31.6	0	0	0	0	0	27.8	2.5	30.4	

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	1	1	3	3	0	6	0	0	0	0	0	5	0	5	12
04:15 PM	3	0	3	6	2	2	0	4	0	0	0	0	0	1	1	2	12
04:30 PM	6	0	0	6	3	2	0	5	0	0	0	0	0	6	0	6	17
04:45 PM	2	0	2	4	0	1	0	1	0	0	0	0	0	1	1	2	7
Total Volume	11	0	6	17	8	8	0	16	0	0	0	0	0	13	2	15	48
% App. Total	64.7	0	35.3		50	50	0		0	0	0		0	86.7	13.3		
PHF	.458	.000	.500	.708	.667	.667	.000	.667	.000	.000	.000	.000	.000	.542	.500	.625	.706

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	1	1	3	3	0	6	0	0	0	0	0	5	0	5
+15 mins.	3	0	3	6	2	2	0	4	0	0	0	0	0	1	1	2
+30 mins.	6	0	0	6	3	2	0	5	0	0	0	0	0	6	0	6
+45 mins.	2	0	2	4	0	1	0	1	0	0	0	0	0	1	1	2
Total Volume	11	0	6	17	8	8	0	16	0	0	0	0	0	13	2	15
% App. Total	64.7	0	35.3		50	50	0		0	0	0		0	86.7	13.3	
PHF	.458	.000	.500	.708	.667	.667	.000	.667	.000	.000	.000	.000	.000	.542	.500	.625

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
Grand Total	2	0	0	2	0	0	0	0	0	0	0	0	0	3	0	3	5
Apprch %	100	0	0		0	0	0		0	0	0		0	100	0		
Total %	40	0	0	40	0	0	0	0	0	0	0	0	0	60	0	60	

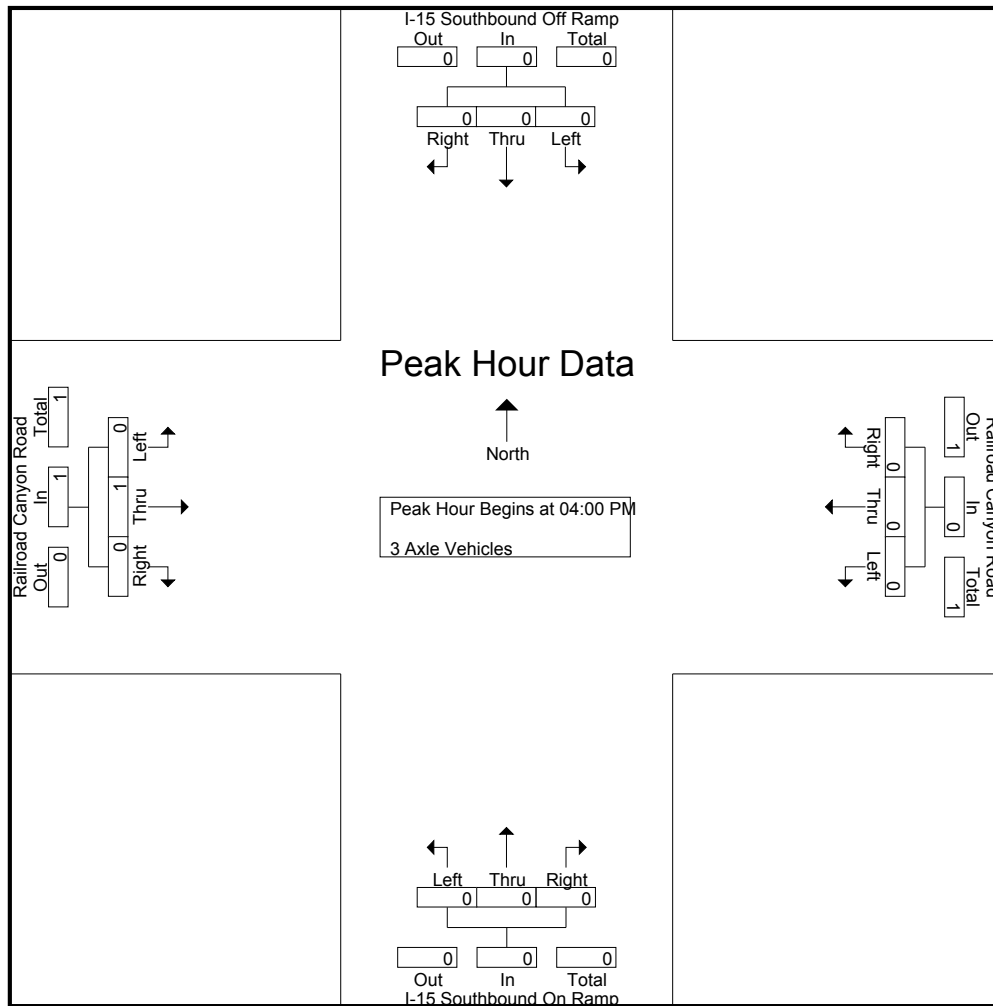
	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

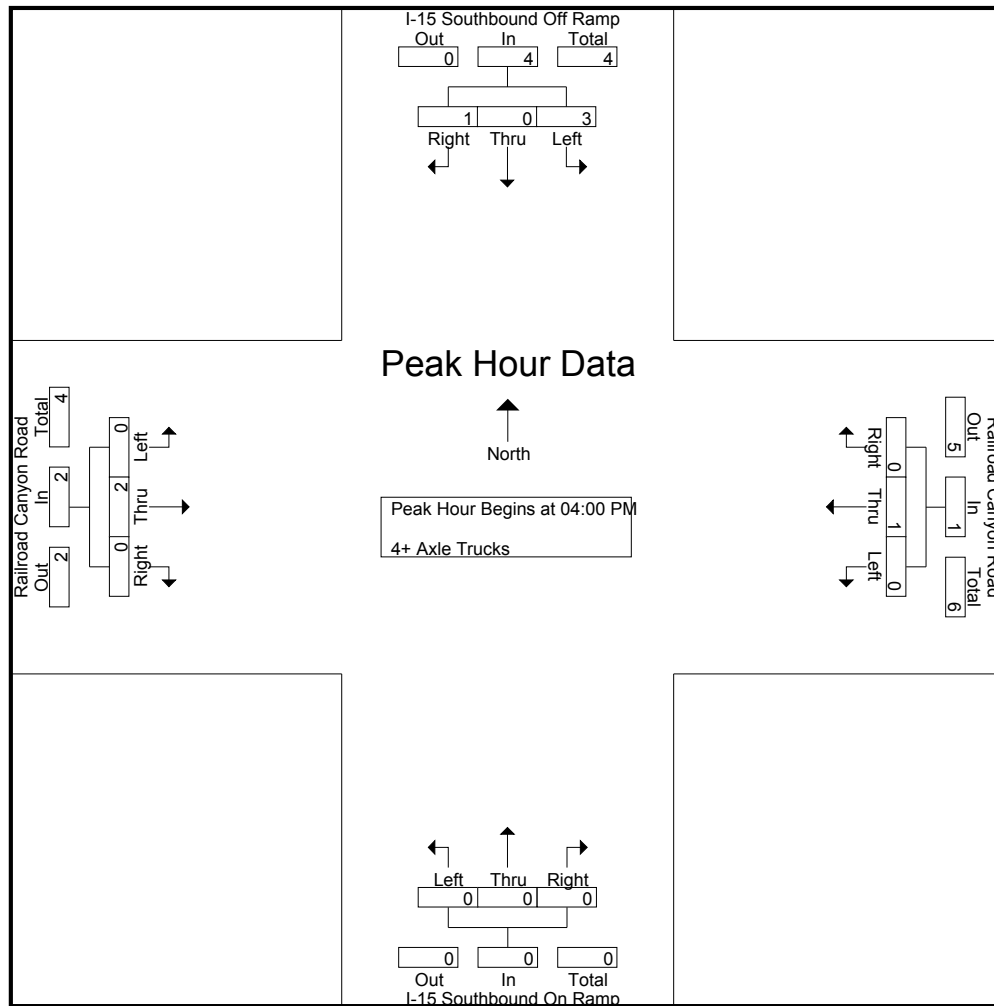
Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	1	4	0	1	0	1	0	0	0	0	0	2	0	2	7
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	4	0	2	6	0	1	0	1	0	0	0	0	0	2	0	2	9
Apprch %	66.7	0	33.3		0	100	0		0	0	0		0	100	0		
Total %	44.4	0	22.2	66.7	0	11.1	0	11.1	0	0	0	0	0	22.2	0	22.2	

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	3	0	1	4	0	1	0	1	0	0	0	0	0	2	0	2	7
% App. Total	75	0	25		0	100	0		0	0	0		0	100	0		
PHF	.750	.000	.250	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.583

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Drive
Weather: Sunny

File Name : LKE15SRRPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	3	0	1	4	0	1	0	1	0	0	0	0	0	2	0	2
% App. Total	75	0	25		0	100	0		0	0	0		0	100	0	
PHF	.750	.000	.250	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15SRRSAT
Site Code : 00000044
Start Date : 6/8/2013
Page No : 1

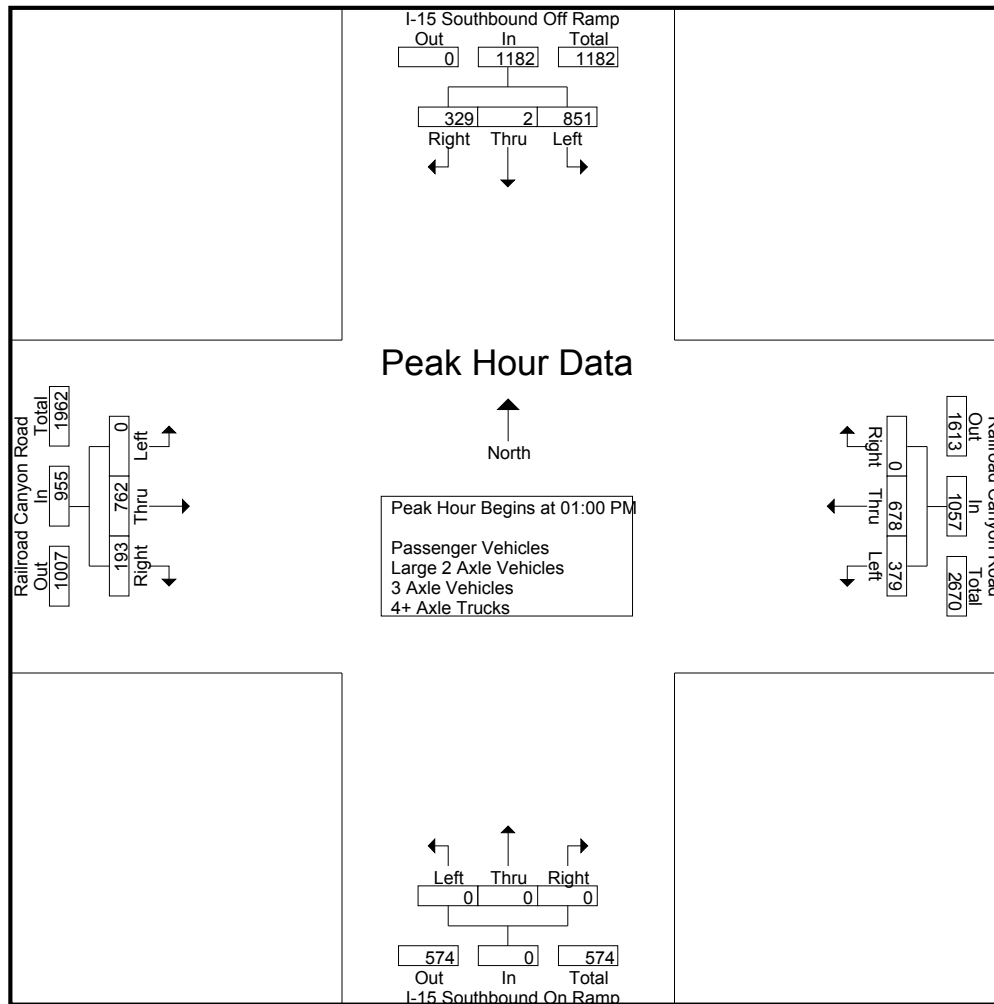
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	174	2	76	252	96	167	0	263	0	0	0	0	0	191	42	233	748
12:15 PM	187	0	77	264	112	172	0	284	0	0	0	0	0	186	53	239	787
12:30 PM	167	1	99	267	98	162	0	260	0	0	0	0	0	202	64	266	793
12:45 PM	182	2	71	255	107	174	0	281	0	0	0	0	0	184	58	242	778
Total	710	5	323	1038	413	675	0	1088	0	0	0	0	0	763	217	980	3106
01:00 PM	219	2	86	307	91	178	0	269	0	0	0	0	0	191	44	235	811
01:15 PM	197	0	89	286	105	167	0	272	0	0	0	0	0	183	55	238	796
01:30 PM	208	0	77	285	95	164	0	259	0	0	0	0	0	185	39	224	768
01:45 PM	227	0	77	304	88	169	0	257	0	0	0	0	0	203	55	258	819
Total	851	2	329	1182	379	678	0	1057	0	0	0	0	0	762	193	955	3194
02:00 PM	220	4	85	309	91	176	0	267	0	0	0	0	0	189	43	232	808
02:15 PM	204	2	77	283	88	179	0	267	0	0	0	0	0	178	45	223	773
02:30 PM	197	3	84	284	94	169	0	263	0	0	0	0	0	185	52	237	784
02:45 PM	212	4	103	319	112	130	0	242	0	0	0	0	0	182	56	238	799
Total	833	13	349	1195	385	654	0	1039	0	0	0	0	0	734	196	930	3164
Grand Total	2394	20	1001	3415	1177	2007	0	3184	0	0	0	0	0	2259	606	2865	9464
Apprch %	70.1	0.6	29.3		37	63	0		0	0	0		0	78.8	21.2		
Total %	25.3	0.2	10.6	36.1	12.4	21.2	0	33.6	0	0	0	0	0	23.9	6.4	30.3	
Passenger Vehicles	2369	20	994	3383	1163	1985	0	3148	0	0	0	0	0	2227	600	2827	9358
% Passenger Vehicles	99	100	99.3	99.1	98.8	98.9	0	98.9	0	0	0	0	0	98.6	99	98.7	98.9
Large 2 Axle Vehicles	19	0	5	24	13	20	0	33	0	0	0	0	0	29	4	33	90
% Large 2 Axle Vehicles	0.8	0	0.5	0.7	1.1	1	0	1	0	0	0	0	0	1.3	0.7	1.2	1
3 Axle Vehicles	3	0	2	5	1	1	0	2	0	0	0	0	0	2	1	3	10
% 3 Axle Vehicles	0.1	0	0.2	0.1	0.1	0	0	0.1	0	0	0	0	0	0.1	0.2	0.1	0.1
4+ Axle Trucks	3	0	0	3	0	1	0	1	0	0	0	0	0	1	1	2	6
% 4+ Axle Trucks	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.2	0.1	0.1

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	219	2	86	307	91	178	0	269	0	0	0	0	0	191	44	235	811
01:15 PM	197	0	89	286	105	167	0	272	0	0	0	0	0	183	55	238	796
01:30 PM	208	0	77	285	95	164	0	259	0	0	0	0	0	185	39	224	768
01:45 PM	227	0	77	304	88	169	0	257	0	0	0	0	0	203	55	258	819
Total Volume	851	2	329	1182	379	678	0	1057	0	0	0	0	0	762	193	955	3194
% App. Total	72	0.2	27.8		35.9	64.1	0		0	0	0		0	79.8	20.2		
PHF	.937	.250	.924	.963	.902	.952	.000	.972	.000	.000	.000	.000	.000	.938	.877	.925	.975

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15SRRSAT
Site Code : 00000044
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:00 PM				12:15 PM				12:00 PM				12:15 PM			
+0 mins.	220	4	85	309	112	172	0	284	0	0	0	0	0	186	53	239
+15 mins.	204	2	77	283	98	162	0	260	0	0	0	0	0	202	64	266
+30 mins.	197	3	84	284	107	174	0	281	0	0	0	0	0	184	58	242
+45 mins.	212	4	103	319	91	178	0	269	0	0	0	0	0	191	44	235
Total Volume	833	13	349	1195	408	686	0	1094	0	0	0	0	0	763	219	982
% App. Total	69.7	1.1	29.2		37.3	62.7	0		0	0	0	0	0	77.7	22.3	
PHF	.947	.813	.847	.937	.911	.963	.000	.963	.000	.000	.000	.000	.000	.944	.855	.923

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15SRRSAT
Site Code : 00000044
Start Date : 6/8/2013
Page No : 1

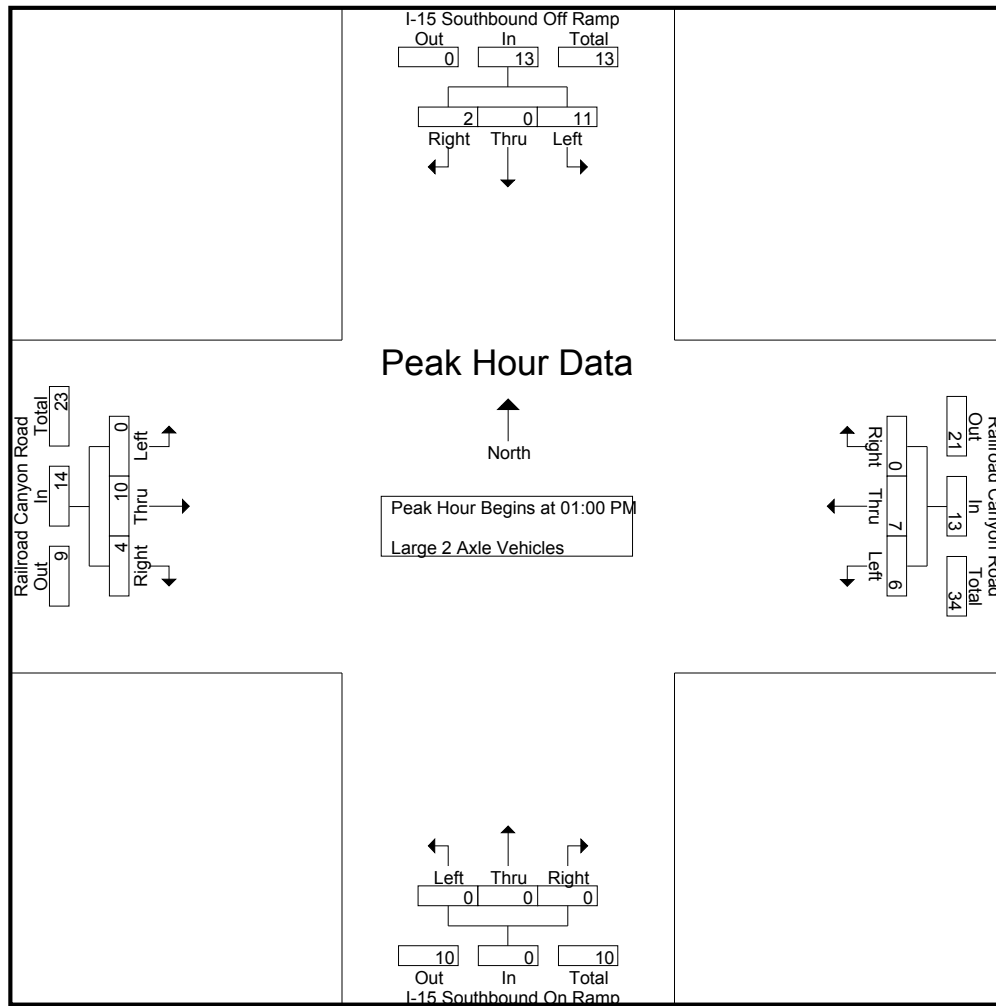
Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	1	0	1	2	1	2	0	3	0	0	0	0	0	1	0	1	6
12:15 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	2	0	2	5
12:30 PM	2	0	1	3	0	3	0	3	0	0	0	0	0	1	0	1	7
12:45 PM	1	0	0	1	2	0	0	2	0	0	0	0	0	5	0	5	8
Total	4	0	2	6	4	7	0	11	0	0	0	0	0	9	0	9	26
01:00 PM	3	0	1	4	3	4	0	7	0	0	0	0	0	3	2	5	16
01:15 PM	1	0	0	1	1	1	0	2	0	0	0	0	0	3	1	4	7
01:30 PM	3	0	1	4	0	1	0	1	0	0	0	0	0	0	0	0	5
01:45 PM	4	0	0	4	2	1	0	3	0	0	0	0	0	4	1	5	12
Total	11	0	2	13	6	7	0	13	0	0	0	0	0	10	4	14	40
02:00 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	1	0	1	5
02:15 PM	2	0	0	2	1	2	0	3	0	0	0	0	0	5	0	5	10
02:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	2	0	2	4
02:45 PM	1	0	0	1	1	1	0	2	0	0	0	0	0	2	0	2	5
Total	4	0	1	5	3	6	0	9	0	0	0	0	0	10	0	10	24
Grand Total	19	0	5	24	13	20	0	33	0	0	0	0	0	29	4	33	90
Apprch %	79.2	0	20.8		39.4	60.6	0		0	0	0		0	87.9	12.1		
Total %	21.1	0	5.6	26.7	14.4	22.2	0	36.7	0	0	0	0	0	32.2	4.4	36.7	

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	3	0	1	4	3	4	0	7	0	0	0	0	0	3	2	5	16
01:15 PM	1	0	0	1	1	1	0	2	0	0	0	0	0	3	1	4	7
01:30 PM	3	0	1	4	0	1	0	1	0	0	0	0	0	0	0	0	5
01:45 PM	4	0	0	4	2	1	0	3	0	0	0	0	0	4	1	5	12
Total Volume	11	0	2	13	6	7	0	13	0	0	0	0	0	10	4	14	40
% App. Total	84.6	0	15.4		46.2	53.8	0		0	0	0		0	71.4	28.6		
PHF	.688	.000	.500	.813	.500	.438	.000	.464	.000	.000	.000	.000	.000	.625	.500	.700	.625

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15SRRSAT
Site Code : 00000044
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				01:00 PM				01:00 PM			
+0 mins.	3	0	1	4	3	4	0	7	0	0	0	0	0	3	2	5
+15 mins.	1	0	0	1	1	1	0	2	0	0	0	0	0	3	1	4
+30 mins.	3	0	1	4	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	4	0	0	4	2	1	0	3	0	0	0	0	0	4	1	5
Total Volume	11	0	2	13	6	7	0	13	0	0	0	0	0	10	4	14
% App. Total	84.6	0	15.4		46.2	53.8	0		0	0	0		0	71.4	28.6	
PHF	.688	.000	.500	.813	.500	.438	.000	.464	.000	.000	.000	.000	.000	.625	.500	.700

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15SRRSAT
Site Code : 00000044
Start Date : 6/8/2013
Page No : 1

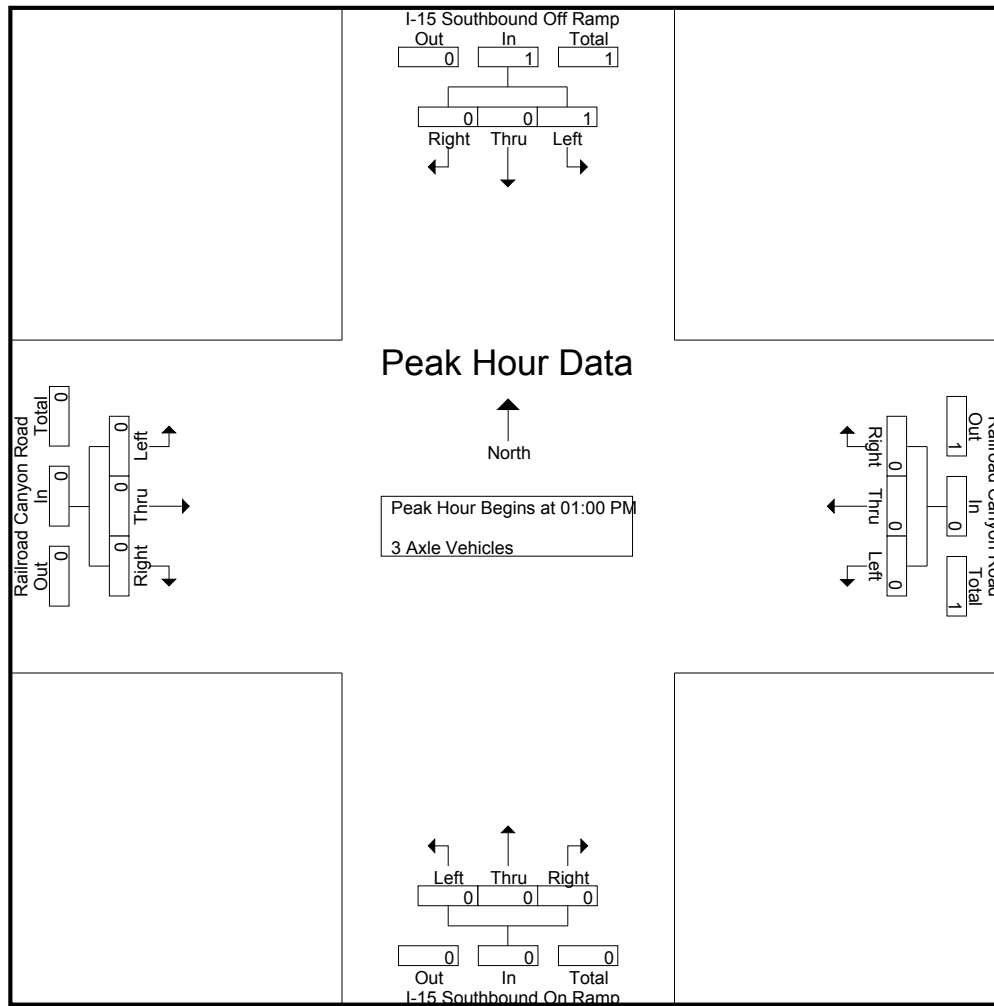
Groups Printed- 3 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	1	1	1	1	0	2	0	0	0	0	0	1	1	2	5
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	1	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Grand Total	3	0	2	5	1	1	0	2	0	0	0	0	0	2	1	3	10
Apprch %	60	0	40		50	50	0		0	0	0		0	66.7	33.3		
Total %	30	0	20	50	10	10	0	20	0	0	0	0	0	20	10	30	

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15SRRSAT
Site Code : 00000044
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				01:00 PM				01:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15SRRSAT
Site Code : 00000044
Start Date : 6/8/2013
Page No : 1

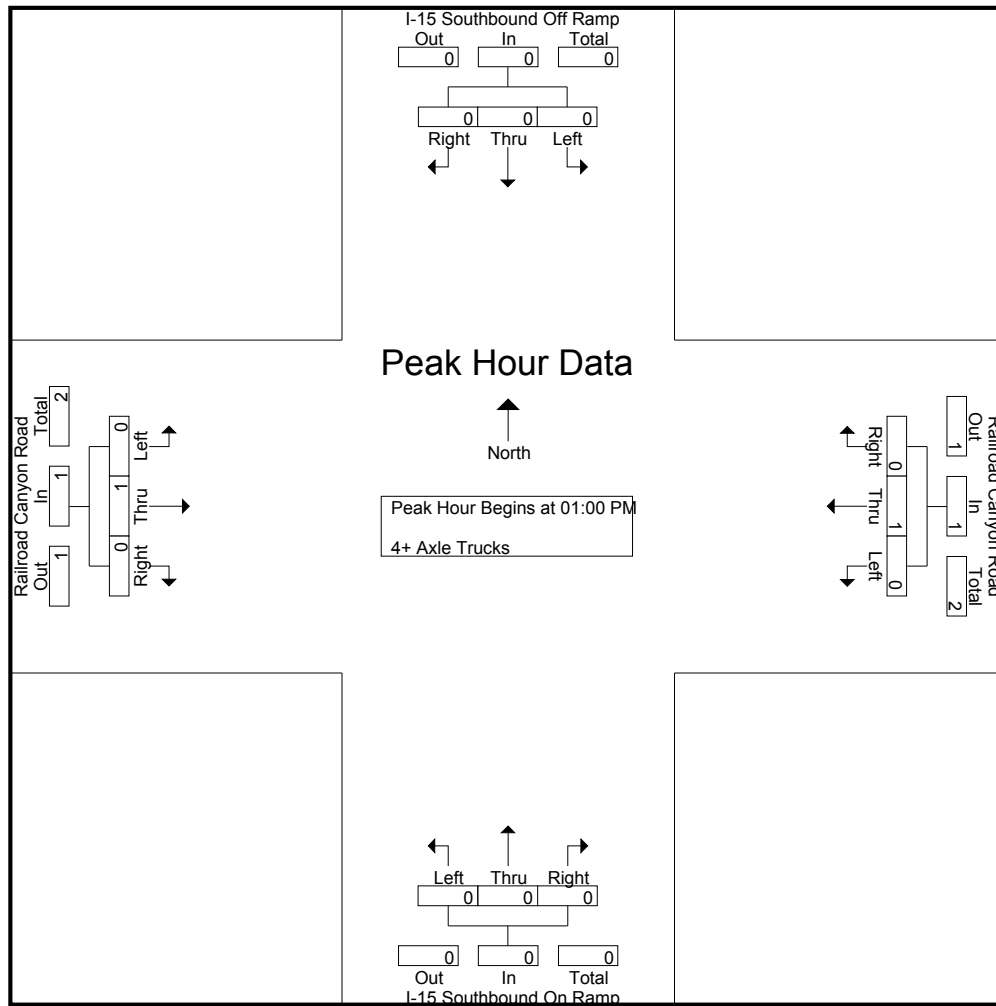
Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
02:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	3	0	0	3	0	1	0	1	0	0	0	0	0	1	1	2	6
Apprch %	100	0	0		0	100	0		0	0	0		0	50	50		
Total %	50	0	0	50	0	16.7	0	16.7	0	0	0	0	0	16.7	16.7	33.3	

	I-15 Southbound Off Ramp Southbound				Railroad Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15SRRSAT
Site Code : 00000044
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				01:00 PM				01:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

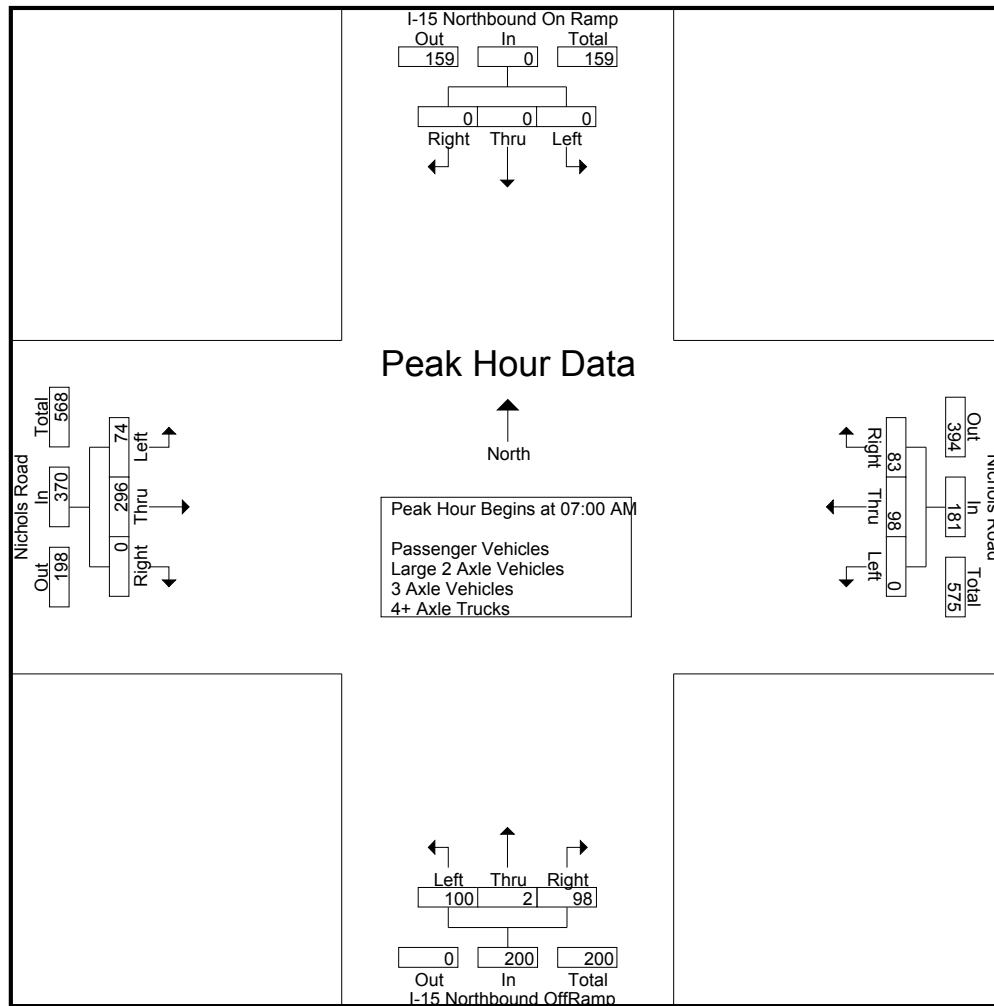
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	29	27	56	17	0	46	63	20	130	0	150	269
07:15 AM	0	0	0	0	0	37	33	70	22	0	45	67	16	101	0	117	254
07:30 AM	0	0	0	0	0	21	13	34	32	1	4	37	22	35	0	57	128
07:45 AM	0	0	0	0	0	11	10	21	29	1	3	33	16	30	0	46	100
Total	0	0	0	0	0	98	83	181	100	2	98	200	74	296	0	370	751
08:00 AM	0	0	0	0	0	8	7	15	17	1	2	20	15	30	0	45	80
08:15 AM	0	0	0	0	0	17	8	25	24	0	0	24	17	21	0	38	87
08:30 AM	0	0	0	0	0	11	1	12	20	0	3	23	27	8	0	35	70
08:45 AM	0	0	0	0	0	7	4	11	20	0	7	27	23	14	0	37	75
Total	0	0	0	0	0	43	20	63	81	1	12	94	82	73	0	155	312
Grand Total	0	0	0	0	0	141	103	244	181	3	110	294	156	369	0	525	1063
Apprch %	0	0	0		0	57.8	42.2		61.6	1	37.4		29.7	70.3	0		
Total %	0	0	0	0	0	13.3	9.7	23	17	0.3	10.3	27.7	14.7	34.7	0	49.4	
Passenger Vehicles	0	0	0	0	0	131	98	229	175	3	105	283	148	360	0	508	1020
% Passenger Vehicles	0	0	0	0	0	92.9	95.1	93.9	96.7	100	95.5	96.3	94.9	97.6	0	96.8	96
Large 2 Axle Vehicles	0	0	0	0	0	1	2	3	4	0	0	4	3	3	0	6	13
% Large 2 Axle Vehicles	0	0	0	0	0	0.7	1.9	1.2	2.2	0	0	1.4	1.9	0.8	0	1.1	1.2
3 Axle Vehicles	0	0	0	0	0	3	0	3	1	0	0	1	0	2	0	2	6
% 3 Axle Vehicles	0	0	0	0	0	2.1	0	1.2	0.6	0	0	0.3	0	0.5	0	0.4	0.6
4+ Axle Trucks	0	0	0	0	0	6	3	9	1	0	5	6	5	4	0	9	24
% 4+ Axle Trucks	0	0	0	0	0	4.3	2.9	3.7	0.6	0	4.5	2	3.2	1.1	0	1.7	2.3

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	29	27	56	17	0	46	63	20	130	0	150	269
07:15 AM	0	0	0	0	0	37	33	70	22	0	45	67	16	101	0	117	254
07:30 AM	0	0	0	0	0	21	13	34	32	1	4	37	22	35	0	57	128
07:45 AM	0	0	0	0	0	11	10	21	29	1	3	33	16	30	0	46	100
Total Volume	0	0	0	0	0	98	83	181	100	2	98	200	74	296	0	370	751
% App. Total	0	0	0		0	54.1	45.9		50	1	49		20	80	0		
PHF	.000	.000	.000	.000	.000	.662	.629	.646	.781	.500	.533	.746	.841	.569	.000	.617	.698

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	29	27	56	17	0	46	63	20	130	0	150
+15 mins.	0	0	0	0	0	37	33	70	22	0	45	67	16	101	0	117
+30 mins.	0	0	0	0	0	21	13	34	32	1	4	37	22	35	0	57
+45 mins.	0	0	0	0	0	11	10	21	29	1	3	33	16	30	0	46
Total Volume	0	0	0	0	0	98	83	181	100	2	98	200	74	296	0	370
% App. Total	0	0	0	0	0	54.1	45.9		50	1	49		20	80	0	
PHF	.000	.000	.000	.000	.000	.662	.629	.646	.781	.500	.533	.746	.841	.569	.000	.617

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	2	0	3	4
07:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	1	2	3	0	0	3	3	2	0	5	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	1	3
Grand Total	0	0	0	0	0	1	2	3	4	0	0	4	3	3	0	6	13
Apprch %	0	0	0		0	33.3	66.7		100	0	0		50	50	0		
Total %	0	0	0		0	7.7	15.4	23.1	30.8	0	0	30.8	23.1	23.1	0	46.2	

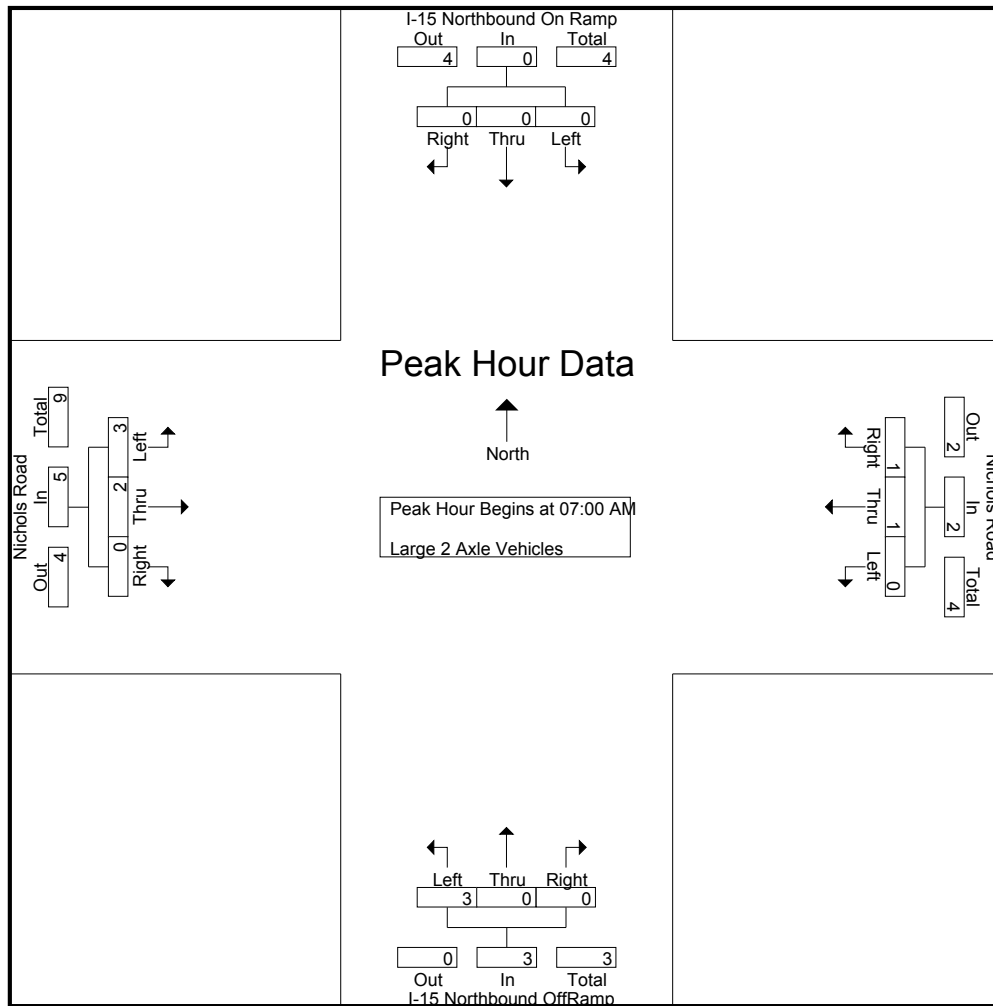
	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	2	0	3	4
07:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	1	2	3	0	0	3	3	2	0	5	10
% App. Total	0	0	0		0	50	50		100	0	0		60	40	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.750	.000	.000	.750	.750	.250	.000	.417	.625

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	1	2	0	3
+15 mins.	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	3	0	0	3	3	2	0	5
% App. Total	0	0	0	0	0	50	50		100	0	0		60	40	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.750	.000	.000	.750	.750	.250	.000	.417

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

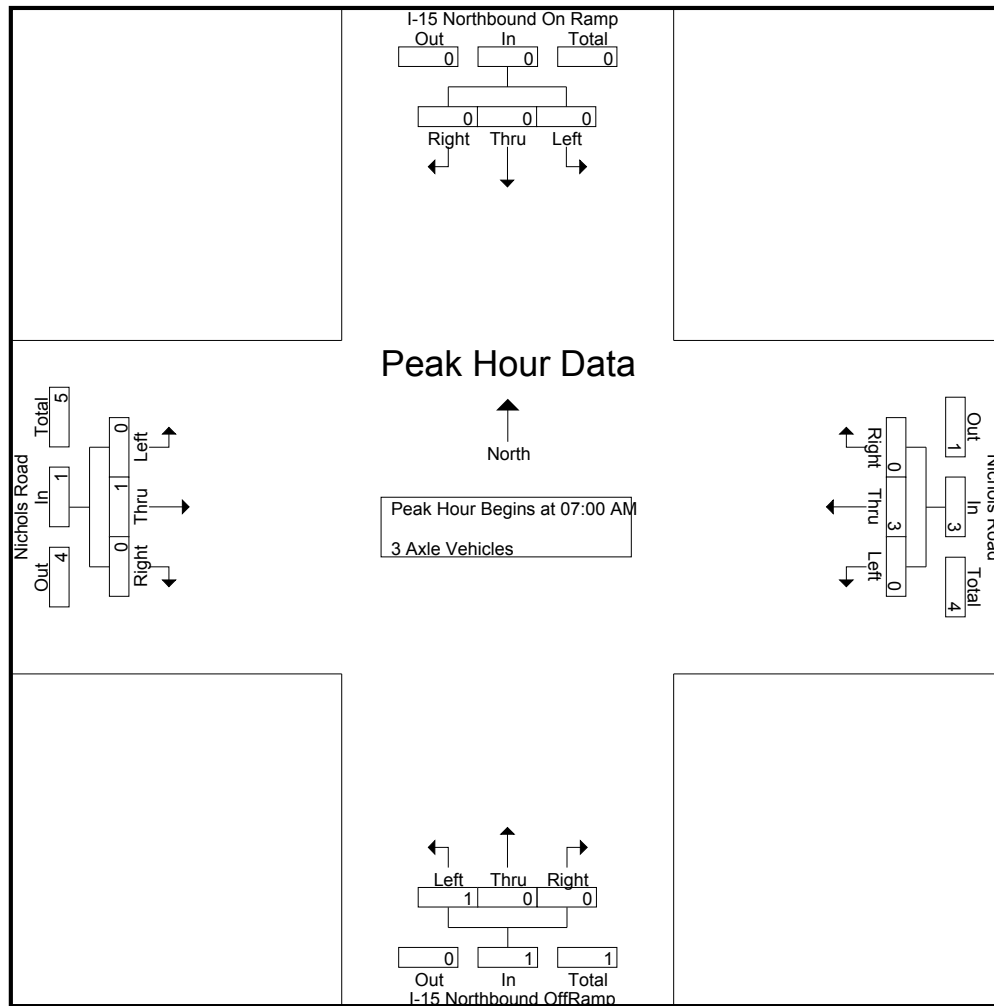
Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	1	0	0	1	0	1	0	1	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	3	0	3	1	0	0	1	0	2	0	2	6
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0		
Total %	0	0	0		0	50	0	50	16.7	0	0	16.7	0	33.3	0	33.3	

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	1	0	0	1	0	1	0	1	5
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.000	.250	.000	.250	.313

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	1	0	0	1	0	1	0	1
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.000	.250	.000	.250

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

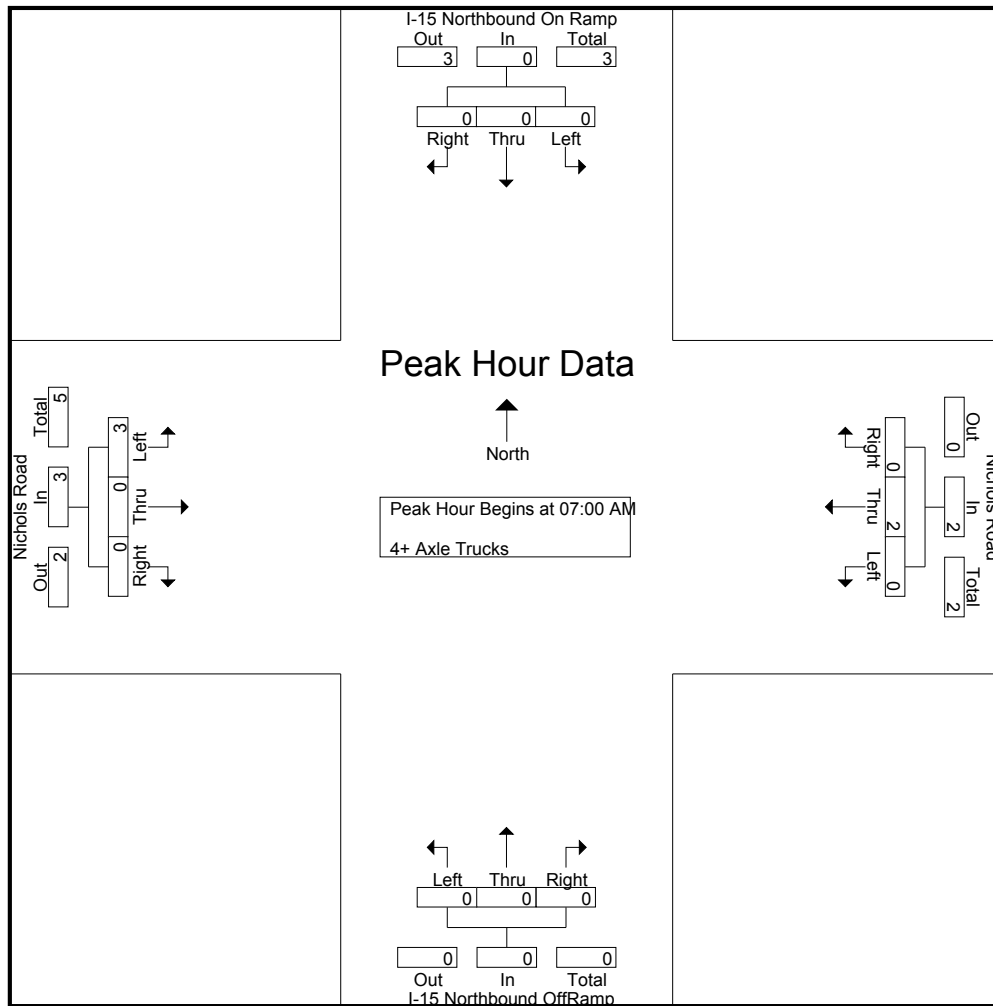
Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	3	0	0	3	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
08:15 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	2	0	2	5
08:30 AM	0	0	0	0	0	3	0	3	1	0	1	2	2	1	0	3	8
08:45 AM	0	0	0	0	0	0	1	1	0	0	3	3	0	0	0	0	4
Total	0	0	0	0	0	4	3	7	1	0	5	6	2	4	0	6	19
Grand Total	0	0	0	0	0	6	3	9	1	0	5	6	5	4	0	9	24
Apprch %	0	0	0		0	66.7	33.3		16.7	0	83.3		55.6	44.4	0		
Total %	0	0	0		0	25	12.5	37.5	4.2	0	20.8	25	20.8	16.7	0	37.5	

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	3	0	0	3	5
% App. Total	0	0	0		0	100	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750	.000	.000	.750	.417

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	3	0	0	3
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750	.000	.000	.750

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

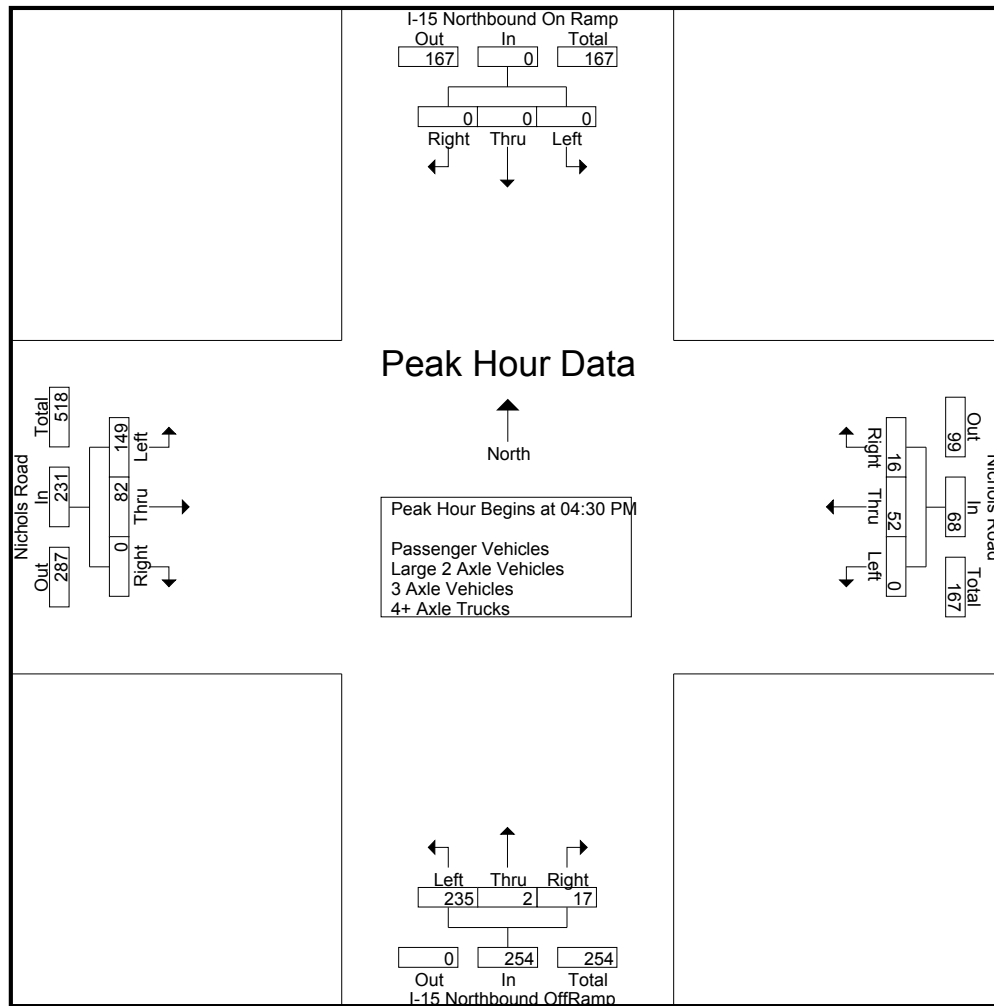
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	11	3	14	58	0	4	62	27	27	0	54	130
04:15 PM	0	0	0	0	0	17	5	22	45	0	6	51	38	17	0	55	128
04:30 PM	0	0	0	0	0	12	3	15	48	1	8	57	41	19	0	60	132
04:45 PM	0	0	0	0	0	10	5	15	43	1	1	45	42	16	0	58	118
Total	0	0	0	0	0	50	16	66	194	2	19	215	148	79	0	227	508
05:00 PM	0	0	0	0	0	13	4	17	82	0	3	85	38	25	0	63	165
05:15 PM	0	0	0	0	0	17	4	21	62	0	5	67	28	22	0	50	138
05:30 PM	0	0	0	0	0	16	3	19	59	0	1	60	28	18	0	46	125
05:45 PM	0	0	0	0	0	7	2	9	48	0	6	54	25	22	0	47	110
Total	0	0	0	0	0	53	13	66	251	0	15	266	119	87	0	206	538
Grand Total	0	0	0	0	0	103	29	132	445	2	34	481	267	166	0	433	1046
Apprch %	0	0	0		0	78	22		92.5	0.4	7.1		61.7	38.3	0		
Total %	0	0	0	0	0	9.8	2.8	12.6	42.5	0.2	3.3	46	25.5	15.9	0	41.4	
Passenger Vehicles	0	0	0	0	0	99	29	128	439	2	33	474	259	164	0	423	1025
% Passenger Vehicles	0	0	0	0	0	96.1	100	97	98.7	100	97.1	98.5	97	98.8	0	97.7	98
Large 2 Axle Vehicles	0	0	0	0	0	4	0	4	6	0	0	6	4	2	0	6	16
% Large 2 Axle Vehicles	0	0	0	0	0	3.9	0	3	1.3	0	0	1.2	1.5	1.2	0	1.4	1.5
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	3	4
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	2.9	0.2	1.1	0	0	0.7	0.4
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.2	0.1

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	12	3	15	48	1	8	57	41	19	0	60	132
04:45 PM	0	0	0	0	0	10	5	15	43	1	1	45	42	16	0	58	118
05:00 PM	0	0	0	0	0	13	4	17	82	0	3	85	38	25	0	63	165
05:15 PM	0	0	0	0	0	17	4	21	62	0	5	67	28	22	0	50	138
Total Volume	0	0	0	0	0	52	16	68	235	2	17	254	149	82	0	231	553
% App. Total	0	0	0		0	76.5	23.5		92.5	0.8	6.7		64.5	35.5	0		
PHF	.000	.000	.000	.000	.000	.765	.800	.810	.716	.500	.531	.747	.887	.820	.000	.917	.838

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				05:00 PM				04:15 PM			
+0 mins.	0	0	0	0	0	10	5	15	82	0	3	85	38	17	0	55
+15 mins.	0	0	0	0	0	13	4	17	62	0	5	67	41	19	0	60
+30 mins.	0	0	0	0	0	17	4	21	59	0	1	60	42	16	0	58
+45 mins.	0	0	0	0	0	16	3	19	48	0	6	54	38	25	0	63
Total Volume	0	0	0	0	0	56	16	72	251	0	15	266	159	77	0	236
% App. Total	0	0	0	0	0	77.8	22.2		94.4	0	5.6		67.4	32.6	0	
PHF	.000	.000	.000	.000	.000	.824	.800	.857	.765	.000	.625	.782	.946	.770	.000	.937

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

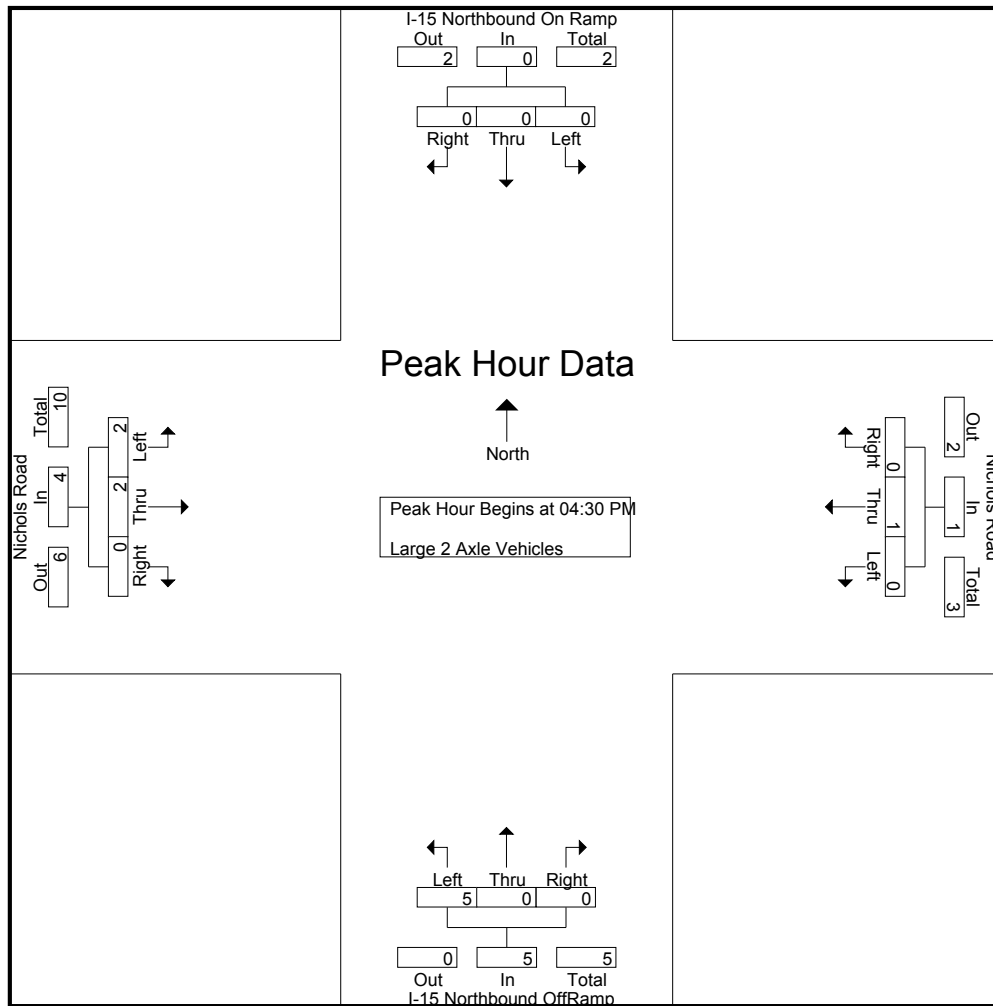
Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total	0	0	0	0	0	3	0	3	2	0	0	2	0	1	0	1	6
05:00 PM	0	0	0	0	0	1	0	1	3	0	0	3	1	0	0	1	5
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	0	1	4	0	0	4	4	1	0	5	10
Grand Total	0	0	0	0	0	4	0	4	6	0	0	6	4	2	0	6	16
Apprch %	0	0	0		0	100	0		100	0	0		66.7	33.3	0		
Total %	0	0	0		0	25	0	25	37.5	0	0	37.5	25	12.5	0	37.5	

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:00 PM	0	0	0	0	0	1	0	1	3	0	0	3	1	0	0	1	5
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2	3
Total Volume	0	0	0	0	0	1	0	1	5	0	0	5	2	2	0	4	10
% App. Total	0	0	0		0	100	0		100	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.417	.000	.000	.417	.500	.500	.000	.500	.500

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	3	0	0	3	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2
Total Volume	0	0	0	0	0	1	0	1	5	0	0	5	2	2	0	4
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	50	50	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.417	.000	.000	.417	.500	.500	.000	.500

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

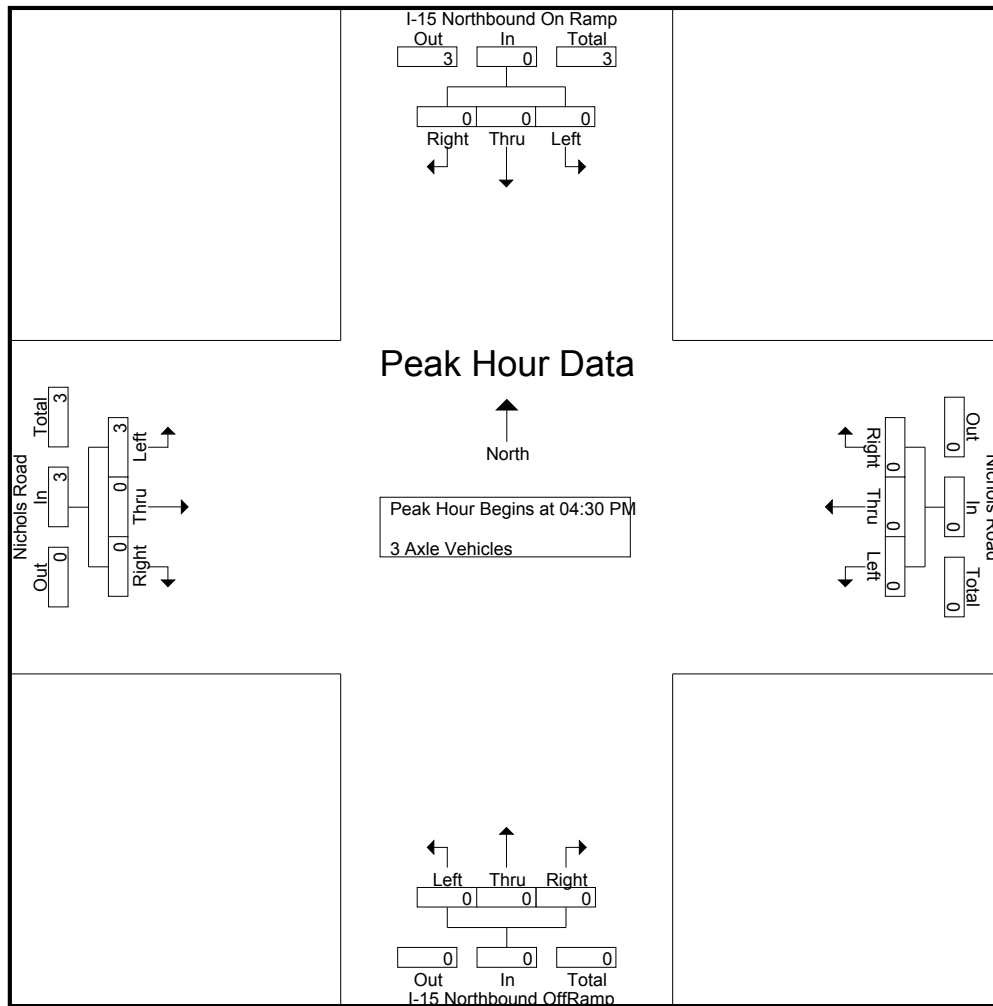
Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	3	4
Apprch %	0	0	0		0	0	0		0	0	100		100	0	0		
Total %	0	0	0		0	0	0		0	0	25	25	75	0	0	75	

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.750

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	750
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

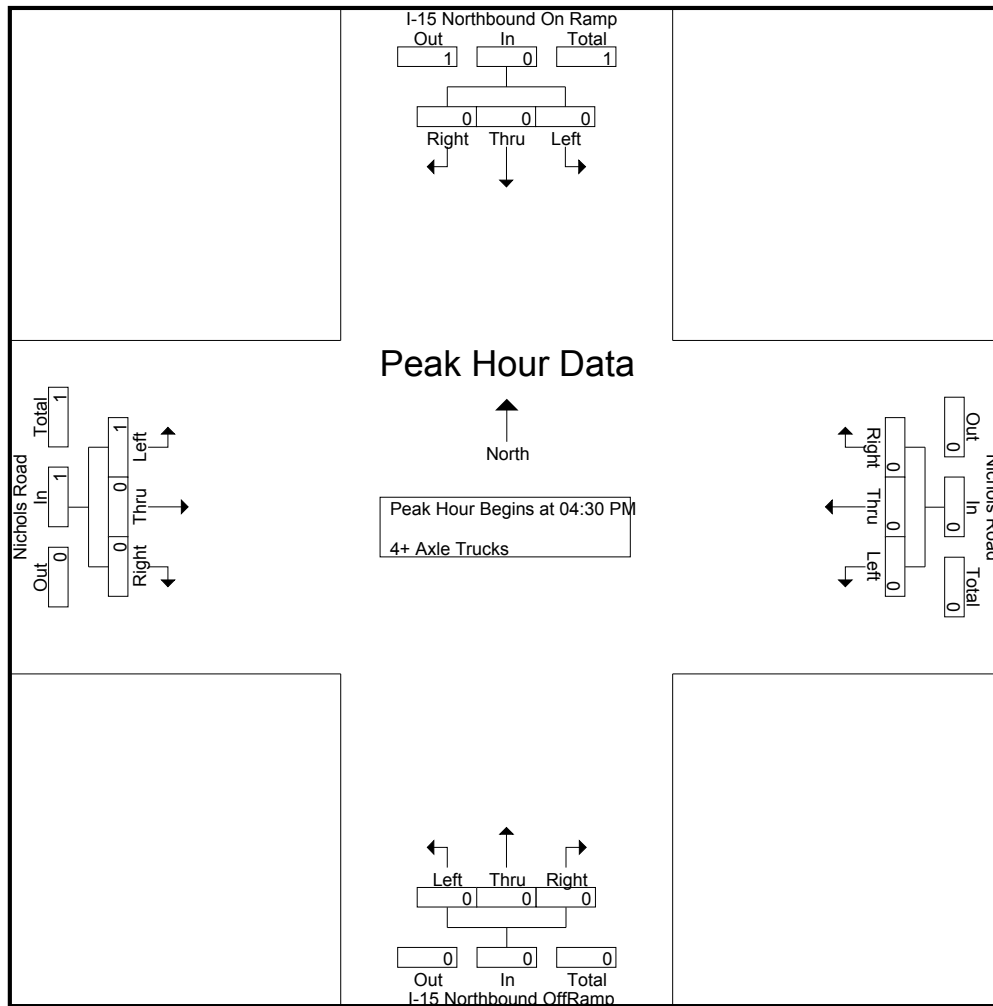
Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		100	0	0		
Total %	0	0	0		0	0	0		0	0	0		100	0	0	100	

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound OffRamp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNIPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

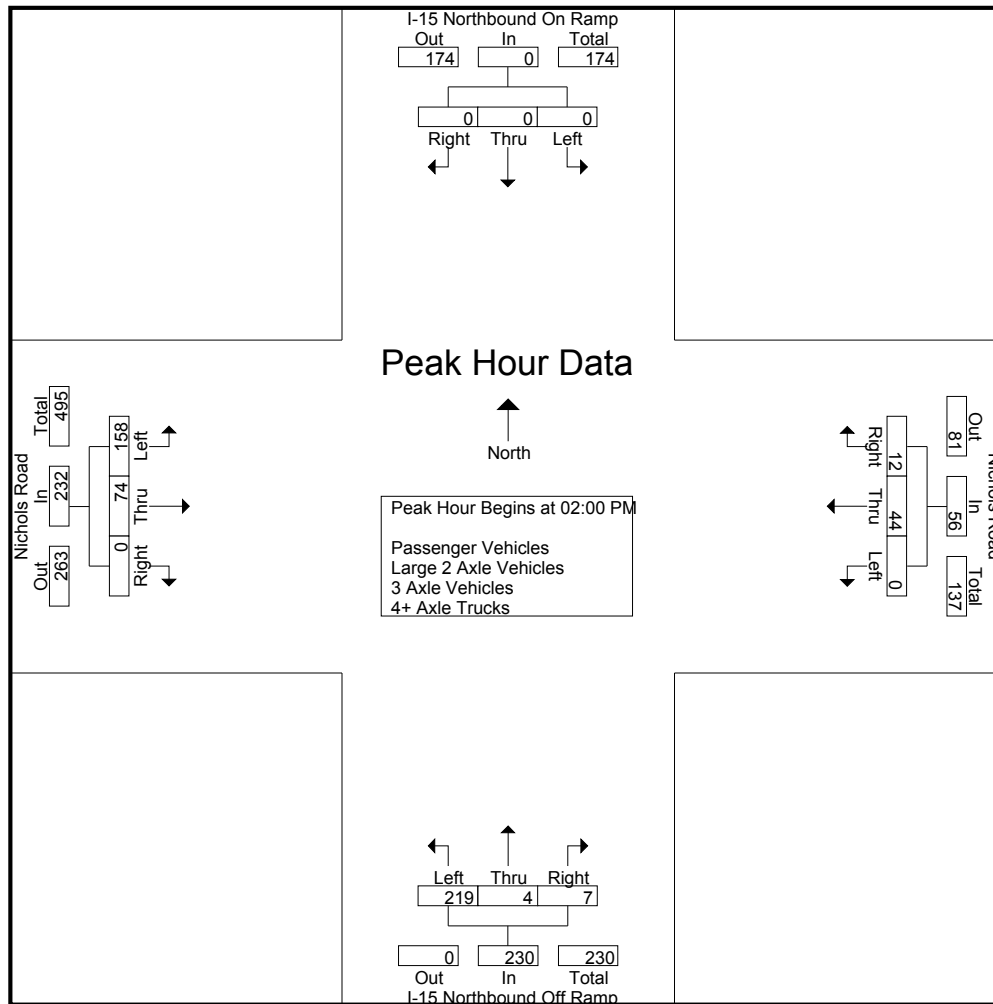
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound Off Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	9	13	22	44	0	1	45	31	21	0	52	119
12:15 PM	0	0	0	0	0	9	4	13	53	2	1	56	41	21	0	62	131
12:30 PM	0	0	0	0	0	13	6	19	51	1	1	53	43	15	0	58	130
12:45 PM	0	0	0	0	0	12	2	14	36	0	2	38	27	21	0	48	100
Total	0	0	0	0	0	43	25	68	184	3	5	192	142	78	0	220	480
01:00 PM	0	0	0	0	0	8	6	14	48	1	3	52	42	21	0	63	129
01:15 PM	0	0	0	0	0	8	3	11	56	1	0	57	38	12	0	50	118
01:30 PM	0	0	0	0	0	12	4	16	42	0	2	44	29	11	0	40	100
01:45 PM	0	0	0	0	0	14	6	20	53	3	2	58	30	13	0	43	121
Total	0	0	0	0	0	42	19	61	199	5	7	211	139	57	0	196	468
02:00 PM	0	0	0	0	0	8	1	9	52	0	0	52	43	20	0	63	124
02:15 PM	0	0	0	0	0	14	3	17	59	1	1	61	35	18	0	53	131
02:30 PM	0	0	0	0	0	9	6	15	55	0	4	59	38	19	0	57	131
02:45 PM	0	0	0	0	0	13	2	15	53	3	2	58	42	17	0	59	132
Total	0	0	0	0	0	44	12	56	219	4	7	230	158	74	0	232	518
Grand Total	0	0	0	0	0	129	56	185	602	12	19	633	439	209	0	648	1466
Apprch %	0	0	0	0	0	69.7	30.3		95.1	1.9	3		67.7	32.3	0		
Total %	0	0	0	0	0	8.8	3.8	12.6	41.1	0.8	1.3	43.2	29.9	14.3	0	44.2	
Passenger Vehicles	0	0	0	0	0	128	54	182	599	9	19	627	425	206	0	631	1440
% Passenger Vehicles	0	0	0	0	0	99.2	96.4	98.4	99.5	75	100	99.1	96.8	98.6	0	97.4	98.2
Large 2 Axle Vehicles	0	0	0	0	0	1	1	2	3	1	0	4	10	3	0	13	19
% Large 2 Axle Vehicles	0	0	0	0	0	0.8	1.8	1.1	0.5	8.3	0	0.6	2.3	1.4	0	2	1.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.1
4+ Axle Trucks	0	0	0	0	0	0	1	1	0	2	0	2	3	0	0	3	6
% 4+ Axle Trucks	0	0	0	0	0	0	1.8	0.5	0	16.7	0	0.3	0.7	0	0	0.5	0.4

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound Off Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	8	1	9	52	0	0	52	43	20	0	63	124
02:15 PM	0	0	0	0	0	14	3	17	59	1	1	61	35	18	0	53	131
02:30 PM	0	0	0	0	0	9	6	15	55	0	4	59	38	19	0	57	131
02:45 PM	0	0	0	0	0	13	2	15	53	3	2	58	42	17	0	59	132
Total Volume	0	0	0	0	0	44	12	56	219	4	7	230	158	74	0	232	518
% App. Total	0	0	0	0	0	78.6	21.4		95.2	1.7	3		68.1	31.9	0		
PHF	.000	.000	.000	.000	.000	.786	.500	.824	.928	.333	.438	.943	.919	.925	.000	.921	.981

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				01:45 PM				02:00 PM			
+0 mins.	0	0	0	0	0	9	13	22	53	3	2	58	43	20	0	63
+15 mins.	0	0	0	0	0	9	4	13	52	0	0	52	35	18	0	53
+30 mins.	0	0	0	0	0	13	6	19	59	1	1	61	38	19	0	57
+45 mins.	0	0	0	0	0	12	2	14	55	0	4	59	42	17	0	59
Total Volume	0	0	0	0	0	43	25	68	219	4	7	230	158	74	0	232
% App. Total	0	0	0	0	0	63.2	36.8		95.2	1.7	3		68.1	31.9	0	
PHF	.000	.000	.000	.000	.000	.827	.481	.773	.928	.333	.438	.943	.919	.925	.000	.921

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

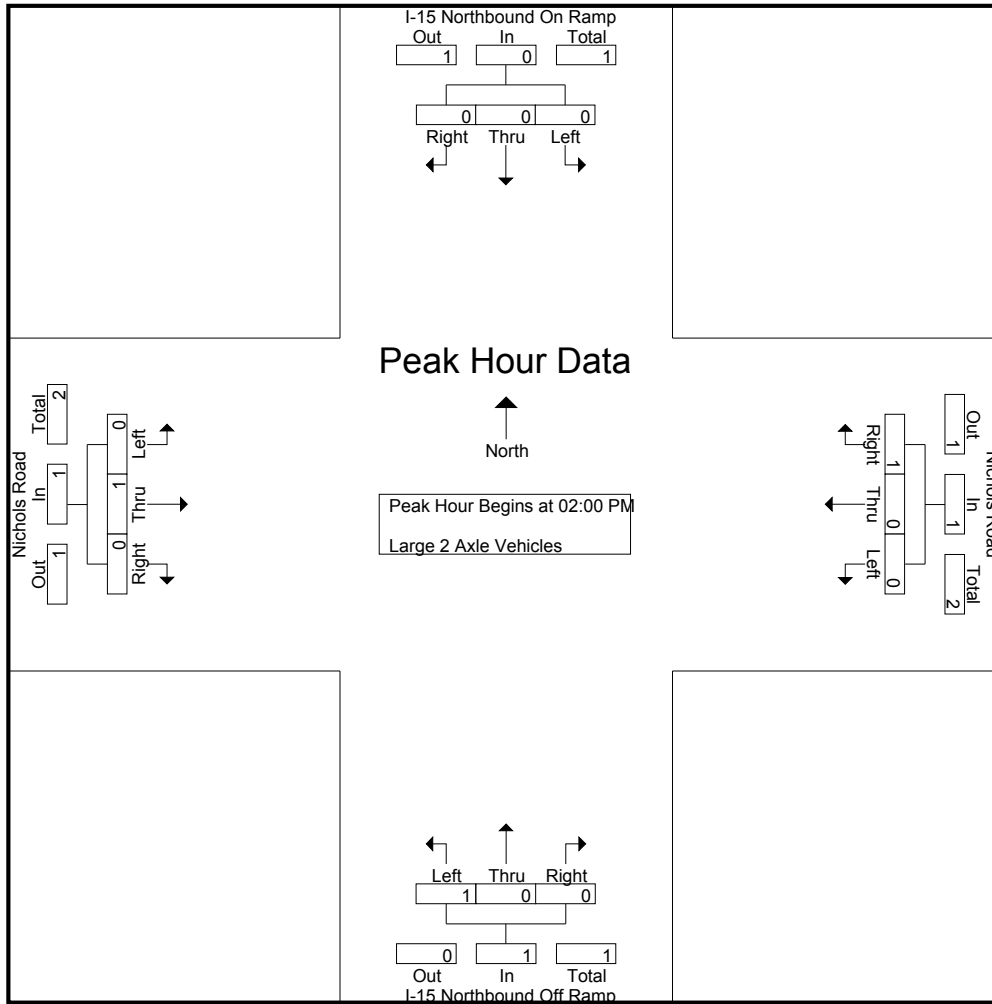
Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound Off Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	6	0	0	6	7
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
01:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	1	0	1	1	1	0	2	4	2	0	6	9
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	1	3
Grand Total	0	0	0	0	0	1	1	2	3	1	0	4	10	3	0	13	19
Apprch %	0	0	0		0	50	50		75	25	0		76.9	23.1	0		
Total %	0	0	0		0	5.3	5.3	10.5	15.8	5.3	0	21.1	52.6	15.8	0	68.4	

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound Off Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total Volume	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	1	3
% App. Total	0	0	0		0	0	100		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.000	.250	.000	.250	.375

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
Total Volume	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	1
% App. Total	0	0	0	0	0	0	100		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.000	.250	.000	.250

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

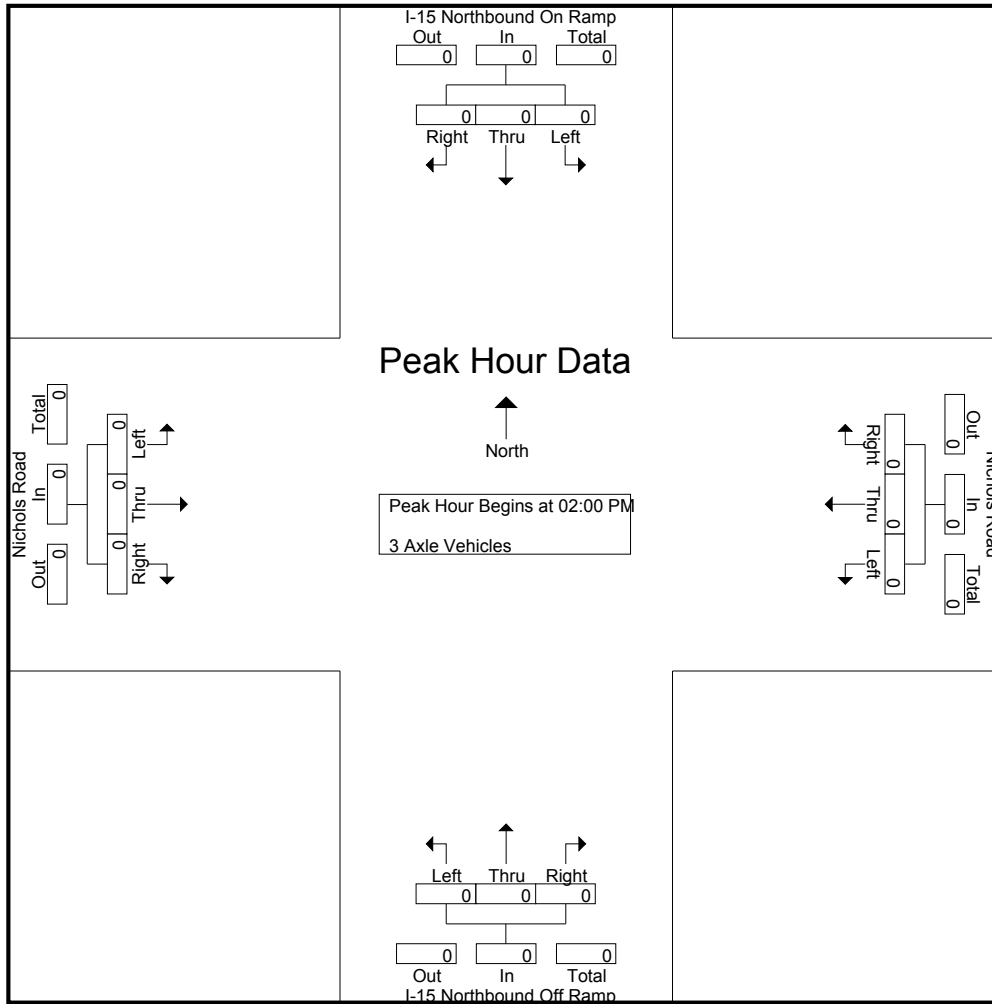
Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound Off Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound Off Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

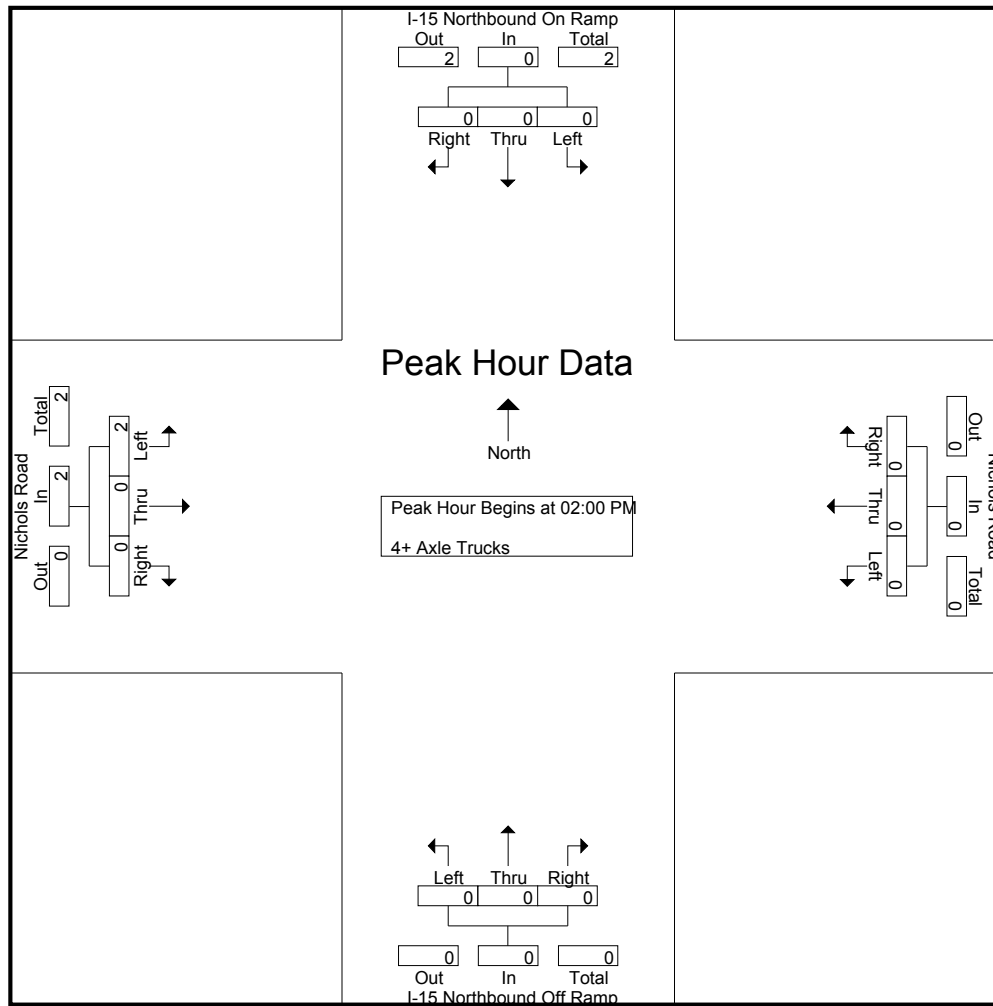
Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound Off Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	1	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	0	0	1	1	0	2	0	2	3	0	0	3	6
Apprch %	0	0	0		0	0	100		0	100	0		100	0	0		
Total %	0	0	0		0	0	16.7	16.7	0	33.3	0	33.3	50	0	0	50	

	I-15 Northbound On Ramp Southbound				Nichols Road Westbound				I-15 Northbound Off Ramp Northbound				Nichols Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Nichols Road
Weather: Sunny

File Name : LKE15NNISAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEAM
Site Code : 00000066
Start Date : 5/23/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	303	116	419	96	0	163	259	23	193	0	216	894
07:15 AM	0	0	0	0	0	406	134	540	92	0	121	213	17	192	0	209	962
07:30 AM	0	0	0	0	0	291	98	389	108	0	96	204	15	200	0	215	808
07:45 AM	0	0	0	0	0	252	84	336	124	0	90	214	14	175	0	189	739
Total	0	0	0	0	0	1252	432	1684	420	0	470	890	69	760	0	829	3403
08:00 AM	0	0	0	0	0	202	98	300	92	0	69	161	25	131	0	156	617
08:15 AM	0	0	0	0	0	202	71	273	102	0	83	185	20	127	0	147	605
08:30 AM	0	0	0	0	0	228	91	319	98	0	94	192	14	201	0	215	726
08:45 AM	0	0	0	0	0	250	91	341	141	1	119	261	19	189	0	208	810
Total	0	0	0	0	0	882	351	1233	433	1	365	799	78	648	0	726	2758
Grand Total	0	0	0	0	0	2134	783	2917	853	1	835	1689	147	1408	0	1555	6161
Apprch %	0	0	0		0	73.2	26.8		50.5	0.1	49.4		9.5	90.5	0		
Total %	0	0	0	0	0	34.6	12.7	47.3	13.8	0	13.6	27.4	2.4	22.9	0	25.2	
Passenger Vehicles	0	0	0	0	0	2030	728	2758	833	0	802	1635	126	1291	0	1417	5810
% Passenger Vehicles	0	0	0	0	0	95.1	93	94.5	97.7	0	96	96.8	85.7	91.7	0	91.1	94.3
Large 2 Axle Vehicles	0	0	0	0	0	77	23	100	17	0	19	36	16	66	0	82	218
% Large 2 Axle Vehicles	0	0	0	0	0	3.6	2.9	3.4	2	0	2.3	2.1	10.9	4.7	0	5.3	3.5
3 Axle Vehicles	0	0	0	0	0	14	6	20	0	0	2	2	1	11	0	12	34
% 3 Axle Vehicles	0	0	0	0	0	0.7	0.8	0.7	0	0	0.2	0.1	0.7	0.8	0	0.8	0.6
4+ Axle Trucks	0	0	0	0	0	13	26	39	3	1	12	16	4	40	0	44	99
% 4+ Axle Trucks	0	0	0	0	0	0.6	3.3	1.3	0.4	100	1.4	0.9	2.7	2.8	0	2.8	1.6

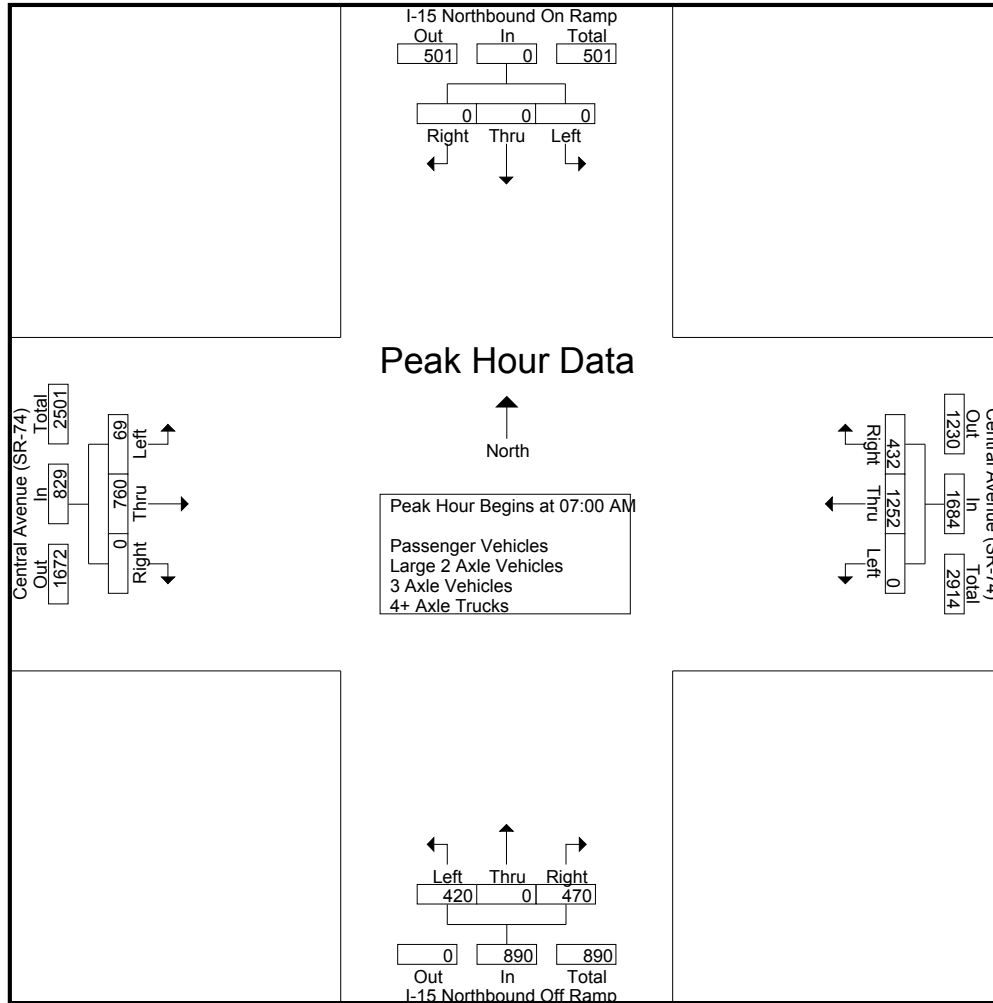
Start Time	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	303	116	419	96	0	163	259	23	193	0	216	894
07:15 AM	0	0	0	0	0	406	134	540	92	0	121	213	17	192	0	209	962
07:30 AM	0	0	0	0	0	291	98	389	108	0	96	204	15	200	0	215	808
07:45 AM	0	0	0	0	0	252	84	336	124	0	90	214	14	175	0	189	739
Total Volume	0	0	0	0	0	1252	432	1684	420	0	470	890	69	760	0	829	3403
% App. Total	0	0	0		0	74.3	25.7		47.2	0	52.8		8.3	91.7	0		
PHF	.000	.000	.000	.000	.000	.771	.806	.780	.847	.000	.721	.859	.750	.950	.000	.959	.884

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEAM
Site Code : 00000066
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	303	116	419	96	0	163	259	23	193	0	216
+15 mins.	0	0	0	0	0	406	134	540	92	0	121	213	17	192	0	209
+30 mins.	0	0	0	0	0	291	98	389	108	0	96	204	15	200	0	215
+45 mins.	0	0	0	0	0	252	84	336	124	0	90	214	14	175	0	189
Total Volume	0	0	0	0	0	1252	432	1684	420	0	470	890	69	760	0	829
% App. Total	0	0	0	0	0	74.3	25.7		47.2	0	52.8		8.3	91.7	0	
PHF	.000	.000	.000	.000	.000	.771	.806	.780	.847	.000	.721	.859	.750	.950	.000	.959

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEAM
Site Code : 00000066
Start Date : 5/23/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	9	1	10	1	0	4	5	1	8	0	9	24
07:15 AM	0	0	0	0	0	10	5	15	1	0	4	5	3	10	0	13	33
07:30 AM	0	0	0	0	0	12	3	15	2	0	2	4	2	10	0	12	31
07:45 AM	0	0	0	0	0	13	3	16	1	0	1	2	1	6	0	7	25
Total	0	0	0	0	0	44	12	56	5	0	11	16	7	34	0	41	113
08:00 AM	0	0	0	0	0	8	6	14	3	0	3	6	1	9	0	10	30
08:15 AM	0	0	0	0	0	6	1	7	1	0	0	1	2	6	0	8	16
08:30 AM	0	0	0	0	0	11	3	14	2	0	5	7	3	10	0	13	34
08:45 AM	0	0	0	0	0	8	1	9	6	0	0	6	3	7	0	10	25
Total	0	0	0	0	0	33	11	44	12	0	8	20	9	32	0	41	105
Grand Total	0	0	0	0	0	77	23	100	17	0	19	36	16	66	0	82	218
Apprch %	0	0	0		0	77	23		47.2	0	52.8		19.5	80.5	0		
Total %	0	0	0		0	35.3	10.6	45.9	7.8	0	8.7	16.5	7.3	30.3	0	37.6	

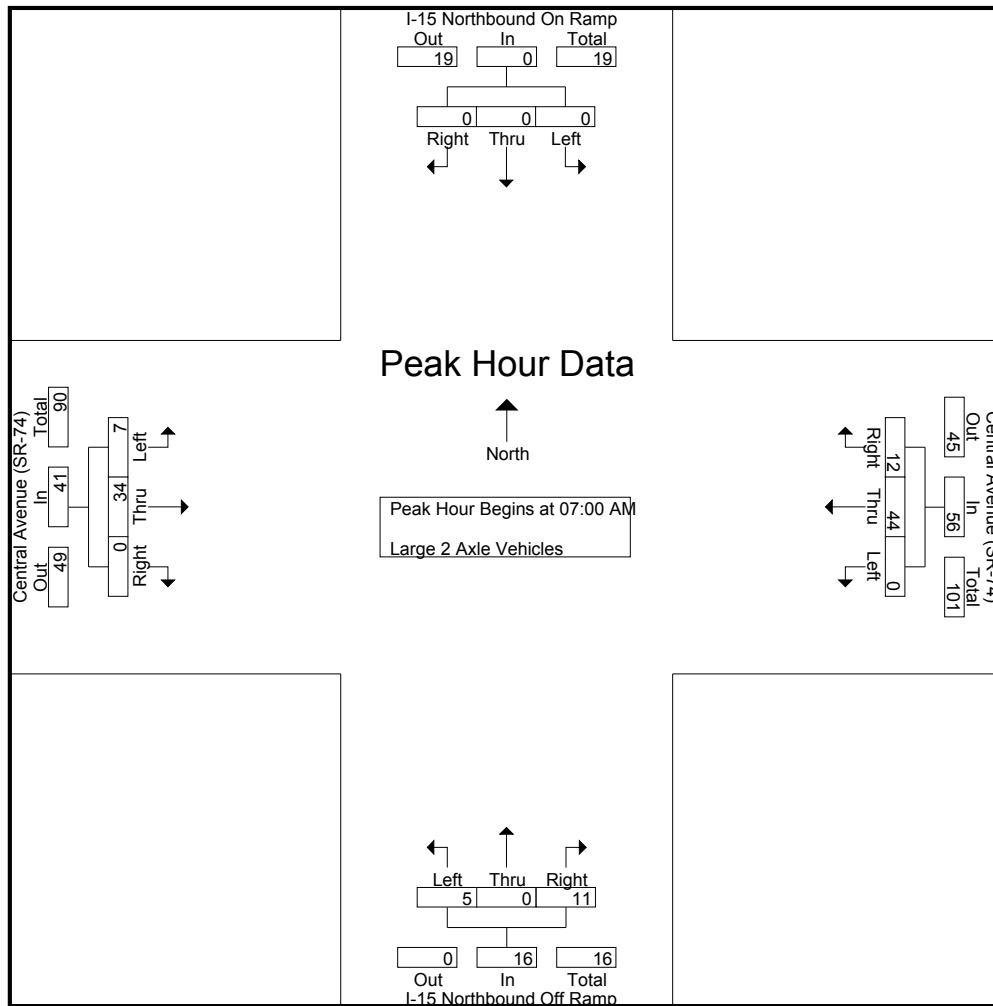
	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	9	1	10	1	0	4	5	1	8	0	9	24
07:15 AM	0	0	0	0	0	10	5	15	1	0	4	5	3	10	0	13	33
07:30 AM	0	0	0	0	0	12	3	15	2	0	2	4	2	10	0	12	31
07:45 AM	0	0	0	0	0	13	3	16	1	0	1	2	1	6	0	7	25
Total Volume	0	0	0	0	0	44	12	56	5	0	11	16	7	34	0	41	113
% App. Total	0	0	0		0	78.6	21.4		31.2	0	68.8		17.1	82.9	0		
PHF	.000	.000	.000	.000	.000	.846	.600	.875	.625	.000	.688	.800	.583	.850	.000	.788	.856

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEAM
Site Code : 00000066
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	9	1	10	1	0	4	5	1	8	0	9
+15 mins.	0	0	0	0	0	10	5	15	1	0	4	5	3	10	0	13
+30 mins.	0	0	0	0	0	12	3	15	2	0	2	4	2	10	0	12
+45 mins.	0	0	0	0	0	13	3	16	1	0	1	2	1	6	0	7
Total Volume	0	0	0	0	0	44	12	56	5	0	11	16	7	34	0	41
% App. Total	0	0	0	0	0	78.6	21.4		31.2	0	68.8		17.1	82.9	0	
PHF	.000	.000	.000	.000	.000	.846	.600	.875	.625	.000	.688	.800	.583	.850	.000	.788

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEAM
Site Code : 00000066
Start Date : 5/23/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	1	0	2	5
07:15 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
07:30 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	4	0	4	6
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	8	2	10	0	0	1	1	1	7	0	8	19
08:00 AM	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	2	1	3	0	0	1	1	0	0	0	0	4
Total	0	0	0	0	0	6	4	10	0	0	1	1	0	4	0	4	15
Grand Total	0	0	0	0	0	14	6	20	0	0	2	2	1	11	0	12	34
Apprch %	0	0	0		0	70	30		0	0	100		8.3	91.7	0		
Total %	0	0	0		0	41.2	17.6	58.8	0	0	5.9	5.9	2.9	32.4	0	35.3	

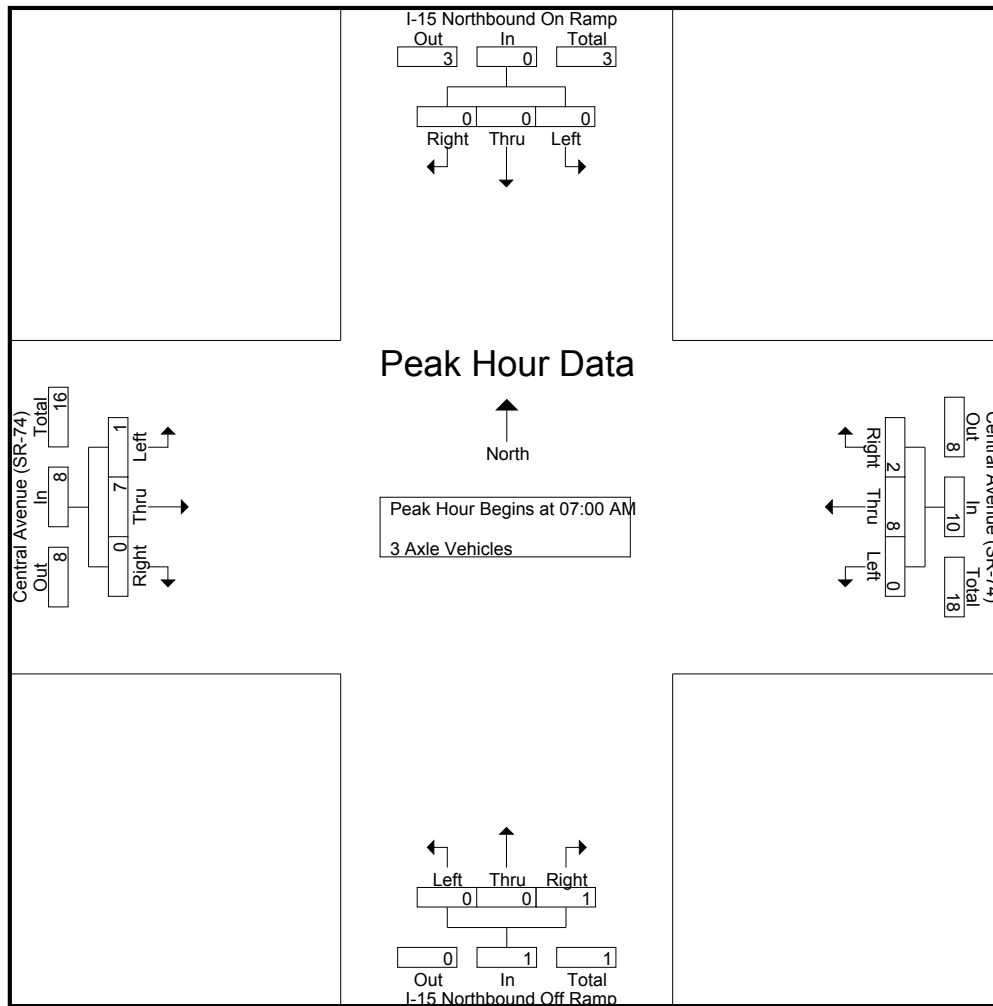
	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	1	0	2	5
07:15 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
07:30 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	4	0	4	6
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	0	8	2	10	0	0	1	1	1	7	0	8	19
% App. Total	0	0	0		0	80	20		0	0	100		12.5	87.5	0		
PHF	.000	.000	.000	.000	.000	.667	.250	.833	.000	.000	.250	.250	.250	.438	.000	.500	.792

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEAM
Site Code : 00000066
Start Date : 5/23/2013
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	1	1	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1
+30 mins.	0	0	0	0	0	0	2	2	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	8	2	10	0	0	1	1	1	7	0	8
% App. Total	0	0	0	0	0	80	20		0	0	100		12.5	87.5	0	
PHF	.000	.000	.000	.000	.000	.667	.250	.833	.000	.000	.250	.250	.250	.438	.000	.500

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEAM
Site Code : 00000066
Start Date : 5/23/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	2	0	0	2	2	0	3	0	3	7
07:15 AM	0	0	0	0	0	1	7	8	0	0	2	2	1	7	0	8	18
07:30 AM	0	0	0	0	0	2	8	10	0	0	0	0	0	10	0	10	20
07:45 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	3	0	3	7
Total	0	0	0	0	0	5	19	24	0	0	4	4	1	23	0	24	52
08:00 AM	0	0	0	0	0	3	1	4	1	0	2	3	1	4	0	5	12
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	1	5	0	6	8
08:30 AM	0	0	0	0	0	2	3	5	1	0	1	2	0	6	0	6	13
08:45 AM	0	0	0	0	0	3	3	6	1	1	3	5	1	2	0	3	14
Total	0	0	0	0	0	8	7	15	3	1	8	12	3	17	0	20	47
Grand Total	0	0	0	0	0	13	26	39	3	1	12	16	4	40	0	44	99
Apprch %	0	0	0		0	33.3	66.7		18.8	6.2	75		9.1	90.9	0		
Total %	0	0	0		0	13.1	26.3	39.4	3	1	12.1	16.2	4	40.4	0	44.4	

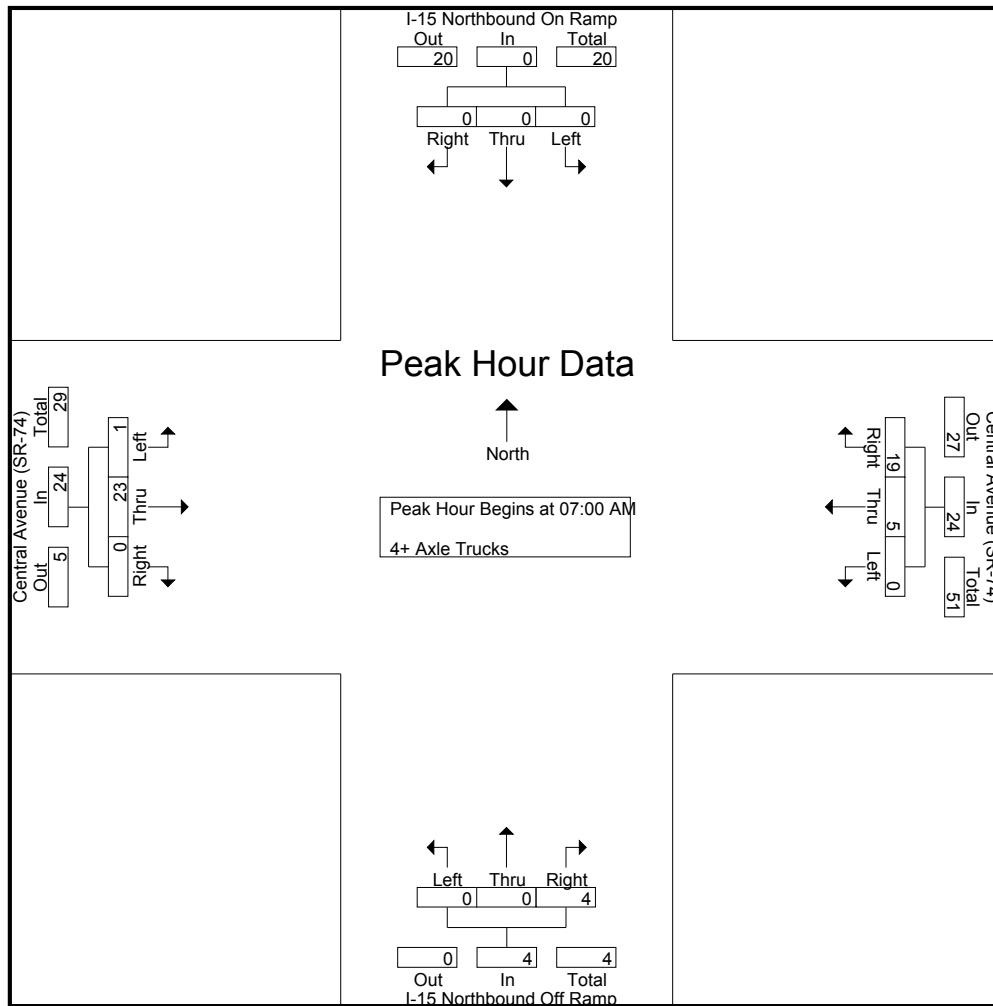
	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	2	0	0	2	2	0	3	0	3	7
07:15 AM	0	0	0	0	0	1	7	8	0	0	2	2	1	7	0	8	18
07:30 AM	0	0	0	0	0	2	8	10	0	0	0	0	0	10	0	10	20
07:45 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	3	0	3	7
Total Volume	0	0	0	0	0	5	19	24	0	0	4	4	1	23	0	24	52
% App. Total	0	0	0		0	20.8	79.2		0	0	100		4.2	95.8	0		
PHF	.000	.000	.000	.000	.000	.625	.594	.600	.000	.000	.500	.500	.250	.575	.000	.600	.650

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEAM
Site Code : 00000066
Start Date : 5/23/2013
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	2	2	0	0	2	2	0	3	0	3
+15 mins.	0	0	0	0	0	1	7	8	0	0	2	2	1	7	0	8
+30 mins.	0	0	0	0	0	2	8	10	0	0	0	0	0	10	0	10
+45 mins.	0	0	0	0	0	2	2	4	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	5	19	24	0	0	4	4	1	23	0	24
% App. Total	0	0	0	0	0	20.8	79.2		0	0	100		4.2	95.8	0	
PHF	.000	.000	.000	.000	.000	.625	.594	.600	.000	.000	.500	.500	.250	.575	.000	.600

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEPM
Site Code : 00000066
Start Date : 5/23/2013
Page No : 1

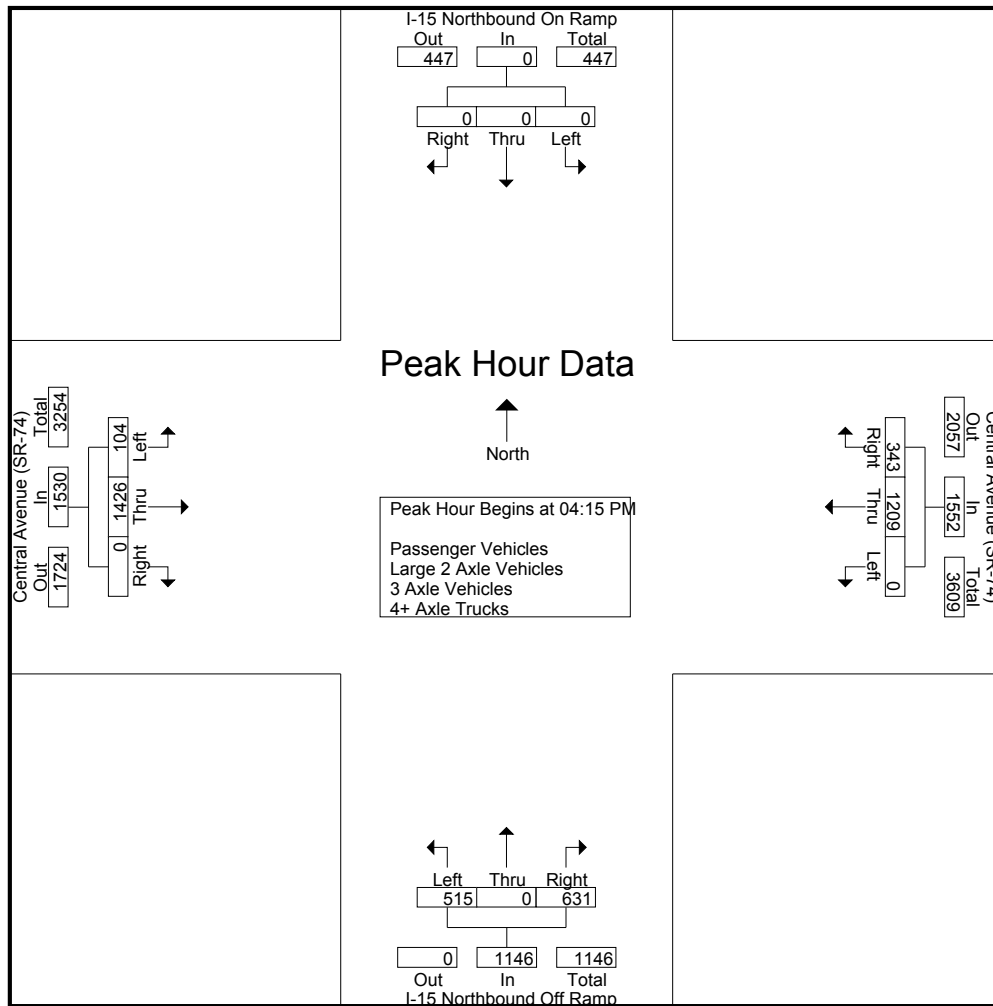
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	329	102	431	124	0	153	277	29	289	0	318	1026
04:15 PM	0	0	0	0	0	337	89	426	130	0	185	315	19	332	0	351	1092
04:30 PM	0	0	0	0	0	302	91	393	118	0	156	274	31	353	0	384	1051
04:45 PM	0	0	0	0	0	283	74	357	131	0	153	284	24	372	0	396	1037
Total	0	0	0	0	0	1251	356	1607	503	0	647	1150	103	1346	0	1449	4206
05:00 PM	0	0	0	0	0	287	89	376	136	0	137	273	30	369	0	399	1048
05:15 PM	0	0	0	0	0	313	94	407	115	0	153	268	22	373	0	395	1070
05:30 PM	0	0	0	0	0	290	66	356	128	1	148	277	38	374	0	412	1045
05:45 PM	0	0	0	0	0	347	87	434	119	0	137	256	20	351	0	371	1061
Total	0	0	0	0	0	1237	336	1573	498	1	575	1074	110	1467	0	1577	4224
Grand Total	0	0	0	0	0	2488	692	3180	1001	1	1222	2224	213	2813	0	3026	8430
Apprch %	0	0	0		0	78.2	21.8		45	0	54.9		7	93	0		
Total %	0	0	0	0	0	29.5	8.2	37.7	11.9	0	14.5	26.4	2.5	33.4	0	35.9	
Passenger Vehicles	0	0	0	0	0	2458	654	3112	991	1	1191	2183	205	2760	0	2965	8260
% Passenger Vehicles	0	0	0	0	0	98.8	94.5	97.9	99	100	97.5	98.2	96.2	98.1	0	98	98
Large 2 Axle Vehicles	0	0	0	0	0	25	18	43	7	0	22	29	4	32	0	36	108
% Large 2 Axle Vehicles	0	0	0	0	0	1	2.6	1.4	0.7	0	1.8	1.3	1.9	1.1	0	1.2	1.3
3 Axle Vehicles	0	0	0	0	0	0	2	2	0	0	1	1	0	10	0	10	13
% 3 Axle Vehicles	0	0	0	0	0	0	0.3	0.1	0	0	0.1	0	0	0.4	0	0.3	0.2
4+ Axle Trucks	0	0	0	0	0	5	18	23	3	0	8	11	4	11	0	15	49
% 4+ Axle Trucks	0	0	0	0	0	0.2	2.6	0.7	0.3	0	0.7	0.5	1.9	0.4	0	0.5	0.6

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	337	89	426	130	0	185	315	19	332	0	351	1092
04:30 PM	0	0	0	0	0	302	91	393	118	0	156	274	31	353	0	384	1051
04:45 PM	0	0	0	0	0	283	74	357	131	0	153	284	24	372	0	396	1037
05:00 PM	0	0	0	0	0	287	89	376	136	0	137	273	30	369	0	399	1048
Total Volume	0	0	0	0	0	1209	343	1552	515	0	631	1146	104	1426	0	1530	4228
% App. Total	0	0	0	0	0	77.9	22.1		44.9	0	55.1		6.8	93.2	0		
PHF	.000	.000	.000	.000	.000	.897	.942	.911	.947	.000	.853	.910	.839	.958	.000	.959	.968

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEPM
Site Code : 00000066
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	0	0	0	329	102	431	124	0	153	277	24	372	0	396
+15 mins.	0	0	0	0	0	337	89	426	130	0	185	315	30	369	0	399
+30 mins.	0	0	0	0	0	302	91	393	118	0	156	274	22	373	0	395
+45 mins.	0	0	0	0	0	283	74	357	131	0	153	284	38	374	0	412
Total Volume	0	0	0	0	0	1251	356	1607	503	0	647	1150	114	1488	0	1602
% App. Total	0	0	0	0	0	77.8	22.2		43.7	0	56.3		7.1	92.9	0	
PHF	.000	.000	.000	.000	.000	.928	.873	.932	.960	.000	.874	.913	.750	.995	.000	.972

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEPM
Site Code : 00000066
Start Date : 5/23/2013
Page No : 1

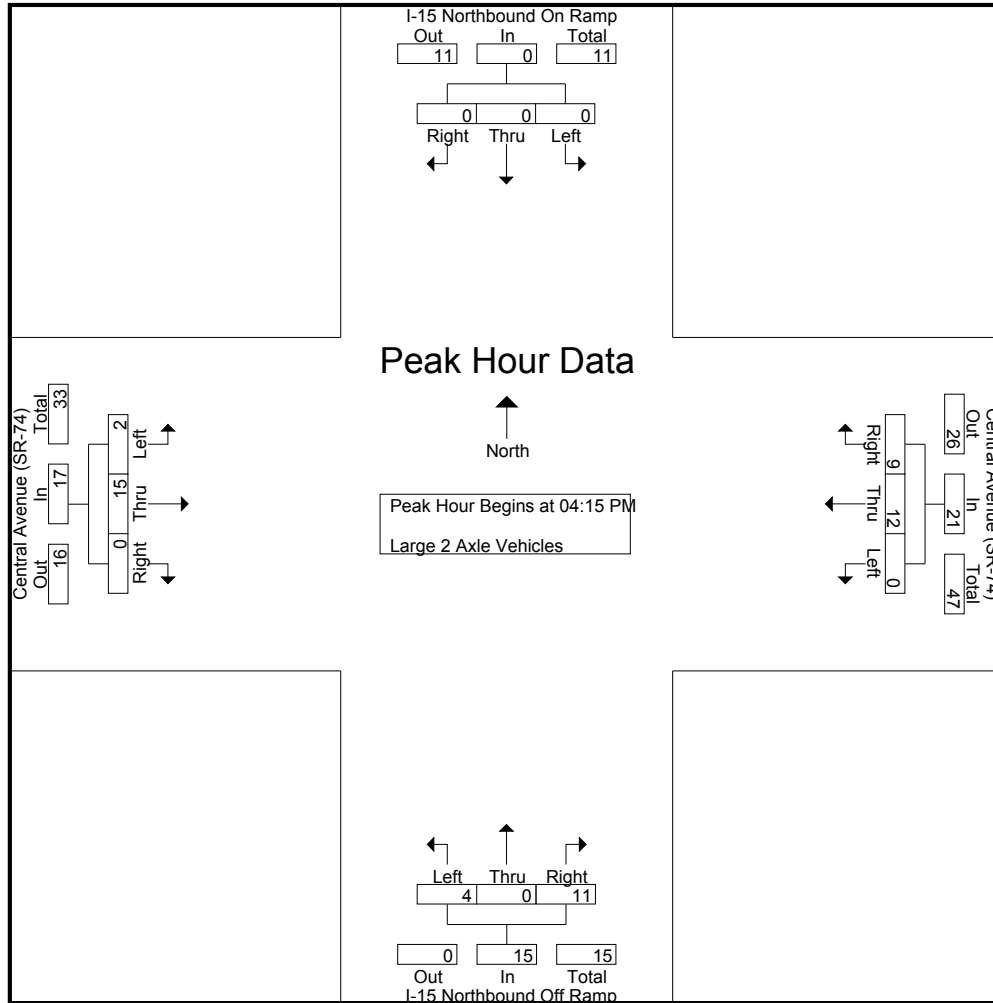
Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	4	7	2	0	6	8	1	3	0	4	19
04:15 PM	0	0	0	0	0	2	2	4	1	0	3	4	0	4	0	4	12
04:30 PM	0	0	0	0	0	6	2	8	0	0	1	1	1	3	0	4	13
04:45 PM	0	0	0	0	0	2	1	3	2	0	5	7	0	5	0	5	15
Total	0	0	0	0	0	13	9	22	5	0	15	20	2	15	0	17	59
05:00 PM	0	0	0	0	0	2	4	6	1	0	2	3	1	3	0	4	13
05:15 PM	0	0	0	0	0	3	3	6	1	0	1	2	0	1	0	1	9
05:30 PM	0	0	0	0	0	5	2	7	0	0	3	3	0	8	0	8	18
05:45 PM	0	0	0	0	0	2	0	2	0	0	1	1	1	5	0	6	9
Total	0	0	0	0	0	12	9	21	2	0	7	9	2	17	0	19	49
Grand Total	0	0	0	0	0	25	18	43	7	0	22	29	4	32	0	36	108
Apprch %	0	0	0		0	58.1	41.9		24.1	0	75.9		11.1	88.9	0		
Total %	0	0	0		0	23.1	16.7	39.8	6.5	0	20.4	26.9	3.7	29.6	0	33.3	

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	2	2	4	1	0	3	4	0	4	0	4	12
04:30 PM	0	0	0	0	0	6	2	8	0	0	1	1	1	3	0	4	13
04:45 PM	0	0	0	0	0	2	1	3	2	0	5	7	0	5	0	5	15
05:00 PM	0	0	0	0	0	2	4	6	1	0	2	3	1	3	0	4	13
Total Volume	0	0	0	0	0	12	9	21	4	0	11	15	2	15	0	17	53
% App. Total	0	0	0		0	57.1	42.9		26.7	0	73.3		11.8	88.2	0		
PHF	.000	.000	.000	.000	.000	.500	.563	.656	.500	.000	.550	.536	.500	.750	.000	.850	.883

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEPM
Site Code : 00000066
Start Date : 5/23/2013
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	2	2	4	1	0	3	4	0	4	0	4
+15 mins.	0	0	0	0	0	6	2	8	0	0	1	1	1	3	0	4
+30 mins.	0	0	0	0	0	2	1	3	2	0	5	7	0	5	0	5
+45 mins.	0	0	0	0	0	2	4	6	1	0	2	3	1	3	0	4
Total Volume	0	0	0	0	0	12	9	21	4	0	11	15	2	15	0	17
% App. Total	0	0	0	0	0	57.1	42.9		26.7	0	73.3		11.8	88.2	0	
PHF	.000	.000	.000	.000	.000	.500	.563	.656	.500	.000	.550	.536	.500	.750	.000	.850

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEPM
Site Code : 00000066
Start Date : 5/23/2013
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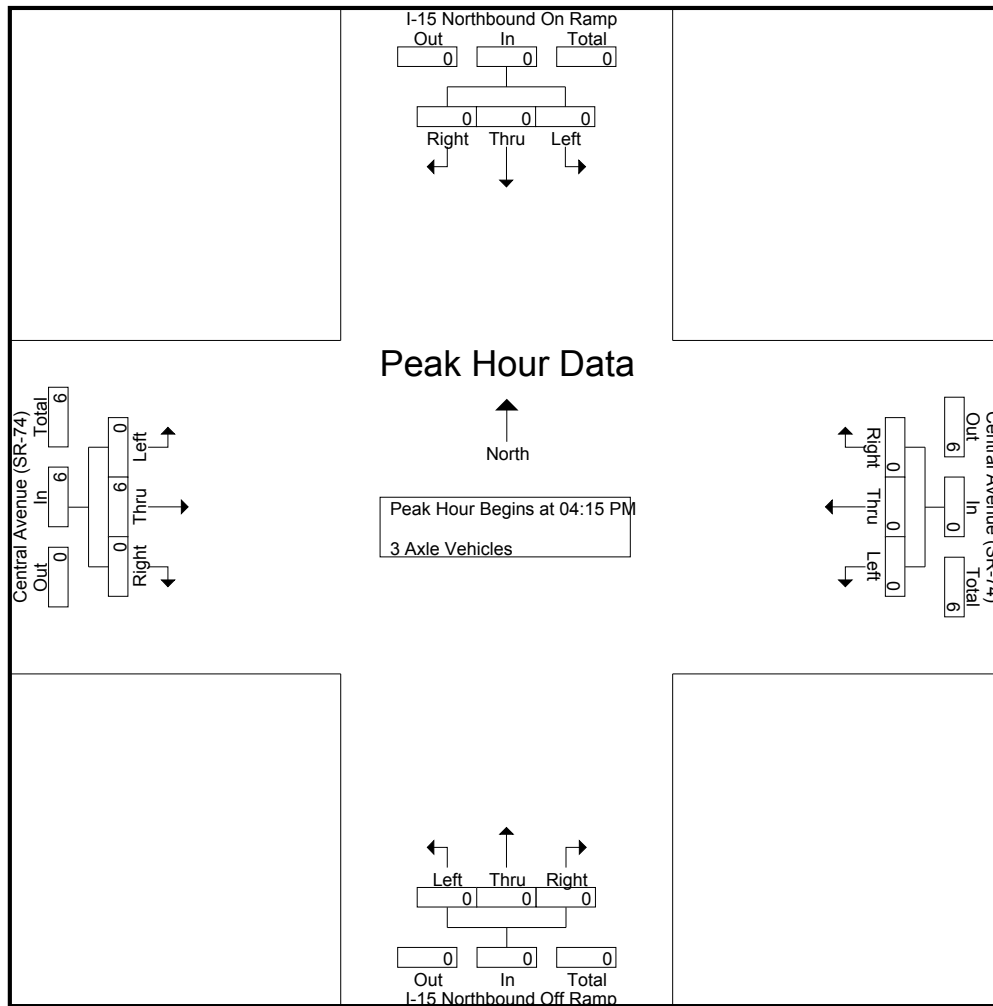
Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	2	2	0	0	1	1	0	1	0	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	0	1	1	0	2	0	2	5
Grand Total	0	0	0	0	0	0	2	2	0	0	1	1	0	10	0	10	13
Apprch %	0	0	0		0	0	100		0	0	100		0	100	0		
Total %	0	0	0	0	0	0	15.4	15.4	0	0	7.7	7.7	0	76.9	0	76.9	

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEPM
Site Code : 00000066
Start Date : 5/23/2013
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEPM
Site Code : 00000066
Start Date : 5/23/2013
Page No : 1

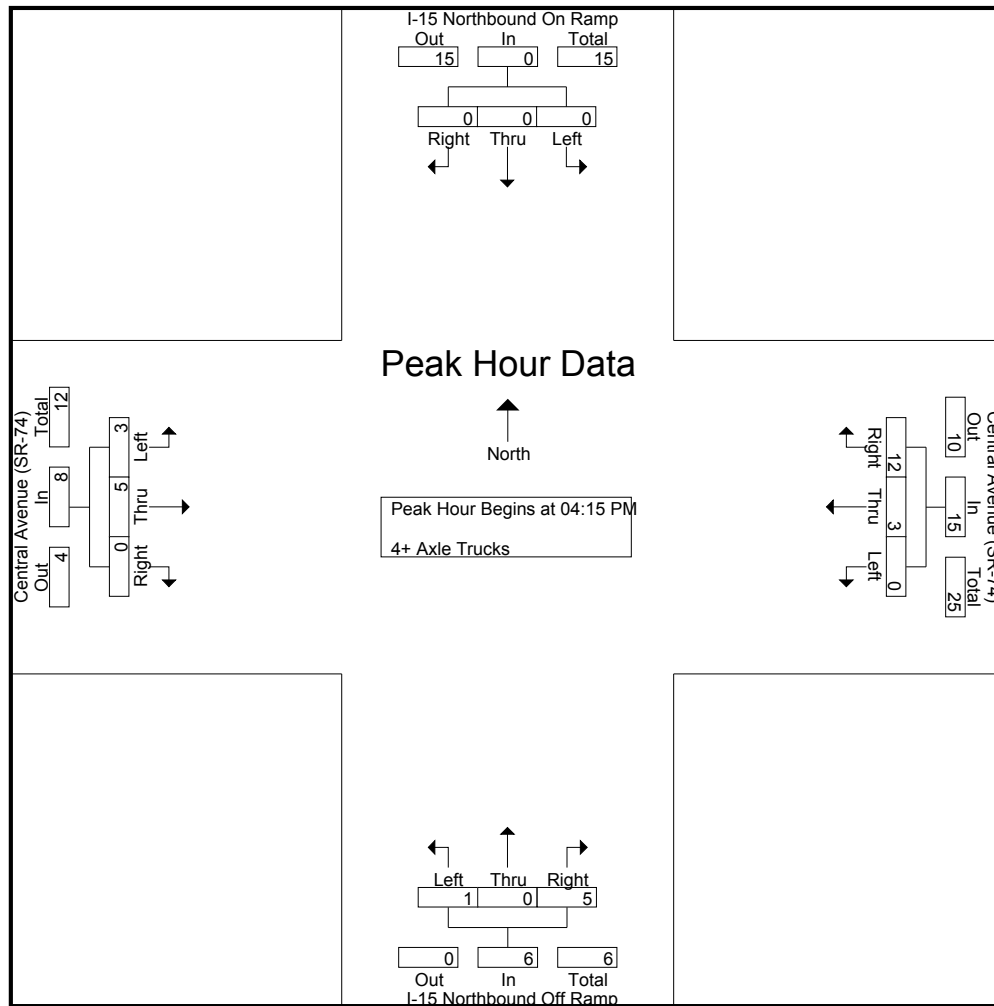
Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	3	4	1	0	2	3	0	2	0	2	9
04:15 PM	0	0	0	0	0	0	3	3	1	0	1	2	1	2	0	3	8
04:30 PM	0	0	0	0	0	1	4	5	0	0	4	4	0	2	0	2	11
04:45 PM	0	0	0	0	0	2	2	4	0	0	0	0	1	1	0	2	6
Total	0	0	0	0	0	4	12	16	2	0	7	9	2	7	0	9	34
05:00 PM	0	0	0	0	0	0	3	3	0	0	0	0	1	0	0	1	4
05:15 PM	0	0	0	0	0	1	3	4	0	0	0	0	0	2	0	2	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
Total	0	0	0	0	0	1	6	7	1	0	1	2	2	4	0	6	15
Grand Total	0	0	0	0	0	5	18	23	3	0	8	11	4	11	0	15	49
Apprch %	0	0	0		0	21.7	78.3		27.3	0	72.7		26.7	73.3	0		
Total %	0	0	0		0	10.2	36.7	46.9	6.1	0	16.3	22.4	8.2	22.4	0	30.6	

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	3	3	1	0	1	2	1	2	0	3	8
04:30 PM	0	0	0	0	0	1	4	5	0	0	4	4	0	2	0	2	11
04:45 PM	0	0	0	0	0	2	2	4	0	0	0	0	1	1	0	2	6
05:00 PM	0	0	0	0	0	0	3	3	0	0	0	0	1	0	0	1	4
Total Volume	0	0	0	0	0	3	12	15	1	0	5	6	3	5	0	8	29
% App. Total	0	0	0		0	20	80		16.7	0	83.3		37.5	62.5	0		
PHF	.000	.000	.000	.000	.000	.375	.750	.750	.250	.000	.313	.375	.750	.625	.000	.667	.659

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCEPM
Site Code : 00000066
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	3	3	1	0	1	2	1	2	0	3
+15 mins.	0	0	0	0	0	1	4	5	0	0	4	4	0	2	0	2
+30 mins.	0	0	0	0	0	2	2	4	0	0	0	0	1	1	0	2
+45 mins.	0	0	0	0	0	0	3	3	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	3	12	15	1	0	5	6	3	5	0	8
% App. Total	0	0	0	0	0	20	80		16.7	0	83.3		37.5	62.5	0	
PHF	.000	.000	.000	.000	.000	.375	.750	.750	.250	.000	.313	.375	.750	.625	.000	.667

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

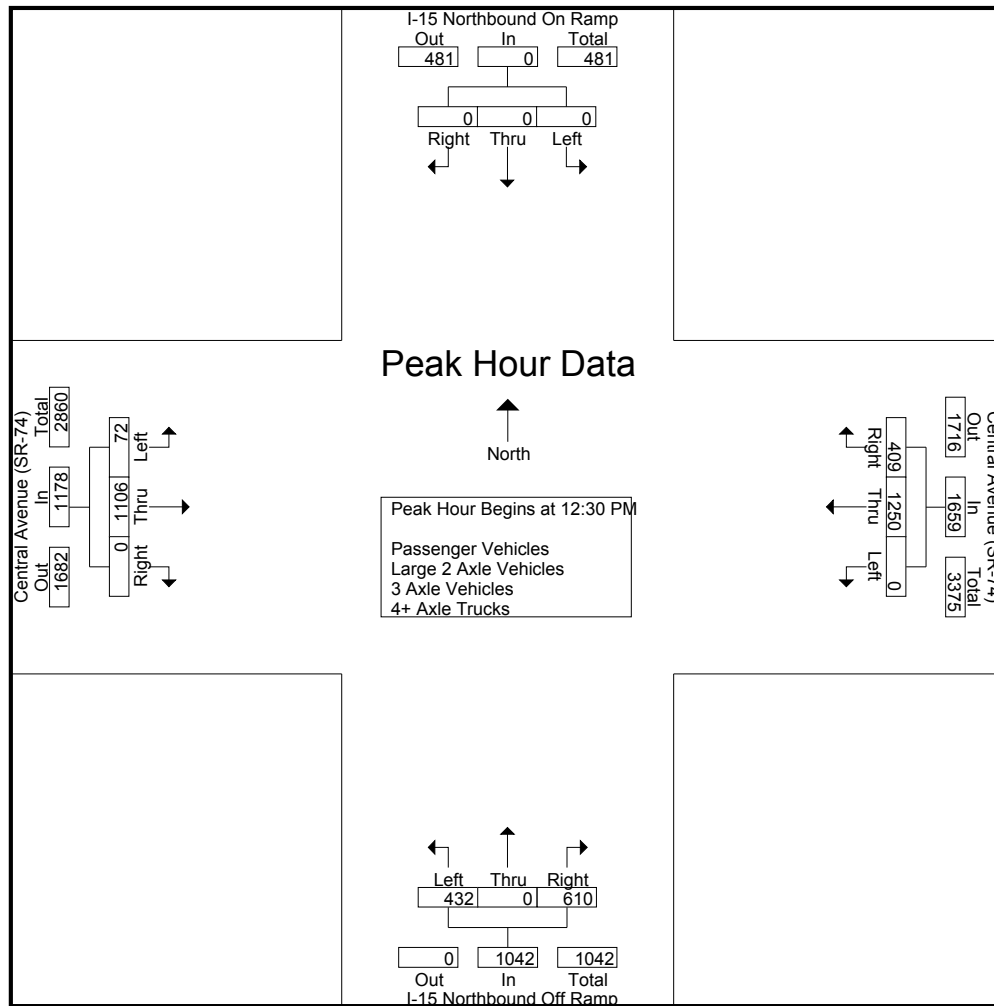
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	302	96	398	110	0	149	259	24	260	0	284	941
12:15 PM	0	0	0	0	0	284	104	388	100	1	144	245	28	271	0	299	932
12:30 PM	0	0	0	0	0	311	98	409	107	0	154	261	10	262	0	272	942
12:45 PM	0	0	0	0	0	292	98	390	111	0	156	267	23	288	0	311	968
Total	0	0	0	0	0	1189	396	1585	428	1	603	1032	85	1081	0	1166	3783
01:00 PM	0	0	0	0	0	311	116	427	105	0	141	246	22	293	0	315	988
01:15 PM	0	0	0	0	0	336	97	433	109	0	159	268	17	263	0	280	981
01:30 PM	0	0	0	0	0	289	90	379	119	1	144	264	20	234	0	254	897
01:45 PM	0	0	0	0	0	302	101	403	101	0	145	246	16	276	0	292	941
Total	0	0	0	0	0	1238	404	1642	434	1	589	1024	75	1066	0	1141	3807
02:00 PM	0	0	0	0	0	352	78	430	102	0	157	259	12	250	0	262	951
02:15 PM	0	0	0	0	0	279	94	373	120	0	123	243	24	249	0	273	889
02:30 PM	0	0	0	0	0	295	80	375	100	0	146	246	26	262	0	288	909
02:45 PM	0	0	0	0	0	282	84	366	120	0	101	221	21	233	0	254	841
Total	0	0	0	0	0	1208	336	1544	442	0	527	969	83	994	0	1077	3590
Grand Total	0	0	0	0	0	3635	1136	4771	1304	2	1719	3025	243	3141	0	3384	11180
Apprch %	0	0	0	0	0	76.2	23.8		43.1	0.1	56.8		7.2	92.8	0		
Total %	0	0	0	0	0	32.5	10.2	42.7	11.7	0	15.4	27.1	2.2	28.1	0	30.3	
Passenger Vehicles	0	0	0	0	0	3586	1103	4689	1287	2	1693	2982	238	3090	0	3328	10999
% Passenger Vehicles	0	0	0	0	0	98.7	97.1	98.3	98.7	100	98.5	98.6	97.9	98.4	0	98.3	98.4
Large 2 Axle Vehicles	0	0	0	0	0	43	19	62	10	0	22	32	4	38	0	42	136
% Large 2 Axle Vehicles	0	0	0	0	0	1.2	1.7	1.3	0.8	0	1.3	1.1	1.6	1.2	0	1.2	1.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	3	0	1	4	0	1	0	1	5
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0.2	0	0.1	0.1	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	6	14	20	4	0	3	7	1	12	0	13	40
% 4+ Axle Trucks	0	0	0	0	0	0.2	1.2	0.4	0.3	0	0.2	0.2	0.4	0.4	0	0.4	0.4

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	311	98	409	107	0	154	261	10	262	0	272	942
12:45 PM	0	0	0	0	0	292	98	390	111	0	156	267	23	288	0	311	968
01:00 PM	0	0	0	0	0	311	116	427	105	0	141	246	22	293	0	315	988
01:15 PM	0	0	0	0	0	336	97	433	109	0	159	268	17	263	0	280	981
Total Volume	0	0	0	0	0	1250	409	1659	432	0	610	1042	72	1106	0	1178	3879
% App. Total	0	0	0	0	0	75.3	24.7		41.5	0	58.5		6.1	93.9	0		
PHF	.000	.000	.000	.000	.000	.930	.881	.958	.973	.000	.959	.972	.783	.944	.000	.935	.982

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				12:30 PM				12:45 PM				12:15 PM			
+0 mins.	0	0	0	0	0	311	98	409	111	0	156	267	28	271	0	299
+15 mins.	0	0	0	0	0	292	98	390	105	0	141	246	10	262	0	272
+30 mins.	0	0	0	0	0	311	116	427	109	0	159	268	23	288	0	311
+45 mins.	0	0	0	0	0	336	97	433	119	1	144	264	22	293	0	315
Total Volume	0	0	0	0	0	1250	409	1659	444	1	600	1045	83	1114	0	1197
% App. Total	0	0	0	0	0	75.3	24.7		42.5	0.1	57.4		6.9	93.1	0	
PHF	.000	.000	.000	.000	.000	.930	.881	.958	.933	.250	.943	.975	.741	.951	.000	.950

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

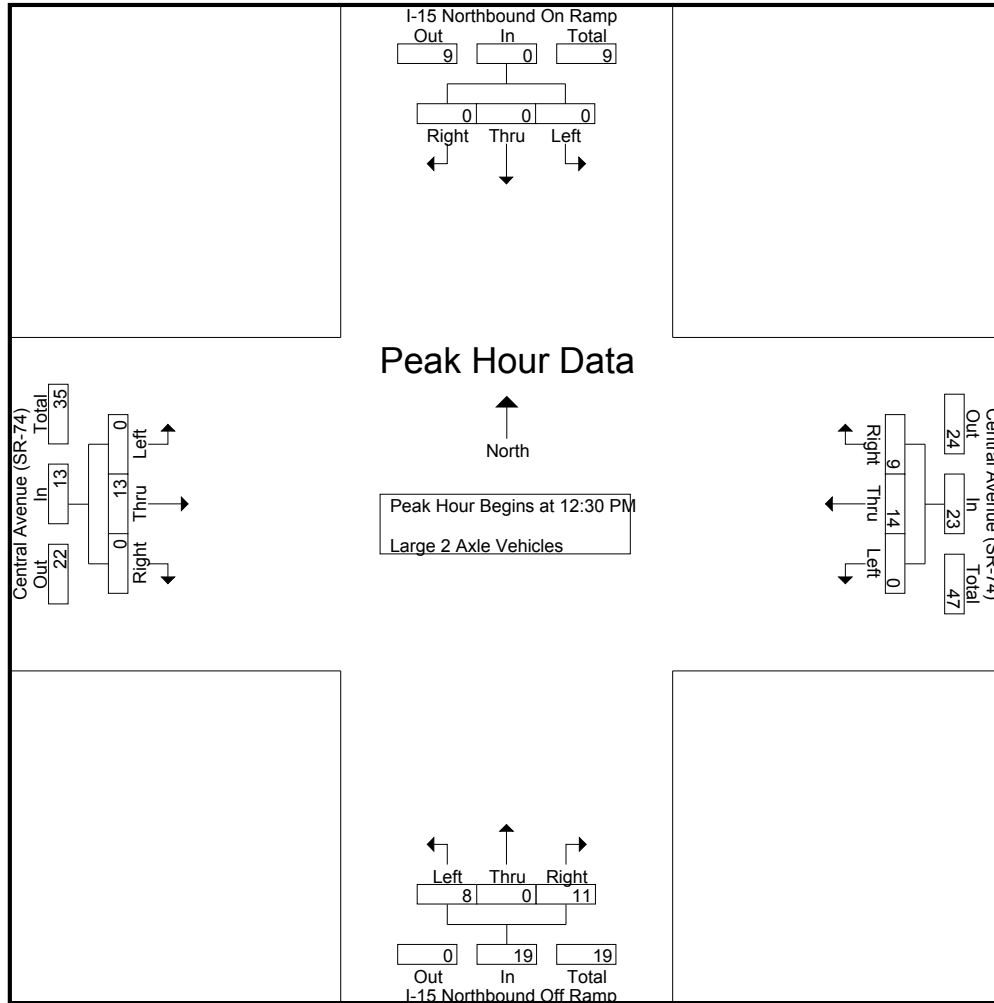
Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	6	0	6	0	0	2	2	1	3	0	4	12
12:15 PM	0	0	0	0	0	6	1	7	1	0	1	2	0	3	0	3	12
12:30 PM	0	0	0	0	0	5	1	6	2	0	4	6	0	3	0	3	15
12:45 PM	0	0	0	0	0	4	1	5	2	0	2	4	0	2	0	2	11
Total	0	0	0	0	0	21	3	24	5	0	9	14	1	11	0	12	50
01:00 PM	0	0	0	0	0	2	4	6	2	0	0	2	0	4	0	4	12
01:15 PM	0	0	0	0	0	3	3	6	2	0	5	7	0	4	0	4	17
01:30 PM	0	0	0	0	0	0	1	1	0	0	1	1	1	4	0	5	7
01:45 PM	0	0	0	0	0	4	1	5	1	0	1	2	1	4	0	5	12
Total	0	0	0	0	0	9	9	18	5	0	7	12	2	16	0	18	48
02:00 PM	0	0	0	0	0	3	1	4	0	0	1	1	0	3	0	3	8
02:15 PM	0	0	0	0	0	3	1	4	0	0	1	1	0	2	0	2	7
02:30 PM	0	0	0	0	0	3	2	5	0	0	3	3	1	1	0	2	10
02:45 PM	0	0	0	0	0	4	3	7	0	0	1	1	0	5	0	5	13
Total	0	0	0	0	0	13	7	20	0	0	6	6	1	11	0	12	38
Grand Total	0	0	0	0	0	43	19	62	10	0	22	32	4	38	0	42	136
Apprch %	0	0	0		0	69.4	30.6		31.2	0	68.8		9.5	90.5	0		
Total %	0	0	0	0	0	31.6	14	45.6	7.4	0	16.2	23.5	2.9	27.9	0	30.9	

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	5	1	6	2	0	4	6	0	3	0	3	15
12:45 PM	0	0	0	0	0	4	1	5	2	0	2	4	0	2	0	2	11
01:00 PM	0	0	0	0	0	2	4	6	2	0	0	2	0	4	0	4	12
01:15 PM	0	0	0	0	0	3	3	6	2	0	5	7	0	4	0	4	17
Total Volume	0	0	0	0	0	14	9	23	8	0	11	19	0	13	0	13	55
% App. Total	0	0	0		0	60.9	39.1		42.1	0	57.9		0	100	0		
PHF	.000	.000	.000	.000	.000	.700	.563	.958	1.00	.000	.550	.679	.000	.813	.000	.813	.809

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM				12:30 PM				12:30 PM				12:30 PM			
+0 mins.	0	0	0	0	0	5	1	6	2	0	4	6	0	3	0	3
+15 mins.	0	0	0	0	0	4	1	5	2	0	2	4	0	2	0	2
+30 mins.	0	0	0	0	0	2	4	6	2	0	0	2	0	4	0	4
+45 mins.	0	0	0	0	0	3	3	6	2	0	5	7	0	4	0	4
Total Volume	0	0	0	0	0	14	9	23	8	0	11	19	0	13	0	13
% App. Total	0	0	0	0	0	60.9	39.1		42.1	0	57.9		0	100	0	
PHF	.000	.000	.000	.000	.000	.700	.563	.958	1.000	.000	.550	.679	.000	.813	.000	.813

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

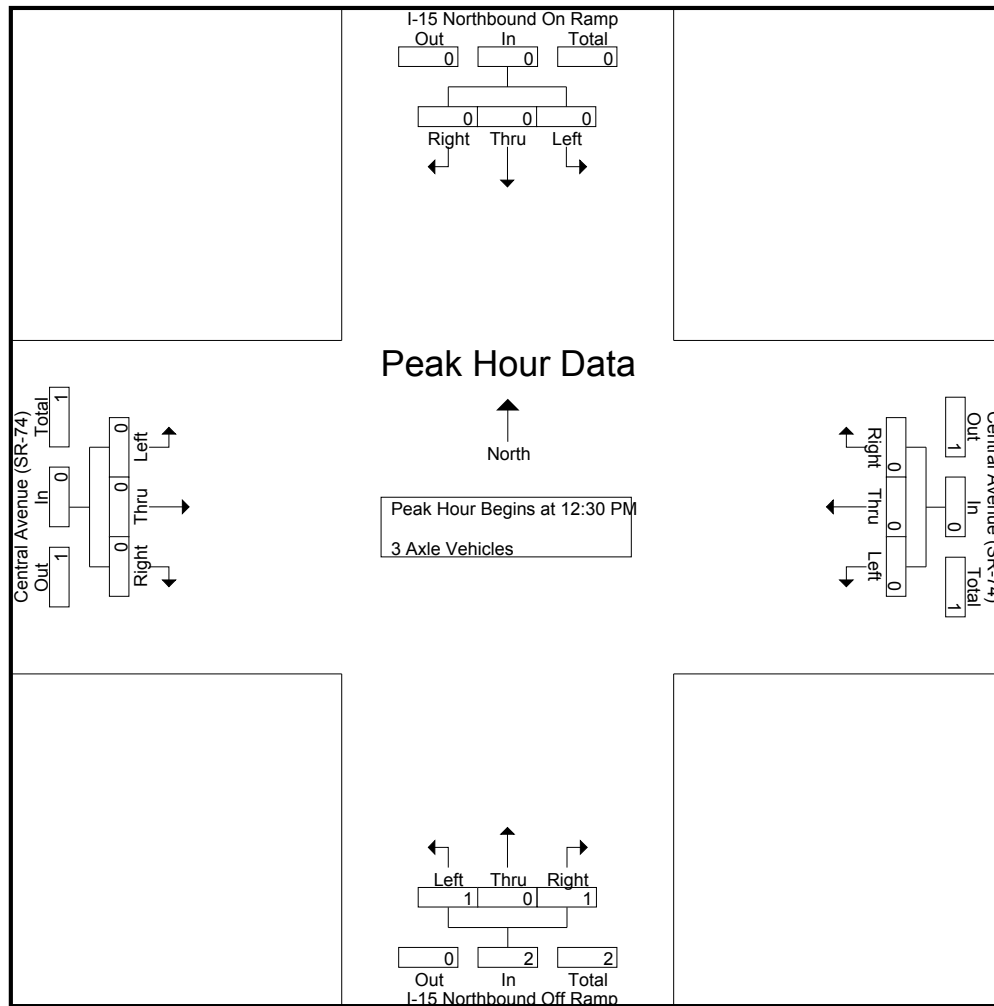
Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Grand Total	0	0	0	0	0	0	0	0	3	0	1	4	0	1	0	1	5
Apprch %	0	0	0		0	0	0		75	0	25		0	100	0		
Total %	0	0	0		0	0	0		60	0	20	80	0	20	0	20	

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		50	0	50		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.000	.000	.500

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM				12:30 PM				12:30 PM				12:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	50	0	50	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

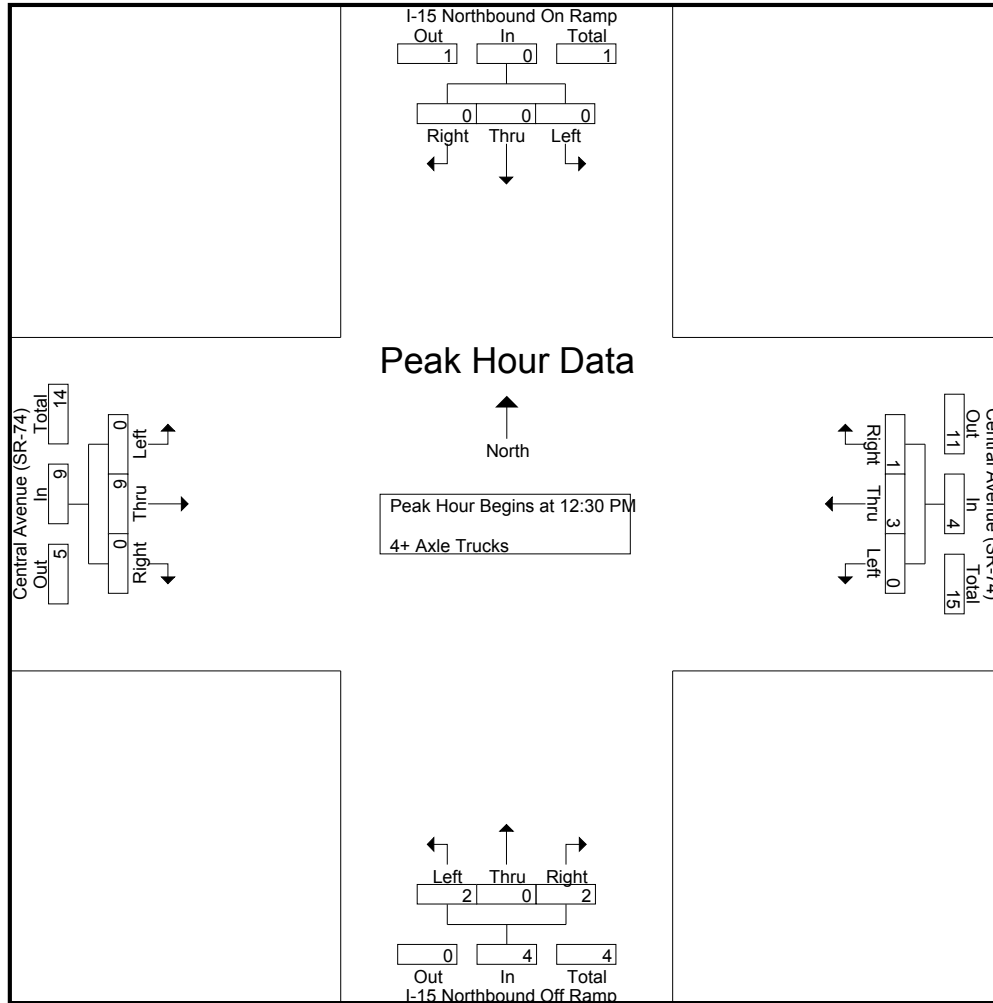
Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	1	6	7	0	0	0	0	0	1	0	1	8
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:30 PM	0	0	0	0	0	1	0	1	2	0	1	3	0	1	0	1	5
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	3	6	9	2	0	1	3	0	4	0	4	16
01:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	5	0	5	6
01:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
01:45 PM	0	0	0	0	0	1	1	2	1	0	0	1	0	0	0	0	3
Total	0	0	0	0	0	2	2	4	2	0	1	3	1	7	0	8	15
02:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	1	1	2	0	0	1	1	0	1	0	1	4
02:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	1	6	7	0	0	1	1	0	1	0	1	9
Grand Total	0	0	0	0	0	6	14	20	4	0	3	7	1	12	0	13	40
Apprch %	0	0	0		0	30	70		57.1	0	42.9		7.7	92.3	0		
Total %	0	0	0	0	0	15	35	50	10	0	7.5	17.5	2.5	30	0	32.5	

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	1	0	1	2	0	1	3	0	1	0	1	5
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
01:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	5	0	5	6
Total Volume	0	0	0	0	0	3	1	4	2	0	2	4	0	9	0	9	17
% App. Total	0	0	0		0	75	25		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.250	.500	.250	.000	.500	.333	.000	.450	.000	.450	.708

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKE15NCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM				12:30 PM				12:30 PM				12:30 PM			
+0 mins.	0	0	0	0	0	1	0	1	2	0	1	3	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	5	0	5
Total Volume	0	0	0	0	0	3	1	4	2	0	2	4	0	9	0	9
% App. Total	0	0	0	0	0	75	25		50	0	50		0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.250	.500	.250	.000	.500	.333	.000	.450	.000	.450

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

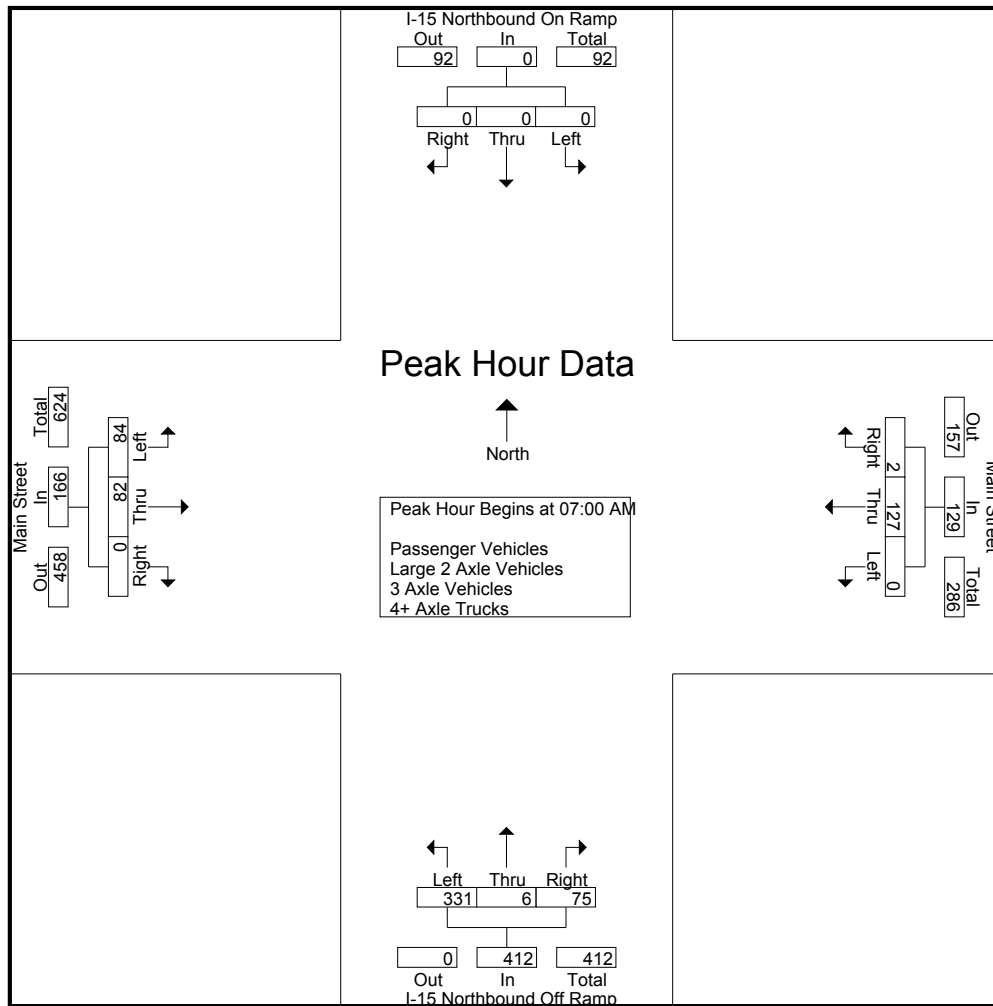
Start Time	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	30	1	31	64	0	36	100	25	30	0	55	186
07:15 AM	0	0	0	0	0	47	0	47	115	2	13	130	18	19	0	37	214
07:30 AM	0	0	0	0	0	26	1	27	82	4	15	101	22	17	0	39	167
07:45 AM	0	0	0	0	0	24	0	24	70	0	11	81	19	16	0	35	140
Total	0	0	0	0	0	127	2	129	331	6	75	412	84	82	0	166	707
08:00 AM	0	0	0	0	0	24	1	25	58	0	21	79	21	21	0	42	146
08:15 AM	0	0	0	0	0	13	0	13	64	0	14	78	15	10	0	25	116
08:30 AM	0	0	0	0	0	17	1	18	48	1	15	64	12	15	0	27	109
08:45 AM	0	0	0	0	0	25	1	26	58	0	14	72	14	24	0	38	136
Total	0	0	0	0	0	79	3	82	228	1	64	293	62	70	0	132	507
Grand Total	0	0	0	0	0	206	5	211	559	7	139	705	146	152	0	298	1214
Apprch %	0	0	0		0	97.6	2.4		79.3	1	19.7		49	51	0		
Total %	0	0	0	0	0	17	0.4	17.4	46	0.6	11.4	58.1	12	12.5	0	24.5	
Passenger Vehicles	0	0	0	0	0	198	4	202	538	7	138	683	133	148	0	281	1166
% Passenger Vehicles	0	0	0	0	0	96.1	80	95.7	96.2	100	99.3	96.9	91.1	97.4	0	94.3	96
Large 2 Axle Vehicles	0	0	0	0	0	5	0	5	16	0	1	17	10	4	0	14	36
% Large 2 Axle Vehicles	0	0	0	0	0	2.4	0	2.4	2.9	0	0.7	2.4	6.8	2.6	0	4.7	3
3 Axle Vehicles	0	0	0	0	0	0	1	1	2	0	0	2	1	0	0	1	4
% 3 Axle Vehicles	0	0	0	0	0	0	20	0.5	0.4	0	0	0.3	0.7	0	0	0.3	0.3
4+ Axle Trucks	0	0	0	0	0	3	0	3	3	0	0	3	2	0	0	2	8
% 4+ Axle Trucks	0	0	0	0	0	1.5	0	1.4	0.5	0	0	0.4	1.4	0	0	0.7	0.7

Start Time	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	30	1	31	64	0	36	100	25	30	0	55	186
07:15 AM	0	0	0	0	0	47	0	47	115	2	13	130	18	19	0	37	214
07:30 AM	0	0	0	0	0	26	1	27	82	4	15	101	22	17	0	39	167
07:45 AM	0	0	0	0	0	24	0	24	70	0	11	81	19	16	0	35	140
Total Volume	0	0	0	0	0	127	2	129	331	6	75	412	84	82	0	166	707
% App. Total	0	0	0		0	98.4	1.6		80.3	1.5	18.2		50.6	49.4	0		
PHF	.000	.000	.000	.000	.000	.676	.500	.686	.720	.375	.521	.792	.840	.683	.000	.755	.826

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	30	1	31	64	0	36	100	25	30	0	55
+15 mins.	0	0	0	0	0	47	0	47	115	2	13	130	18	19	0	37
+30 mins.	0	0	0	0	0	26	1	27	82	4	15	101	22	17	0	39
+45 mins.	0	0	0	0	0	24	0	24	70	0	11	81	19	16	0	35
Total Volume	0	0	0	0	0	127	2	129	331	6	75	412	84	82	0	166
% App. Total	0	0	0	0	0	98.4	1.6		80.3	1.5	18.2		50.6	49.4	0	
PHF	.000	.000	.000	.000	.000	.676	.500	.686	.720	.375	.521	.792	.840	.683	.000	.755

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1	3
07:15 AM	0	0	0	0	0	1	0	1	3	0	0	3	0	1	0	1	5
07:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	2	1	0	3	5
07:45 AM	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0	3
Total	0	0	0	0	0	3	0	3	8	0	0	8	3	2	0	5	16
08:00 AM	0	0	0	0	0	0	0	0	2	0	1	3	4	1	0	5	8
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	3	1	0	4	7
08:45 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
Total	0	0	0	0	0	2	0	2	8	0	1	9	7	2	0	9	20
Grand Total	0	0	0	0	0	5	0	5	16	0	1	17	10	4	0	14	36
Apprch %	0	0	0		0	100	0		94.1	0	5.9		71.4	28.6	0		
Total %	0	0	0		0	13.9	0	13.9	44.4	0	2.8	47.2	27.8	11.1	0	38.9	

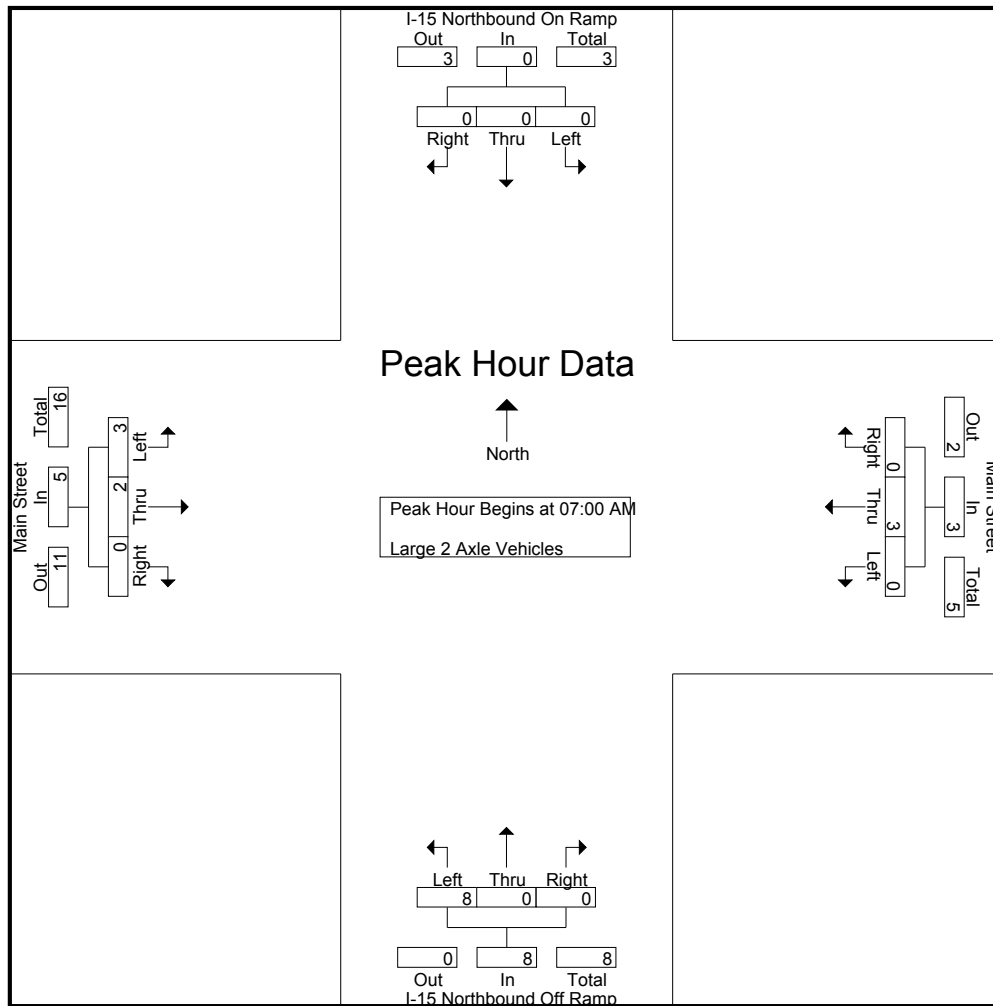
	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1	3
07:15 AM	0	0	0	0	0	1	0	1	3	0	0	3	0	1	0	1	5
07:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	2	1	0	3	5
07:45 AM	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0	3
Total Volume	0	0	0	0	0	3	0	3	8	0	0	8	3	2	0	5	16
% App. Total	0	0	0		0	100	0		100	0	0		60	40	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.667	.000	.000	.667	.375	.500	.000	.417	.800

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1
+15 mins.	0	0	0	0	0	1	0	1	3	0	0	3	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	2	0	0	2	2	1	0	3
+45 mins.	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	8	0	0	8	3	2	0	5
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	60	40	0	0
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.667	.000	.000	.667	.375	.500	.000	.417

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

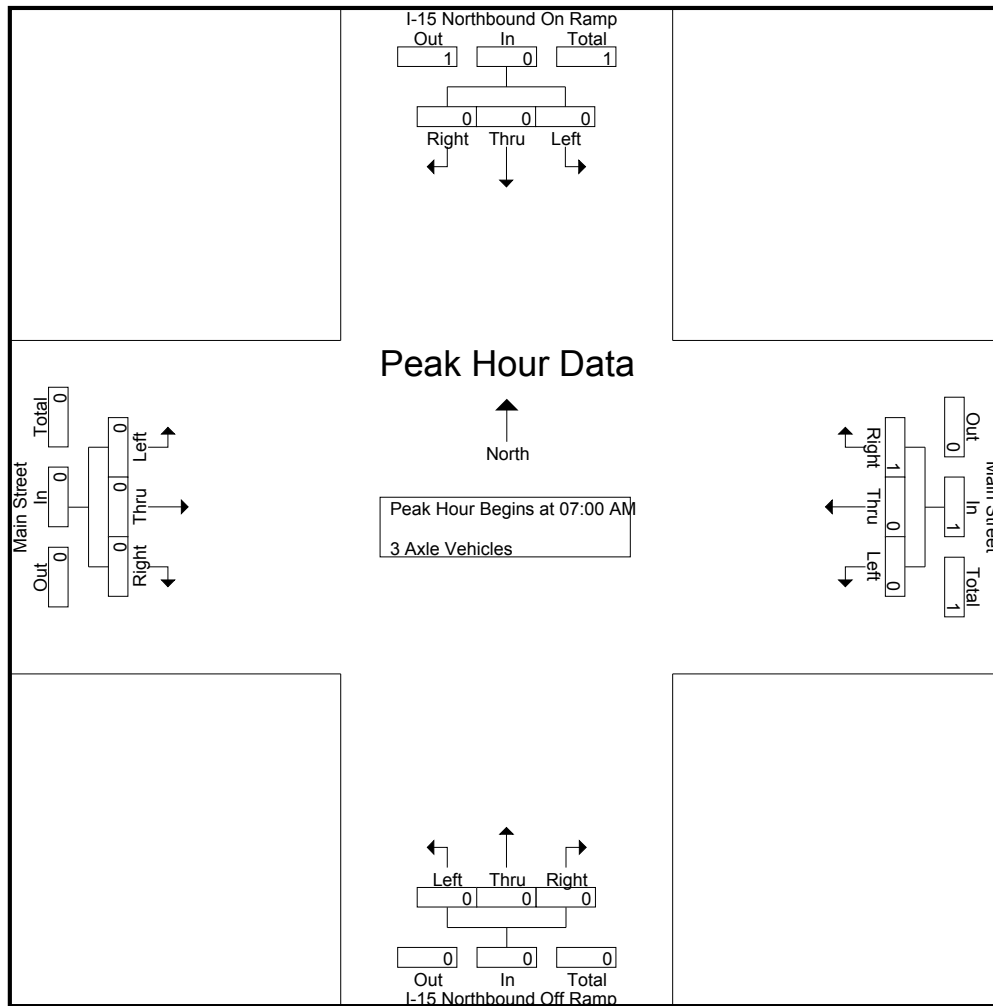
Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3
Grand Total	0	0	0	0	0	0	1	1	2	0	0	2	1	0	0	1	4
Apprch %	0	0	0		0	0	100		100	0	0		100	0	0		
Total %	0	0	0	0	0	0	25	25	50	0	0	50	25	0	0	25	

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	100		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

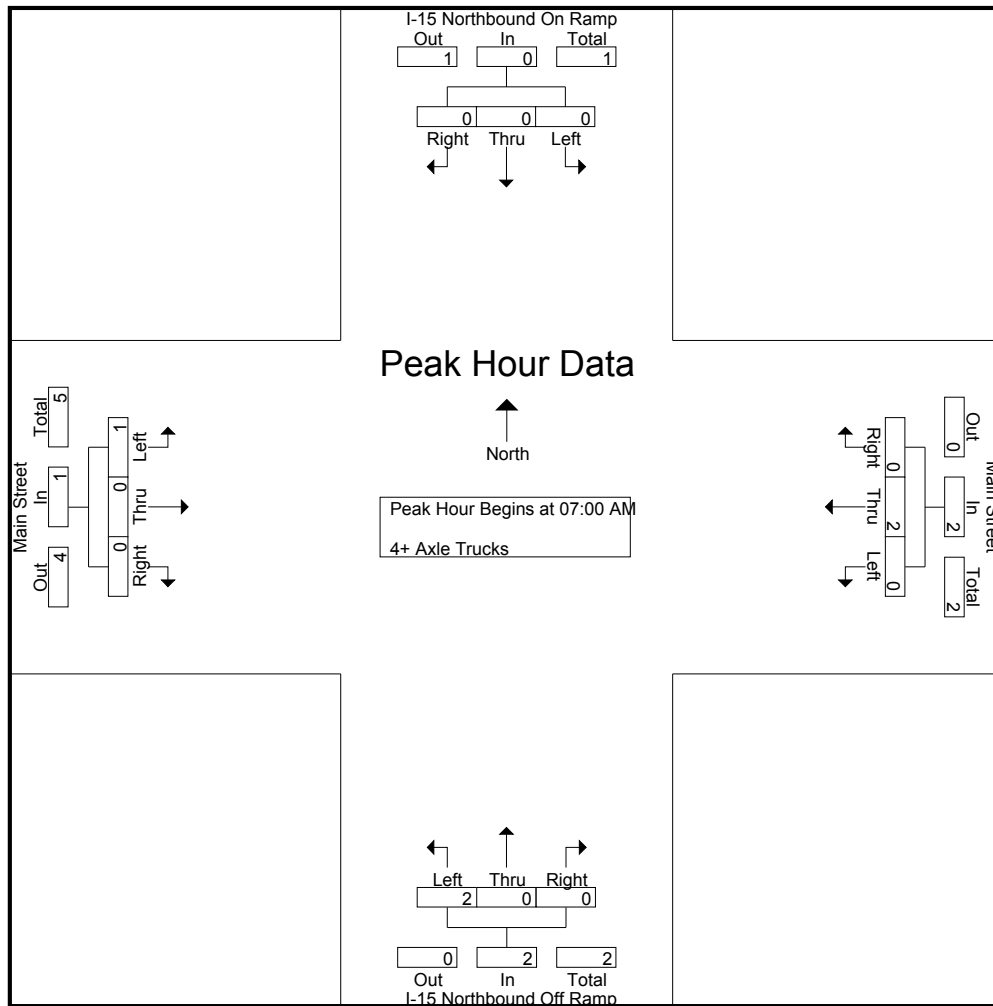
Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	2	0	0	2	1	0	0	1	5
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1	3
Grand Total	0	0	0	0	0	3	0	3	3	0	0	3	2	0	0	2	8
Apprch %	0	0	0		0	100	0		100	0	0		100	0	0		
Total %	0	0	0	0	0	37.5	0	37.5	37.5	0	0	37.5	25	0	0	25	

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	2	0	0	2	1	0	0	1	5
% App. Total	0	0	0		0	100	0		100	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500	.250	.000	.000	.250	.625

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	2	0	0	2	1	0	0	1
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500	.250	.000	.000	.250

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	45	1	46	54	2	19	75	33	39	0	72	193
04:15 PM	0	0	0	0	0	44	1	45	63	2	23	88	21	32	0	53	186
04:30 PM	0	0	0	0	0	50	1	51	60	2	28	90	21	27	0	48	189
04:45 PM	0	0	0	0	0	32	1	33	54	2	26	82	21	25	0	46	161
Total	0	0	0	0	0	171	4	175	231	8	96	335	96	123	0	219	729
05:00 PM	0	0	0	0	0	38	3	41	66	2	32	100	33	20	0	53	194
05:15 PM	0	0	0	0	0	37	0	37	77	1	35	113	29	41	0	70	220
05:30 PM	0	0	0	0	0	47	0	47	73	1	19	93	23	33	0	56	196
05:45 PM	0	0	0	0	0	29	2	31	49	1	16	66	20	22	0	42	139
Total	0	0	0	0	0	151	5	156	265	5	102	372	105	116	0	221	749
Grand Total	0	0	0	0	0	322	9	331	496	13	198	707	201	239	0	440	1478
Apprch %	0	0	0		0	97.3	2.7		70.2	1.8	28		45.7	54.3	0		
Total %	0	0	0	0	0	21.8	0.6	22.4	33.6	0.9	13.4	47.8	13.6	16.2	0	29.8	
Passenger Vehicles	0	0	0	0	0	316	8	324	481	13	197	691	189	238	0	427	1442
% Passenger Vehicles	0	0	0	0	0	98.1	88.9	97.9	97	100	99.5	97.7	94	99.6	0	97	97.6
Large 2 Axle Vehicles	0	0	0	0	0	5	1	6	11	0	1	12	8	1	0	9	27
% Large 2 Axle Vehicles	0	0	0	0	0	1.6	11.1	1.8	2.2	0	0.5	1.7	4	0.4	0	2	1.8
3 Axle Vehicles	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1	3
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.3	0.2	0	0	0.1	0.5	0	0	0.2	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	3	6
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0.6	0	0	0.4	1.5	0	0	0.7	0.4

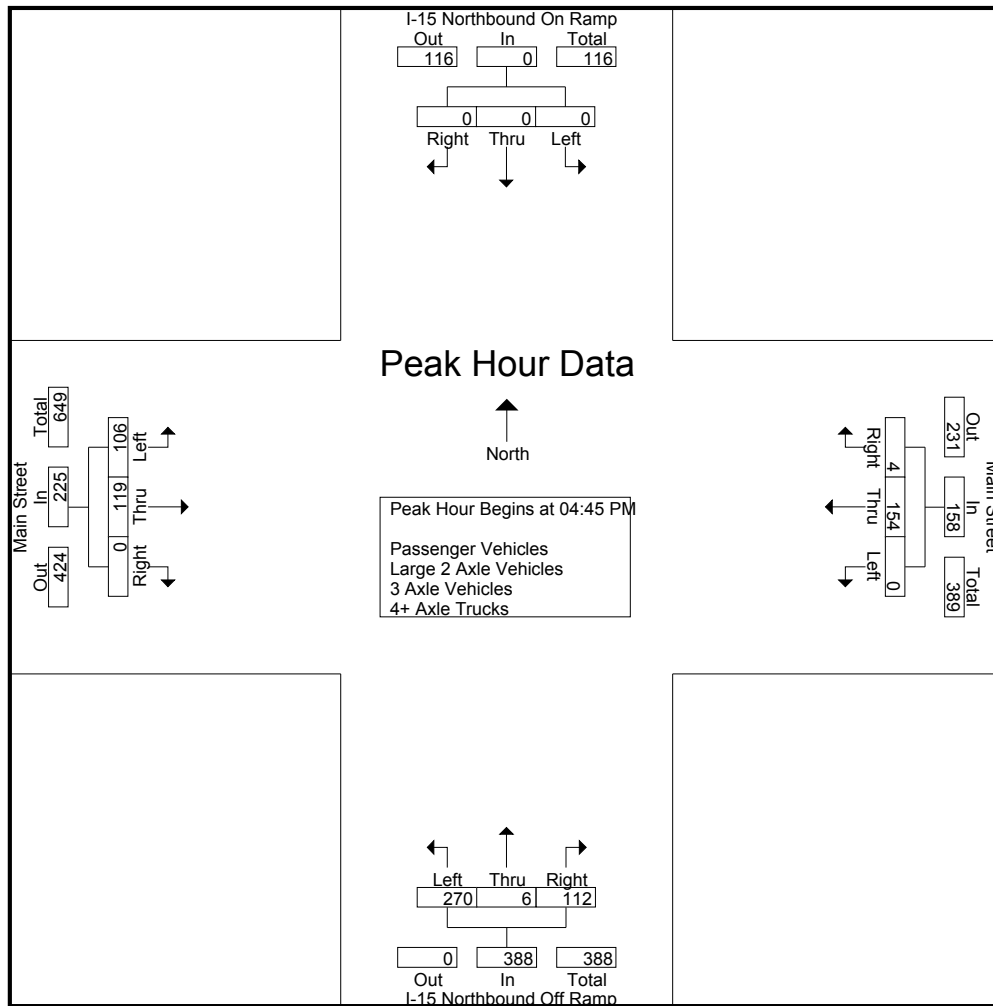
Start Time	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	32	1	33	54	2	26	82	21	25	0	46	161
05:00 PM	0	0	0	0	0	38	3	41	66	2	32	100	33	20	0	53	194
05:15 PM	0	0	0	0	0	37	0	37	77	1	35	113	29	41	0	70	220
05:30 PM	0	0	0	0	0	47	0	47	73	1	19	93	23	33	0	56	196
Total Volume	0	0	0	0	0	154	4	158	270	6	112	388	106	119	0	225	771
% App. Total	0	0	0		0	97.5	2.5		69.6	1.5	28.9		47.1	52.9	0		
PHF	.000	.000	.000	.000	.000	.819	.333	.840	.877	.750	.800	.858	.803	.726	.000	.804	.876

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	32	1	33	54	2	26	82	21	25	0	46
+15 mins.	0	0	0	0	0	38	3	41	66	2	32	100	33	20	0	53
+30 mins.	0	0	0	0	0	37	0	37	77	1	35	113	29	41	0	70
+45 mins.	0	0	0	0	0	47	0	47	73	1	19	93	23	33	0	56
Total Volume	0	0	0	0	0	154	4	158	270	6	112	388	106	119	0	225
% App. Total	0	0	0	0	0	97.5	2.5		69.6	1.5	28.9		47.1	52.9	0	
PHF	.000	.000	.000	.000	.000	.819	.333	.840	.877	.750	.800	.858	.803	.726	.000	.804

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

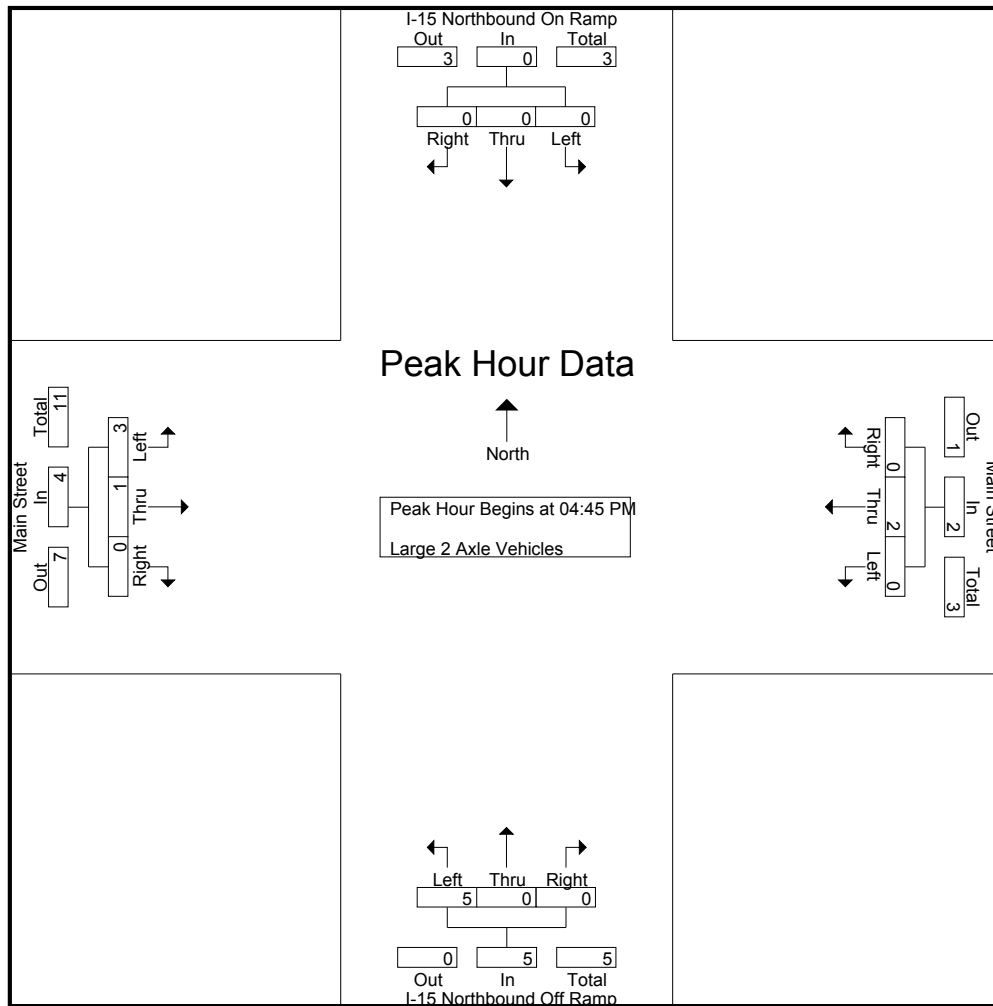
Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	1	2	2	0	0	2	4
04:15 PM	0	0	0	0	0	2	1	3	2	0	0	2	1	0	0	1	6
04:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	1	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	3	1	4	5	0	1	6	5	0	0	5	15
05:00 PM	0	0	0	0	0	1	0	1	2	0	0	2	1	0	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	1	0	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
Total	0	0	0	0	0	2	0	2	6	0	0	6	3	1	0	4	12
Grand Total	0	0	0	0	0	5	1	6	11	0	1	12	8	1	0	9	27
Apprch %	0	0	0		0	83.3	16.7		91.7	0	8.3		88.9	11.1	0		
Total %	0	0	0		0	18.5	3.7	22.2	40.7	0	3.7	44.4	29.6	3.7	0	33.3	

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	1	0	1	2	0	0	2	1	0	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	1	0	0	1	4
Total Volume	0	0	0	0	0	2	0	2	5	0	0	5	3	1	0	4	11
% App. Total	0	0	0		0	100	0		100	0	0		75	25	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.625	.000	.000	.625	.750	.250	.000	1.00	.688

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	1	0	1	2	0	0	2	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	2	0	0	2	1	0	0	1
Total Volume	0	0	0	0	0	2	0	2	5	0	0	5	3	1	0	4
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	75	25	0	100
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.625	.000	.000	.625	.750	.250	.000	1.000

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

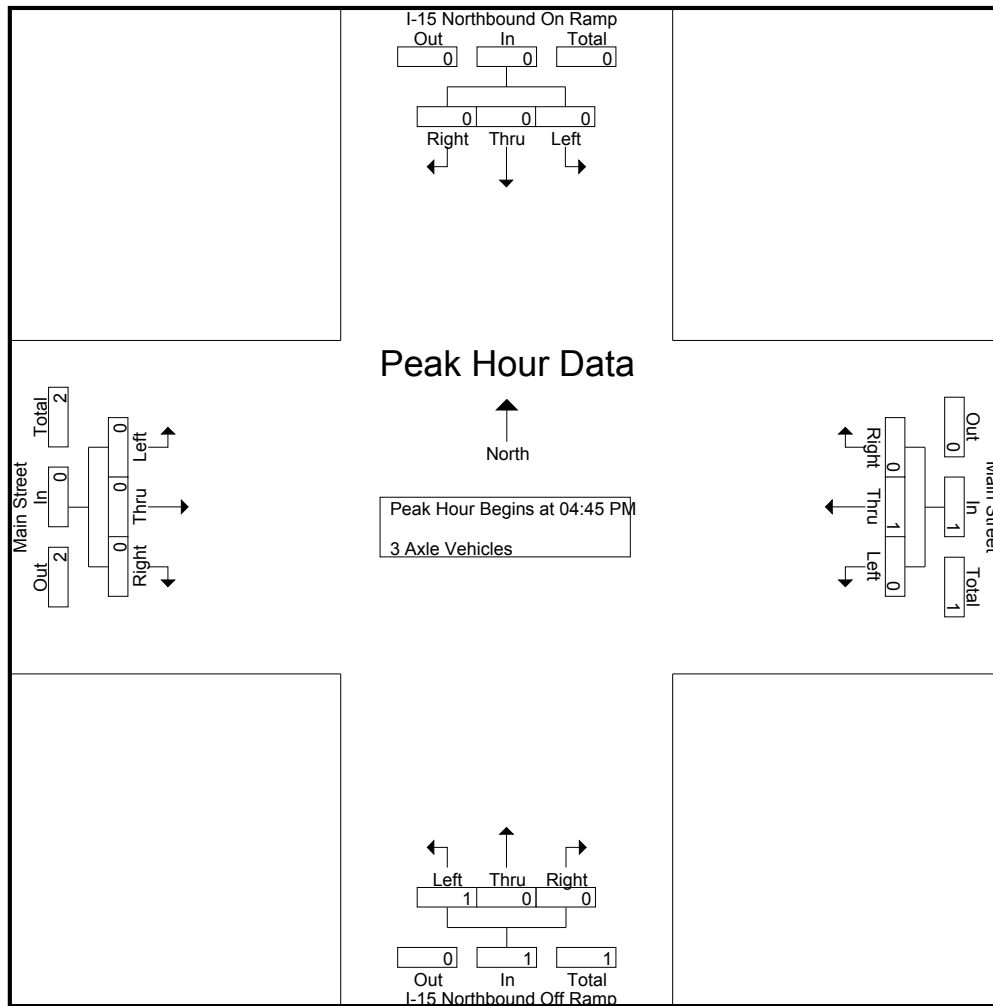
Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
Grand Total	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1	3
Apprch %	0	0	0		0	100	0		100	0	0		100	0	0		
Total %	0	0	0	0	0	33.3	0	33.3	33.3	0	0	33.3	33.3	0	0	33.3	

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
% App. Total	0	0	0		0	100	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.500

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

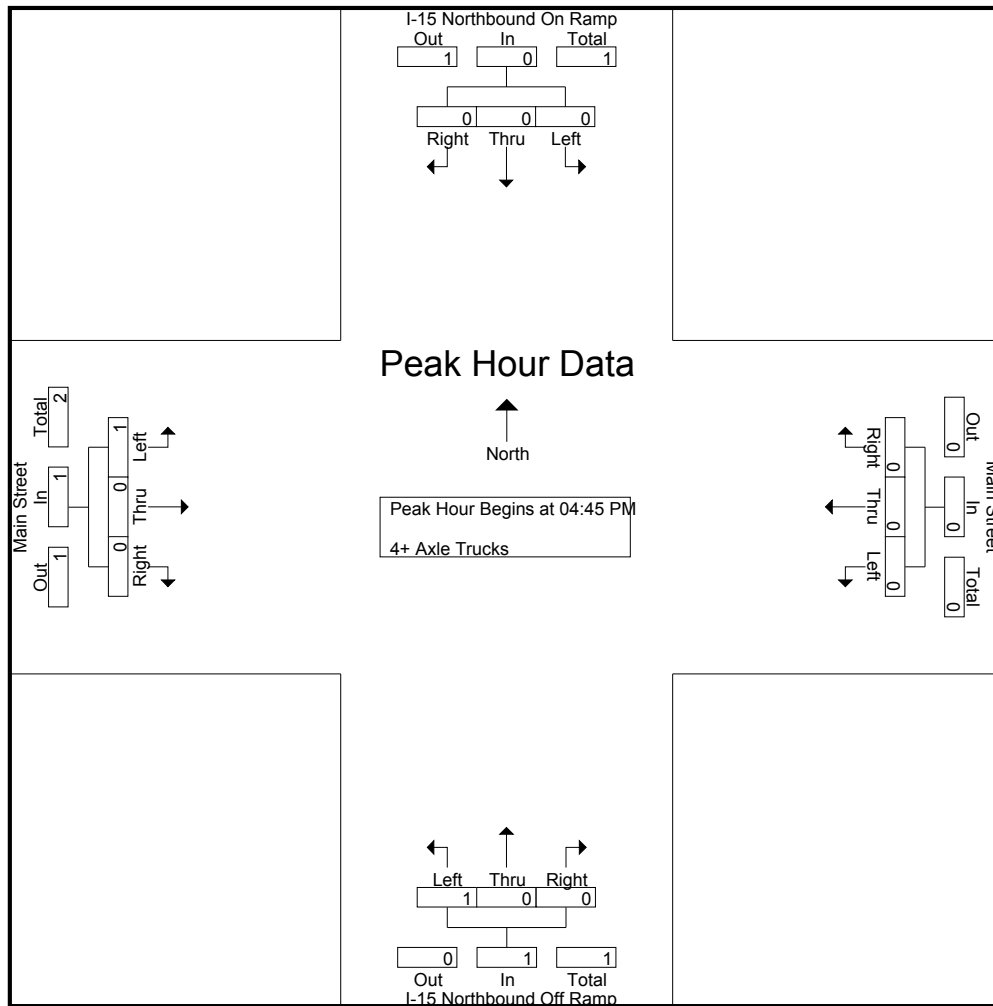
Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
Grand Total	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	3	6
Apprch %	0	0	0		0	0	0		100	0	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	50	0	0	50	50	0	0	50	

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
% App. Total	0	0	0		0	0	0		100	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	.500

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	100	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMA SAT
Site Code : 00000018
Start Date : 6/8/2013
Page No : 1

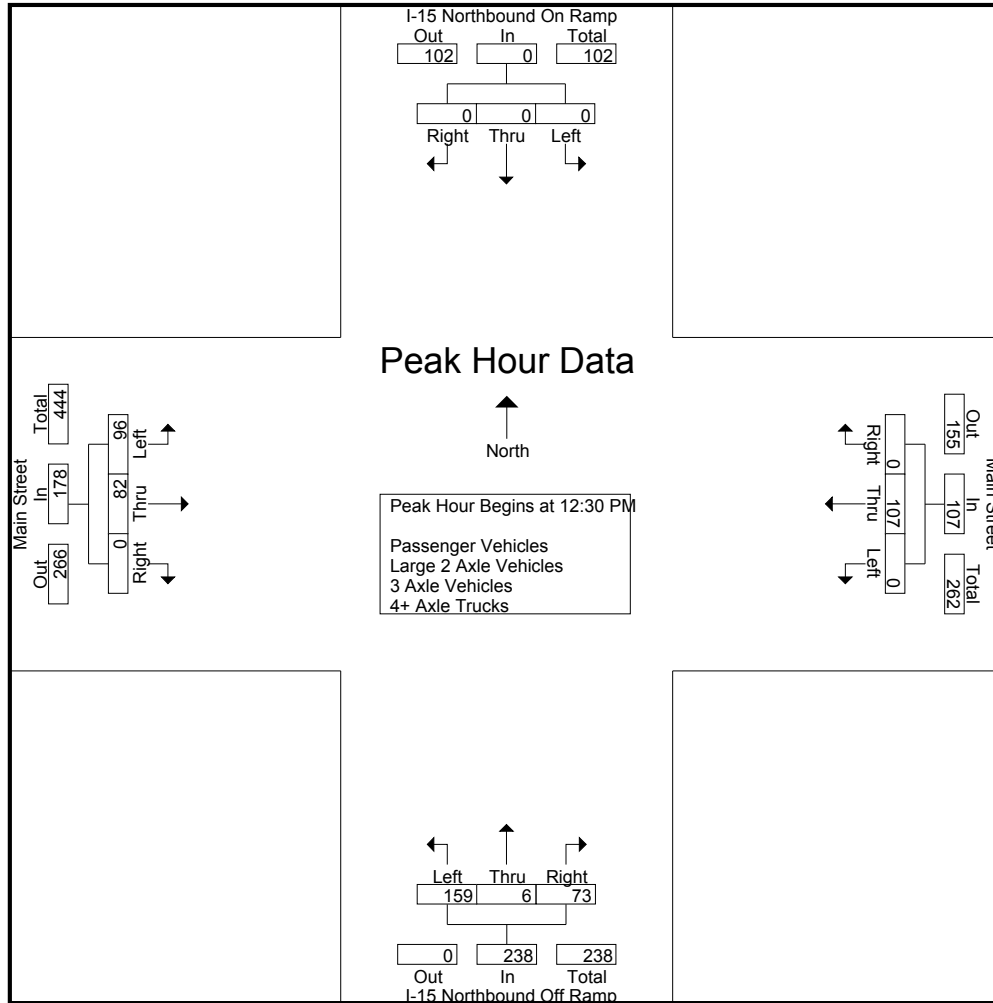
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	38	3	41	30	3	16	49	29	19	0	48	138
12:15 PM	0	0	0	0	0	28	0	28	41	1	14	56	21	25	0	46	130
12:30 PM	0	0	0	0	0	32	0	32	42	3	23	68	20	16	0	36	136
12:45 PM	0	0	0	0	0	25	0	25	40	0	15	55	19	15	0	34	114
Total	0	0	0	0	0	123	3	126	153	7	68	228	89	75	0	164	518
01:00 PM	0	0	0	0	0	27	0	27	38	2	12	52	29	25	0	54	133
01:15 PM	0	0	0	0	0	23	0	23	39	1	23	63	28	26	0	54	140
01:30 PM	0	0	0	0	0	27	0	27	35	3	13	51	19	19	0	38	116
01:45 PM	0	0	0	0	0	22	0	22	32	1	25	58	24	26	0	50	130
Total	0	0	0	0	0	99	0	99	144	7	73	224	100	96	0	196	519
02:00 PM	0	0	0	0	0	26	0	26	28	0	17	45	20	19	0	39	110
02:15 PM	0	0	0	0	0	24	0	24	32	2	16	50	18	20	0	38	112
02:30 PM	0	0	0	0	0	32	0	32	48	2	17	67	19	18	0	37	136
02:45 PM	0	0	0	0	0	26	1	27	41	1	15	57	28	16	0	44	128
Total	0	0	0	0	0	108	1	109	149	5	65	219	85	73	0	158	486
Grand Total	0	0	0	0	0	330	4	334	446	19	206	671	274	244	0	518	1523
Apprch %	0	0	0		0	98.8	1.2		66.5	2.8	30.7		52.9	47.1	0		
Total %	0	0	0	0	0	21.7	0.3	21.9	29.3	1.2	13.5	44.1	18	16	0	34	
Passenger Vehicles	0	0	0	0	0	329	3	332	441	19	205	665	273	244	0	517	1514
% Passenger Vehicles	0	0	0	0	0	99.7	75	99.4	98.9	100	99.5	99.1	99.6	100	0	99.8	99.4
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	1	1	2	5	0	1	6	1	0	0	1	9
% 4+ Axle Trucks	0	0	0	0	0	0.3	25	0.6	1.1	0	0.5	0.9	0.4	0	0	0.2	0.6

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	32	0	32	42	3	23	68	20	16	0	36	136
12:45 PM	0	0	0	0	0	25	0	25	40	0	15	55	19	15	0	34	114
01:00 PM	0	0	0	0	0	27	0	27	38	2	12	52	29	25	0	54	133
01:15 PM	0	0	0	0	0	23	0	23	39	1	23	63	28	26	0	54	140
Total Volume	0	0	0	0	0	107	0	107	159	6	73	238	96	82	0	178	523
% App. Total	0	0	0		0	100	0		66.8	2.5	30.7		53.9	46.1	0		
PHF	.000	.000	.000	.000	.000	.836	.000	.836	.946	.500	.793	.875	.828	.788	.000	.824	.934

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMA SAT
Site Code : 00000018
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM				12:30 PM				12:30 PM				01:00 PM			
+0 mins.	0	0	0	0	0	32	0	32	42	3	23	68	29	25	0	54
+15 mins.	0	0	0	0	0	25	0	25	40	0	15	55	28	26	0	54
+30 mins.	0	0	0	0	0	27	0	27	38	2	12	52	19	19	0	38
+45 mins.	0	0	0	0	0	23	0	23	39	1	23	63	24	26	0	50
Total Volume	0	0	0	0	0	107	0	107	159	6	73	238	100	96	0	196
% App. Total	0	0	0	0	0	100	0	100	66.8	2.5	30.7	100	51	49	0	100
PHF	.000	.000	.000	.000	.000	.836	.000	.836	.946	.500	.793	.875	.862	.923	.000	.907

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMA SAT
Site Code : 00000018
Start Date : 6/8/2013
Page No : 1

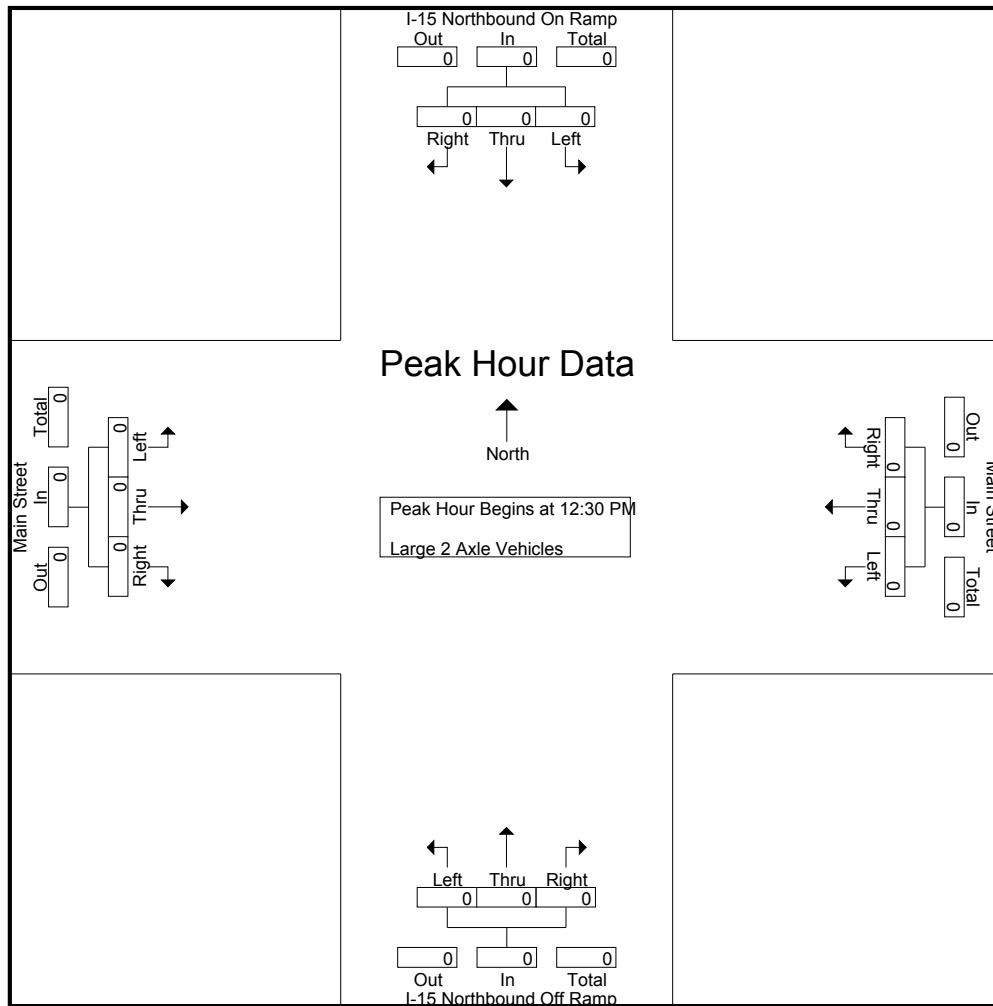
Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMAST
Site Code : 00000018
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM				12:30 PM				12:30 PM				12:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMA SAT
Site Code : 00000018
Start Date : 6/8/2013
Page No : 1

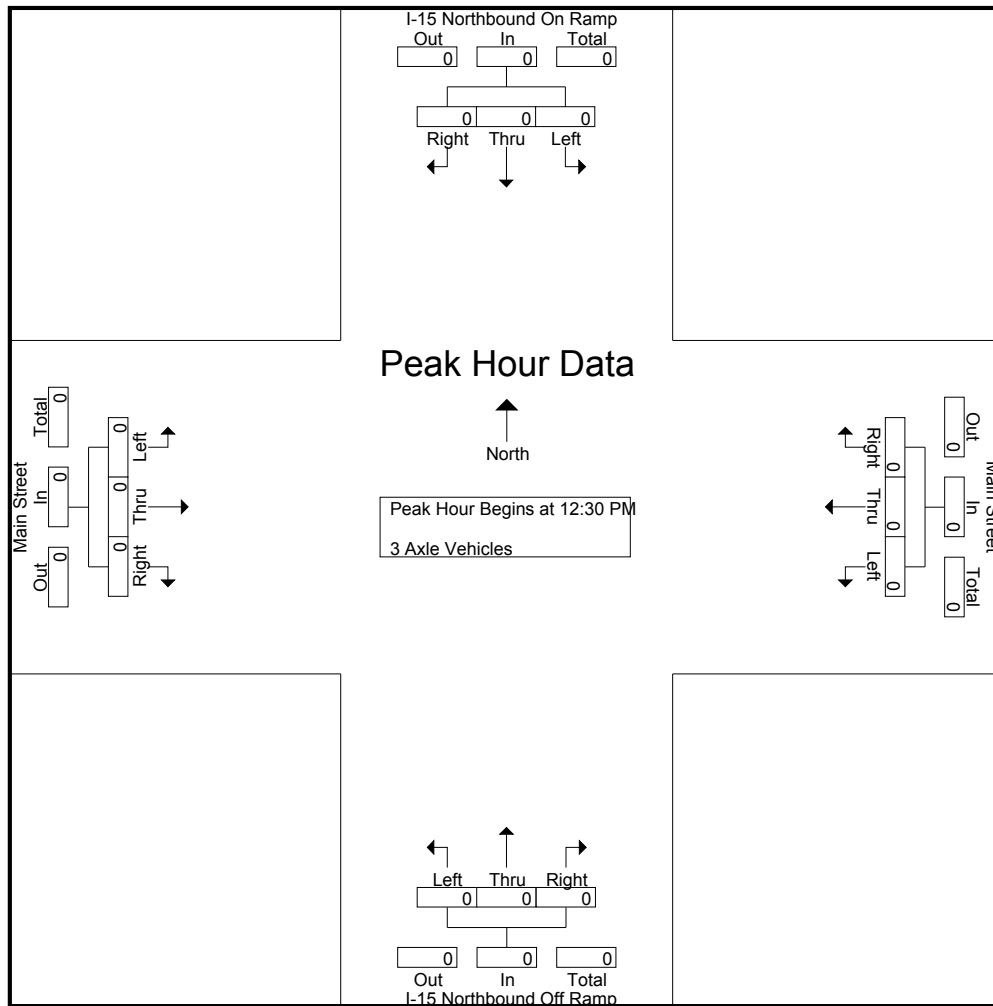
Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMA SAT
Site Code : 00000018
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM				12:30 PM				12:30 PM				12:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMA SAT
Site Code : 00000018
Start Date : 6/8/2013
Page No : 1

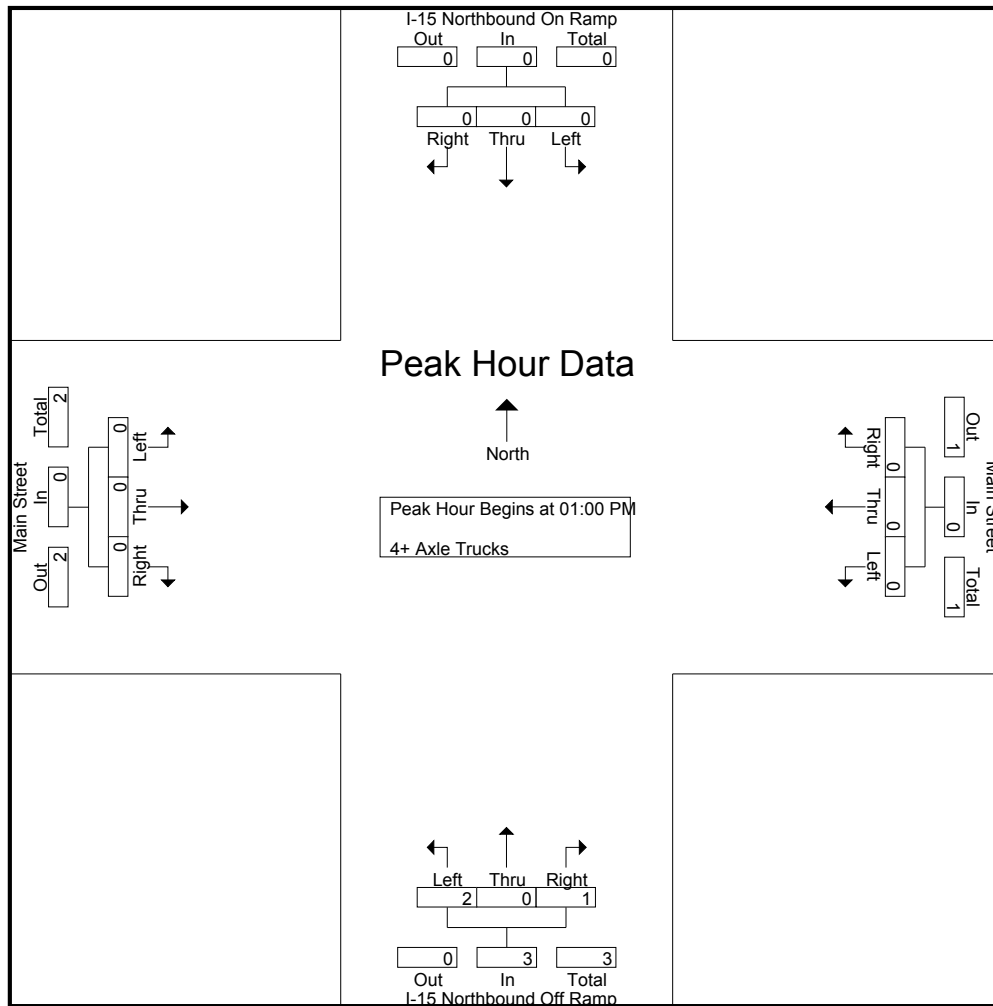
Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	2	1	0	0	1	1	0	0	1	4
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	3
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Grand Total	0	0	0	0	0	1	1	2	5	0	1	6	1	0	0	1	9
Apprch %	0	0	0		0	50	50		83.3	0	16.7		100	0	0		
Total %	0	0	0	0	0	11.1	11.1	22.2	55.6	0	11.1	66.7	11.1	0	0	11.1	

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		66.7	0	33.3		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.375	.000	.000	.000	.000	.375

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Sunny

File Name : LKE15NMA SAT
Site Code : 00000018
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM				12:30 PM				01:00 PM				12:30 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	2	0	1	3	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	66.7	0	33.3	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.375	.000	.000	.000	.000

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-15 Northbound On Ramps Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramps Northbound				Railroad Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	259	411	670	31	1	84	116	75	187	0	262	1048
07:15 AM	0	0	0	0	0	286	366	652	43	1	108	152	69	211	0	280	1084
07:30 AM	0	0	0	0	0	228	258	486	49	0	80	129	62	195	0	257	872
07:45 AM	0	0	0	0	0	206	254	460	63	0	83	146	35	164	0	199	805
Total	0	0	0	0	0	979	1289	2268	186	2	355	543	241	757	0	998	3809
08:00 AM	0	0	0	0	0	204	236	440	50	0	72	122	55	166	0	221	783
08:15 AM	0	0	0	0	0	213	253	466	38	0	66	104	75	160	0	235	805
08:30 AM	0	0	0	0	0	231	217	448	64	1	102	167	58	181	0	239	854
08:45 AM	0	0	0	0	0	236	259	495	58	0	121	179	48	210	0	258	932
Total	0	0	0	0	0	884	965	1849	210	1	361	572	236	717	0	953	3374
Grand Total	0	0	0	0	0	1863	2254	4117	396	3	716	1115	477	1474	0	1951	7183
Apprch %	0	0	0		0	45.3	54.7		35.5	0.3	64.2		24.4	75.6	0		
Total %	0	0	0	0	0	25.9	31.4	57.3	5.5	0	10	15.5	6.6	20.5	0	27.2	
Passenger Vehicles	0	0	0	0	0	1841	2220	4061	356	3	695	1054	443	1418	0	1861	6976
% Passenger Vehicles	0	0	0	0	0	98.8	98.5	98.6	89.9	100	97.1	94.5	92.9	96.2	0	95.4	97.1
Large 2 Axle Vehicles	0	0	0	0	0	18	31	49	32	0	19	51	28	36	0	64	164
% Large 2 Axle Vehicles	0	0	0	0	0	1	1.4	1.2	8.1	0	2.7	4.6	5.9	2.4	0	3.3	2.3
3 Axle Vehicles	0	0	0	0	0	3	3	6	4	0	2	6	1	6	0	7	19
% 3 Axle Vehicles	0	0	0	0	0	0.2	0.1	0.1	1	0	0.3	0.5	0.2	0.4	0	0.4	0.3
4+ Axle Trucks	0	0	0	0	0	1	0	1	4	0	0	4	5	14	0	19	24
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0	1	0	0	0.4	1	0.9	0	1	0.3

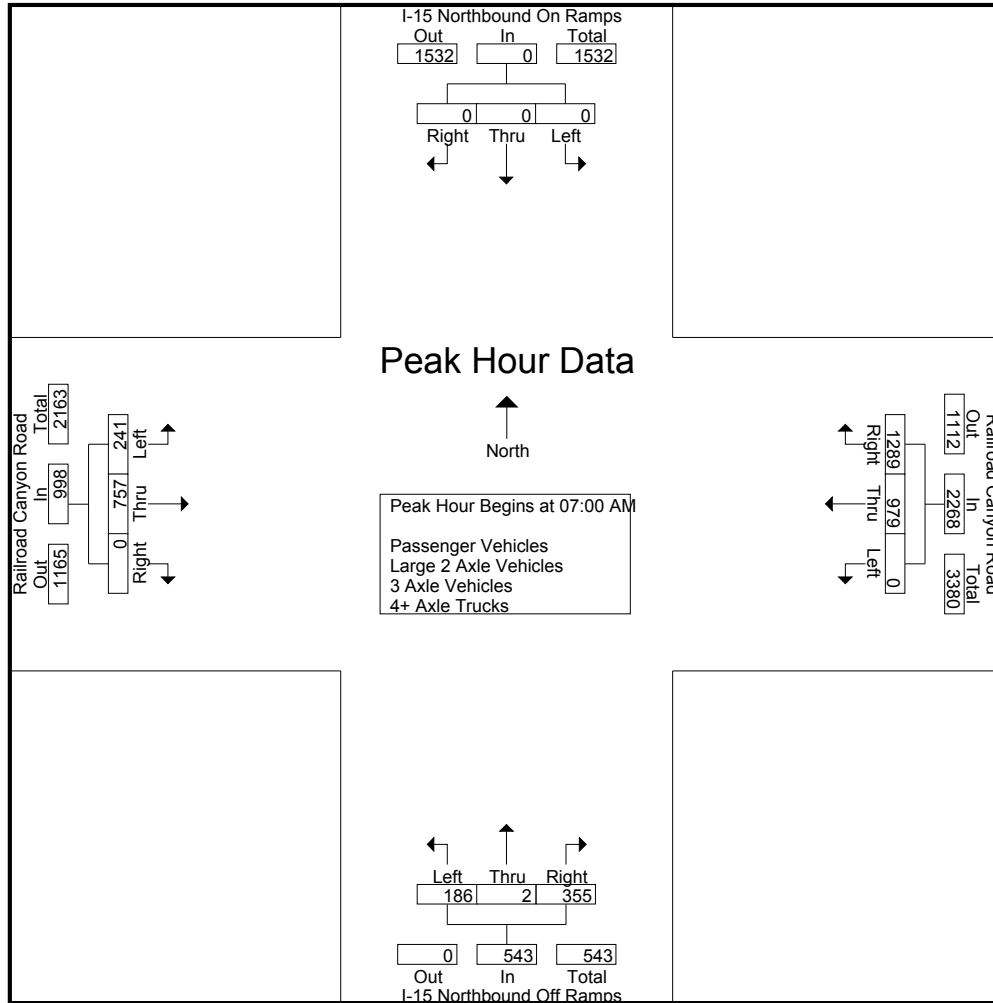
Start Time	I-15 Northbound On Ramps Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramps Northbound				Railroad Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	259	411	670	31	1	84	116	75	187	0	262	1048
07:15 AM	0	0	0	0	0	286	366	652	43	1	108	152	69	211	0	280	1084
07:30 AM	0	0	0	0	0	228	258	486	49	0	80	129	62	195	0	257	872
07:45 AM	0	0	0	0	0	206	254	460	63	0	83	146	35	164	0	199	805
Total Volume	0	0	0	0	0	979	1289	2268	186	2	355	543	241	757	0	998	3809
% App. Total	0	0	0		0	43.2	56.8		34.3	0.4	65.4		24.1	75.9	0		
PHF	.000	.000	.000	.000	.000	.856	.784	.846	.738	.500	.822	.893	.803	.897	.000	.891	.878

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	259	411	670	50	0	72	122	75	187	0	262
+15 mins.	0	0	0	0	0	286	366	652	38	0	66	104	69	211	0	280
+30 mins.	0	0	0	0	0	228	258	486	64	1	102	167	62	195	0	257
+45 mins.	0	0	0	0	0	206	254	460	58	0	121	179	35	164	0	199
Total Volume	0	0	0	0	0	979	1289	2268	210	1	361	572	241	757	0	998
% App. Total	0	0	0	0	0	43.2	56.8		36.7	0.2	63.1		24.1	75.9	0	
PHF	.000	.000	.000	.000	.000	.856	.784	.846	.820	.250	.746	.799	.803	.897	.000	.891

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramps Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramps Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	7	3	10	6	0	3	9	6	8	0	14	33
07:15 AM	0	0	0	0	0	5	4	9	3	0	2	5	3	2	0	5	19
07:30 AM	0	0	0	0	0	0	3	3	3	0	3	6	3	4	0	7	16
07:45 AM	0	0	0	0	0	0	2	2	4	0	2	6	1	4	0	5	13
Total	0	0	0	0	0	12	12	24	16	0	10	26	13	18	0	31	81
08:00 AM	0	0	0	0	0	2	4	6	5	0	1	6	5	4	0	9	21
08:15 AM	0	0	0	0	0	0	5	5	5	0	3	8	4	4	0	8	21
08:30 AM	0	0	0	0	0	1	6	7	3	0	3	6	3	7	0	10	23
08:45 AM	0	0	0	0	0	3	4	7	3	0	2	5	3	3	0	6	18
Total	0	0	0	0	0	6	19	25	16	0	9	25	15	18	0	33	83
Grand Total	0	0	0	0	0	18	31	49	32	0	19	51	28	36	0	64	164
Apprch %	0	0	0		0	36.7	63.3		62.7	0	37.3		43.8	56.2	0		
Total %	0	0	0		0	11	18.9	29.9	19.5	0	11.6	31.1	17.1	22	0	39	

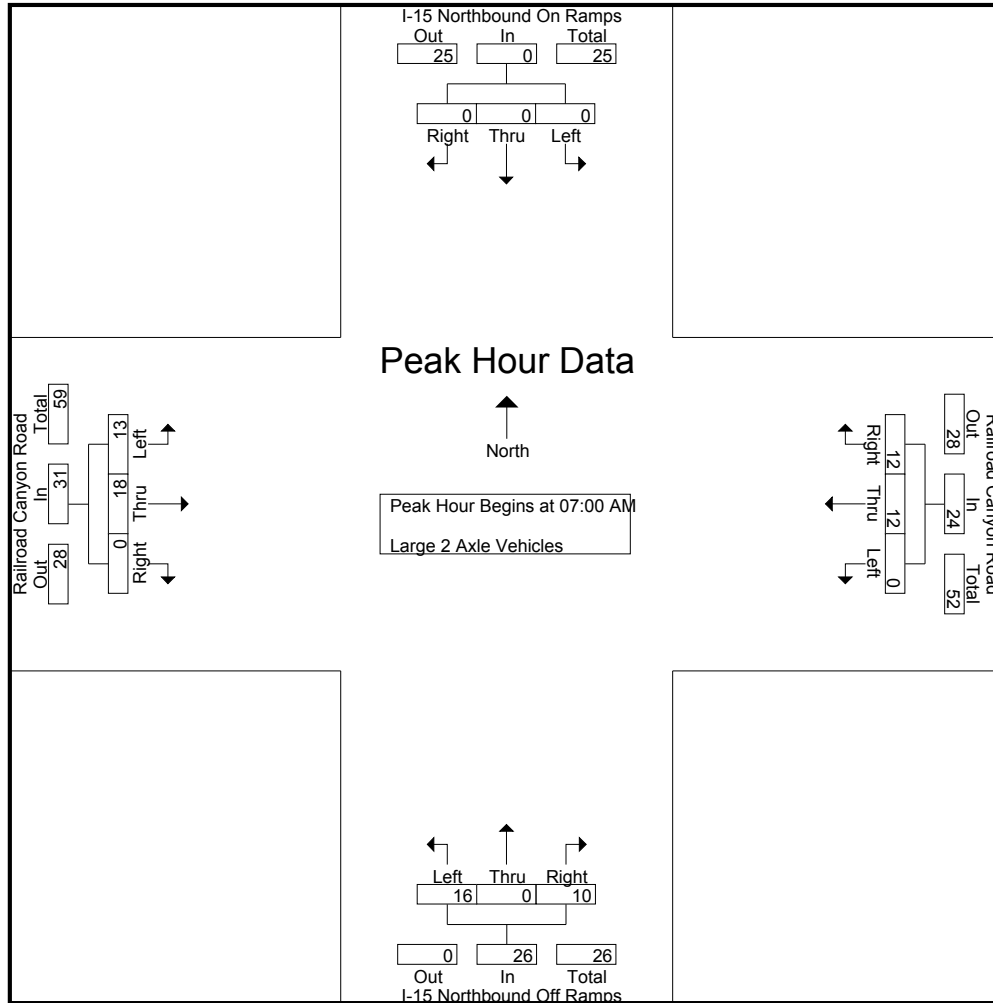
	I-15 Northbound On Ramps Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramps Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	7	3	10	6	0	3	9	6	8	0	14	33
07:15 AM	0	0	0	0	0	5	4	9	3	0	2	5	3	2	0	5	19
07:30 AM	0	0	0	0	0	0	3	3	3	0	3	6	3	4	0	7	16
07:45 AM	0	0	0	0	0	0	2	2	4	0	2	6	1	4	0	5	13
Total Volume	0	0	0	0	0	12	12	24	16	0	10	26	13	18	0	31	81
% App. Total	0	0	0		0	50	50		61.5	0	38.5		41.9	58.1	0		
PHF	.000	.000	.000	.000	.000	.429	.750	.600	.667	.000	.833	.722	.542	.563	.000	.554	.614

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	7	3	10	6	0	3	9	6	8	0	14
+15 mins.	0	0	0	0	0	5	4	9	3	0	2	5	3	2	0	5
+30 mins.	0	0	0	0	0	0	3	3	3	0	3	6	3	4	0	7
+45 mins.	0	0	0	0	0	0	2	2	4	0	2	6	1	4	0	5
Total Volume	0	0	0	0	0	12	12	24	16	0	10	26	13	18	0	31
% App. Total	0	0	0	0	0	50	50		61.5	0	38.5		41.9	58.1	0	
PHF	.000	.000	.000	.000	.000	.429	.750	.600	.667	.000	.833	.722	.542	.563	.000	.554

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramps Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramps Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	1	2	3	0	1	4	0	3	0	3	9
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
08:15 AM	0	0	0	0	0	1	1	2	0	0	1	1	1	0	0	1	4
08:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	2	4	1	0	1	2	1	3	0	4	10
Grand Total	0	0	0	0	0	3	3	6	4	0	2	6	1	6	0	7	19
Apprch %	0	0	0		0	50	50		66.7	0	33.3		14.3	85.7	0		
Total %	0	0	0		0	15.8	15.8	31.6	21.1	0	10.5	31.6	5.3	31.6	0	36.8	

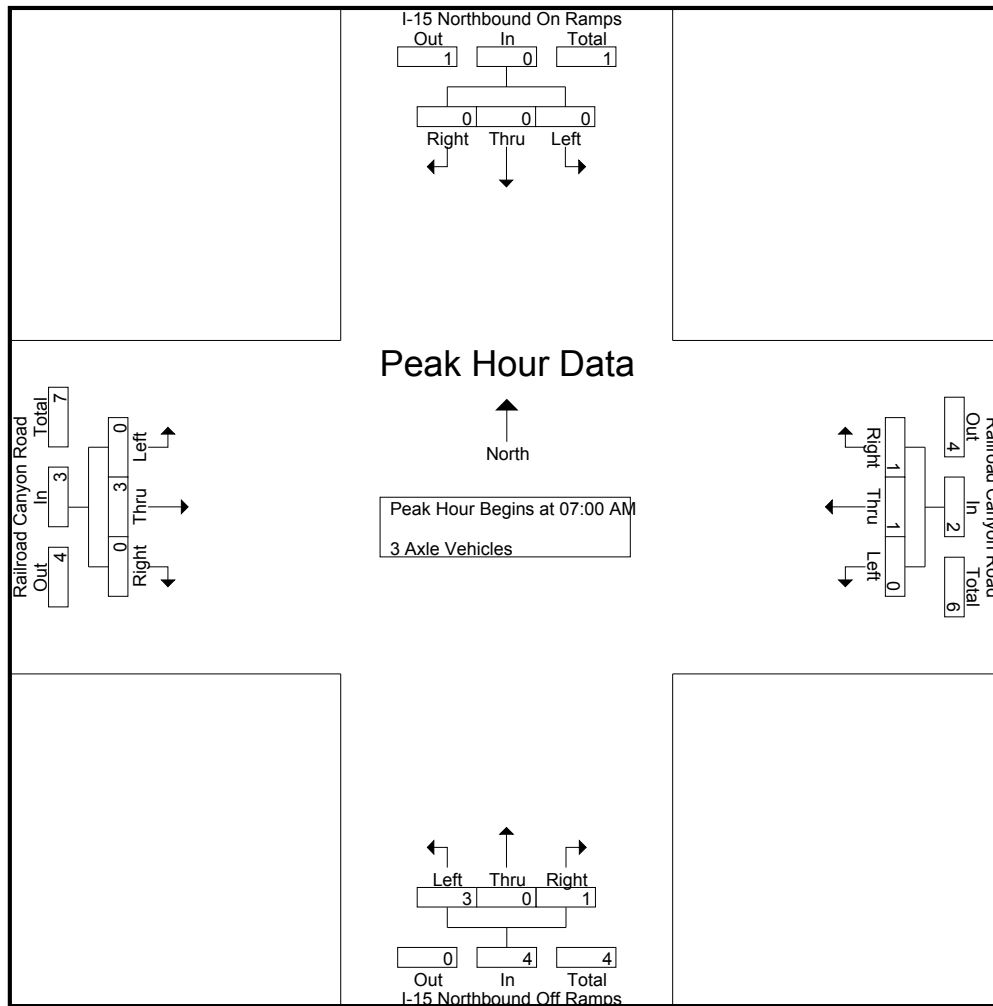
	I-15 Northbound On Ramps Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramps Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	1	2	3	0	1	4	0	3	0	3	9
% App. Total	0	0	0		0	50	50		75	0	25		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.750	.000	.250	1.00	.000	.750	.000	.750	.750

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1
+15 mins.	0	0	0	0	0	0	1	1	0	0	1	1	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	3	0	1	4	0	3	0	3
% App. Total	0	0	0	0	0	50	50		75	0	25		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.750	.000	.250	1.000	.000	.750	.000	.750

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

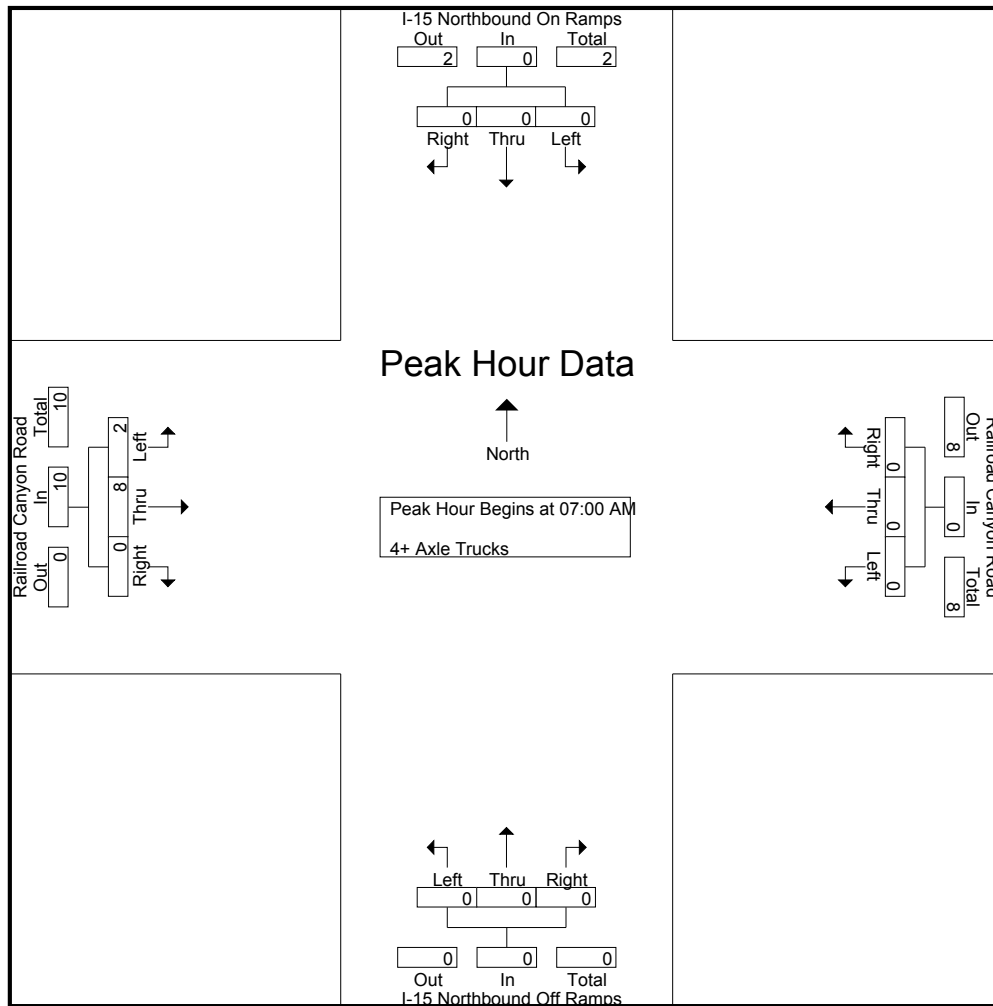
Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramps Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramps Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	10	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	2	4
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
08:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	1	1	0	2	4
Total	0	0	0	0	0	1	0	1	4	0	0	4	3	6	0	9	14
Grand Total	0	0	0	0	0	1	0	1	4	0	0	4	5	14	0	19	24
Apprch %	0	0	0		0	100	0		100	0	0		26.3	73.7	0		
Total %	0	0	0		0	4.2	0	4.2	16.7	0	0	16.7	20.8	58.3	0	79.2	

	I-15 Northbound On Ramps Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramps Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	10	10
% App. Total	0	0	0		0	0	0		0	0	0		20	80	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.500	.500

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	10
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	20	80	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.500

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRPM
Site Code : 00000061
Start Date : 5/23/2013
Page No : 1

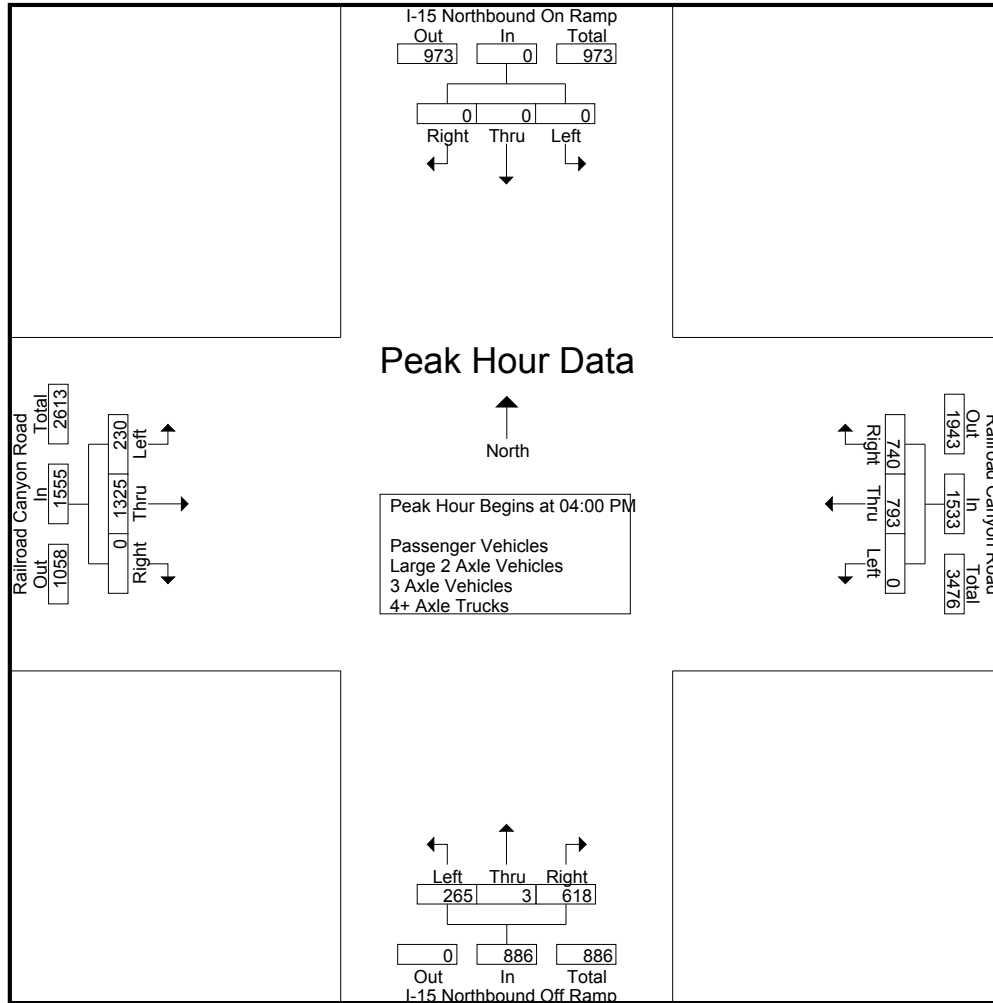
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	207	204	411	72	1	151	224	58	358	0	416	1051
04:15 PM	0	0	0	0	0	187	187	374	69	1	170	240	59	306	0	365	979
04:30 PM	0	0	0	0	0	201	166	367	64	1	154	219	51	334	0	385	971
04:45 PM	0	0	0	0	0	198	183	381	60	0	143	203	62	327	0	389	973
Total	0	0	0	0	0	793	740	1533	265	3	618	886	230	1325	0	1555	3974
05:00 PM	0	0	0	0	0	182	161	343	64	2	154	220	40	337	0	377	940
05:15 PM	0	0	0	0	0	169	169	338	70	0	167	237	55	317	0	372	947
05:30 PM	0	0	0	0	0	172	152	324	81	0	162	243	42	284	0	326	893
05:45 PM	0	0	0	0	0	202	141	343	54	0	159	213	63	293	0	356	912
Total	0	0	0	0	0	725	623	1348	269	2	642	913	200	1231	0	1431	3692
Grand Total	0	0	0	0	0	1518	1363	2881	534	5	1260	1799	430	2556	0	2986	7666
Apprch %	0	0	0	0	0	52.7	47.3		29.7	0.3	70		14.4	85.6	0		
Total %	0	0	0	0	0	19.8	17.8	37.6	7	0.1	16.4	23.5	5.6	33.3	0	39	
Passenger Vehicles	0	0	0	0	0	1510	1354	2864	521	5	1246	1772	403	2531	0	2934	7570
% Passenger Vehicles	0	0	0	0	0	99.5	99.3	99.4	97.6	100	98.9	98.5	93.7	99	0	98.3	98.7
Large 2 Axle Vehicles	0	0	0	0	0	8	9	17	12	0	12	24	21	20	0	41	82
% Large 2 Axle Vehicles	0	0	0	0	0	0.5	0.7	0.6	2.2	0	1	1.3	4.9	0.8	0	1.4	1.1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	2	2	4	1	0	5	7
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0.2	0.1	0.9	0	0	0.2	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	1	0	0	1	2	4	0	6	7
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0.5	0.2	0	0.2	0.1

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	207	204	411	72	1	151	224	58	358	0	416	1051
04:15 PM	0	0	0	0	0	187	187	374	69	1	170	240	59	306	0	365	979
04:30 PM	0	0	0	0	0	201	166	367	64	1	154	219	51	334	0	385	971
04:45 PM	0	0	0	0	0	198	183	381	60	0	143	203	62	327	0	389	973
Total Volume	0	0	0	0	0	793	740	1533	265	3	618	886	230	1325	0	1555	3974
% App. Total	0	0	0	0	0	51.7	48.3		29.9	0.3	69.8		14.8	85.2	0		
PHF	.000	.000	.000	.000	.000	.958	.907	.932	.920	.750	.909	.923	.927	.925	.000	.934	.945

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRPM
Site Code : 00000061
Start Date : 5/23/2013
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	207	204	411	72	1	151	224	58	358	0	416
+15 mins.	0	0	0	0	0	187	187	374	69	1	170	240	59	306	0	365
+30 mins.	0	0	0	0	0	201	166	367	64	1	154	219	51	334	0	385
+45 mins.	0	0	0	0	0	198	183	381	60	0	143	203	62	327	0	389
Total Volume	0	0	0	0	0	793	740	1533	265	3	618	886	230	1325	0	1555
% App. Total	0	0	0	0	0	51.7	48.3		29.9	0.3	69.8		14.8	85.2	0	
PHF	.000	.000	.000	.000	.000	.958	.907	.932	.920	.750	.909	.923	.927	.925	.000	.934

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRPM
Site Code : 00000061
Start Date : 5/23/2013
Page No : 1

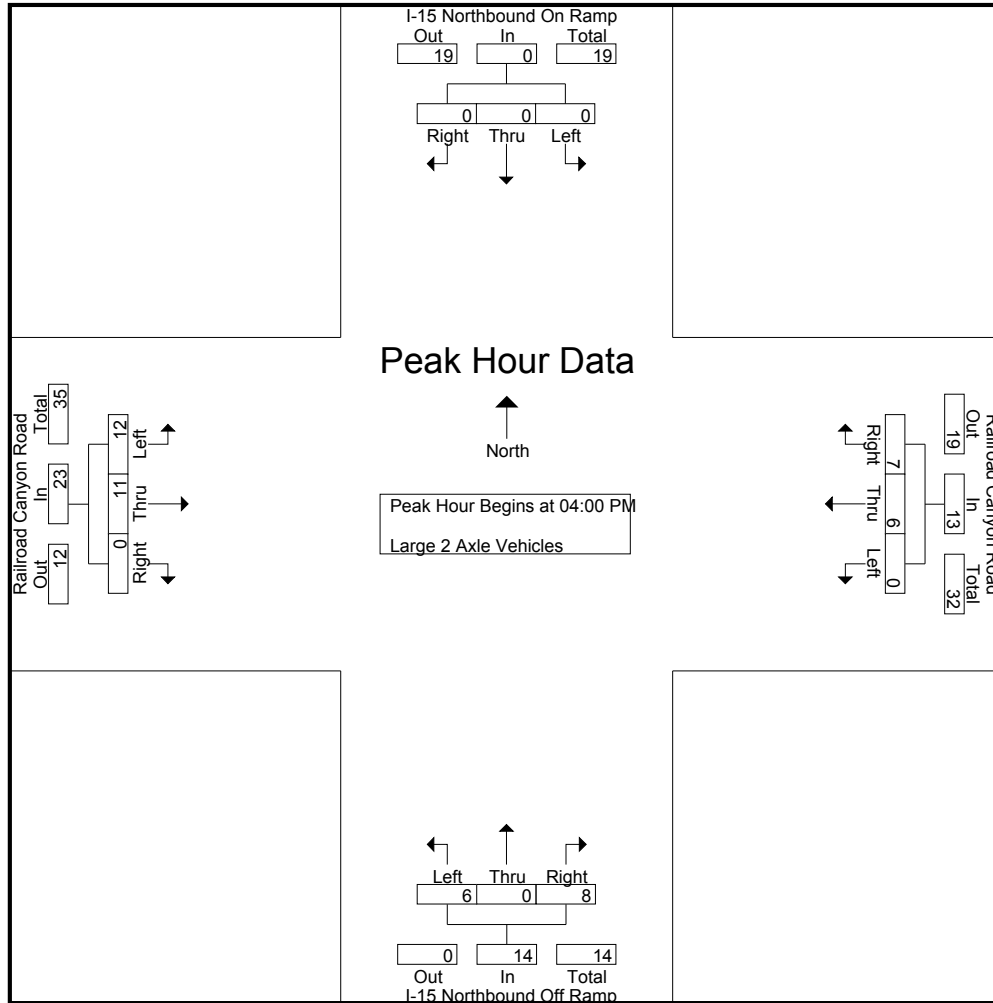
Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	2	4	2	0	1	3	4	1	0	5	12
04:15 PM	0	0	0	0	0	2	2	4	2	0	2	4	1	3	0	4	12
04:30 PM	0	0	0	0	0	2	1	3	1	0	2	3	5	5	0	10	16
04:45 PM	0	0	0	0	0	0	2	2	1	0	3	4	2	2	0	4	10
Total	0	0	0	0	0	6	7	13	6	0	8	14	12	11	0	23	50
05:00 PM	0	0	0	0	0	1	0	1	2	0	2	4	1	2	0	3	8
05:15 PM	0	0	0	0	0	0	1	1	1	0	1	2	2	1	0	3	6
05:30 PM	0	0	0	0	0	1	1	2	1	0	1	2	3	3	0	6	10
05:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	3	3	0	6	8
Total	0	0	0	0	0	2	2	4	6	0	4	10	9	9	0	18	32
Grand Total	0	0	0	0	0	8	9	17	12	0	12	24	21	20	0	41	82
Apprch %	0	0	0		0	47.1	52.9		50	0	50		51.2	48.8	0		
Total %	0	0	0	0	0	9.8	11	20.7	14.6	0	14.6	29.3	25.6	24.4	0	50	

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	2	2	4	2	0	1	3	4	1	0	5	12
04:15 PM	0	0	0	0	0	2	2	4	2	0	2	4	1	3	0	4	12
04:30 PM	0	0	0	0	0	2	1	3	1	0	2	3	5	5	0	10	16
04:45 PM	0	0	0	0	0	0	2	2	1	0	3	4	2	2	0	4	10
Total Volume	0	0	0	0	0	6	7	13	6	0	8	14	12	11	0	23	50
% App. Total	0	0	0		0	46.2	53.8		42.9	0	57.1		52.2	47.8	0		
PHF	.000	.000	.000	.000	.000	.750	.875	.813	.750	.000	.667	.875	.600	.550	.000	.575	.781

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRPM
Site Code : 00000061
Start Date : 5/23/2013
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	2	2	4	2	0	1	3	4	1	0	5
+15 mins.	0	0	0	0	0	2	2	4	2	0	2	4	1	3	0	4
+30 mins.	0	0	0	0	0	2	1	3	1	0	2	3	5	5	0	10
+45 mins.	0	0	0	0	0	0	2	2	1	0	3	4	2	2	0	4
Total Volume	0	0	0	0	0	6	7	13	6	0	8	14	12	11	0	23
% App. Total	0	0	0	0	0	46.2	53.8		42.9	0	57.1		52.2	47.8	0	
PHF	.000	.000	.000	.000	.000	.750	.875	.813	.750	.000	.667	.875	.600	.550	.000	.575

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRPM
Site Code : 00000061
Start Date : 5/23/2013
Page No : 1

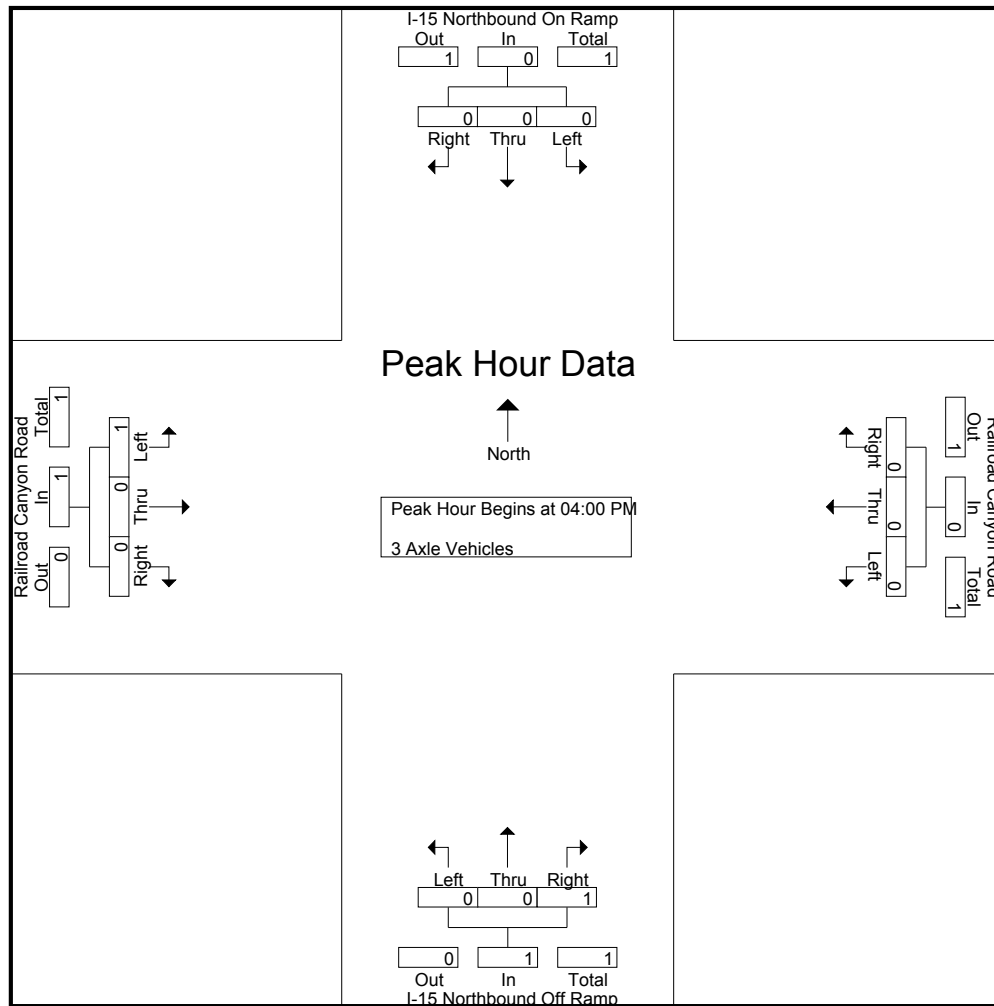
Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	1	1	3	1	0	4	5
Grand Total	0	0	0	0	0	0	0	0	0	0	2	2	4	1	0	5	7
Apprch %	0	0	0		0	0	0		0	0	100		80	20	0		
Total %	0	0	0		0	0	0		0	0	28.6	28.6	57.1	14.3	0	71.4	

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
% App. Total	0	0	0		0	0	0		0	0	100		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.500

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRPM
Site Code : 00000061
Start Date : 5/23/2013
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	100	100	100	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRPM
Site Code : 00000061
Start Date : 5/23/2013
Page No : 1

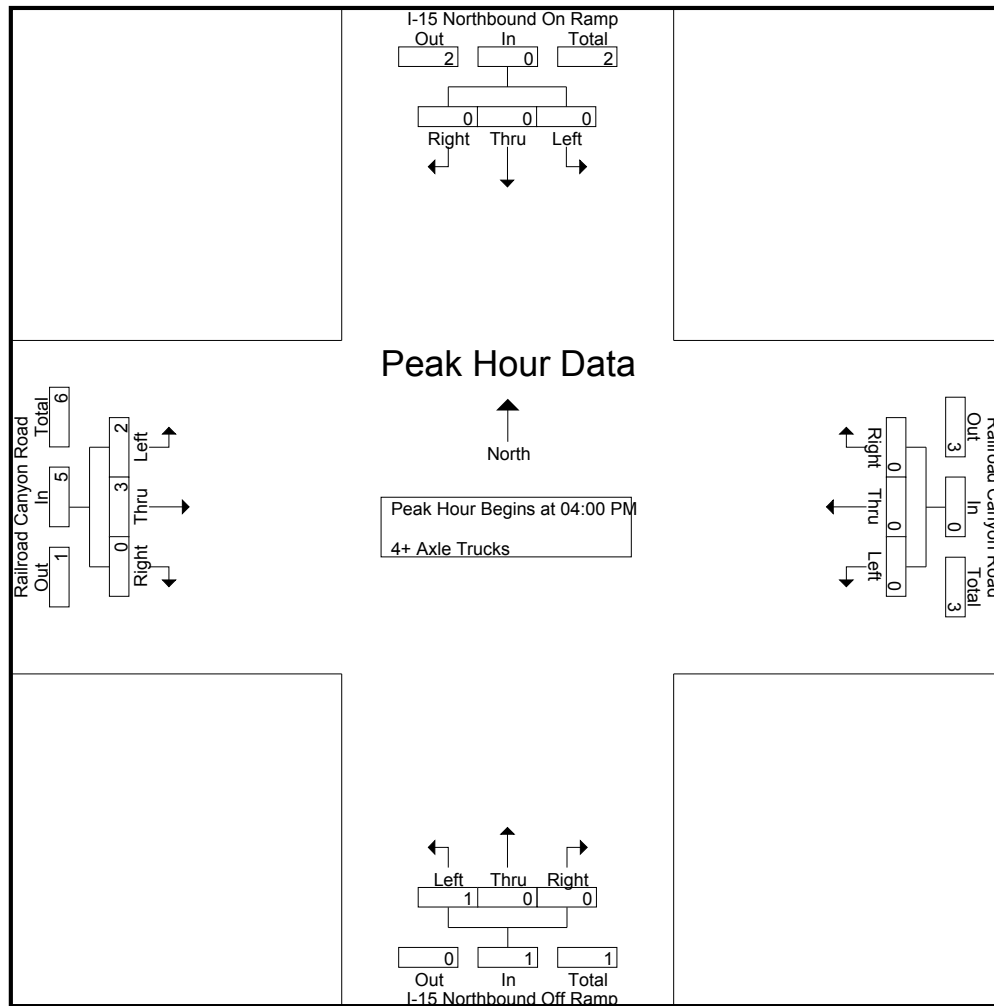
Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	2	3	0	5	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	2	4	0	6	7
Apprch %	0	0	0		0	0	0		100	0	0		33.3	66.7	0		
Total %	0	0	0		0	0	0		14.3	0	0	14.3	28.6	57.1	0	85.7	

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	2	3	0	5	6
% App. Total	0	0	0		0	0	0		100	0	0		40	60	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500	.750	.000	.625	.750

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRPM
Site Code : 00000061
Start Date : 5/23/2013
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	2	3	0	5
% App. Total	0	0	0	0	0	0	0	0	100	0	0	0	40	60	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500	.750	.000	.625

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRSAT
Site Code : 00000037
Start Date : 6/8/2013
Page No : 1

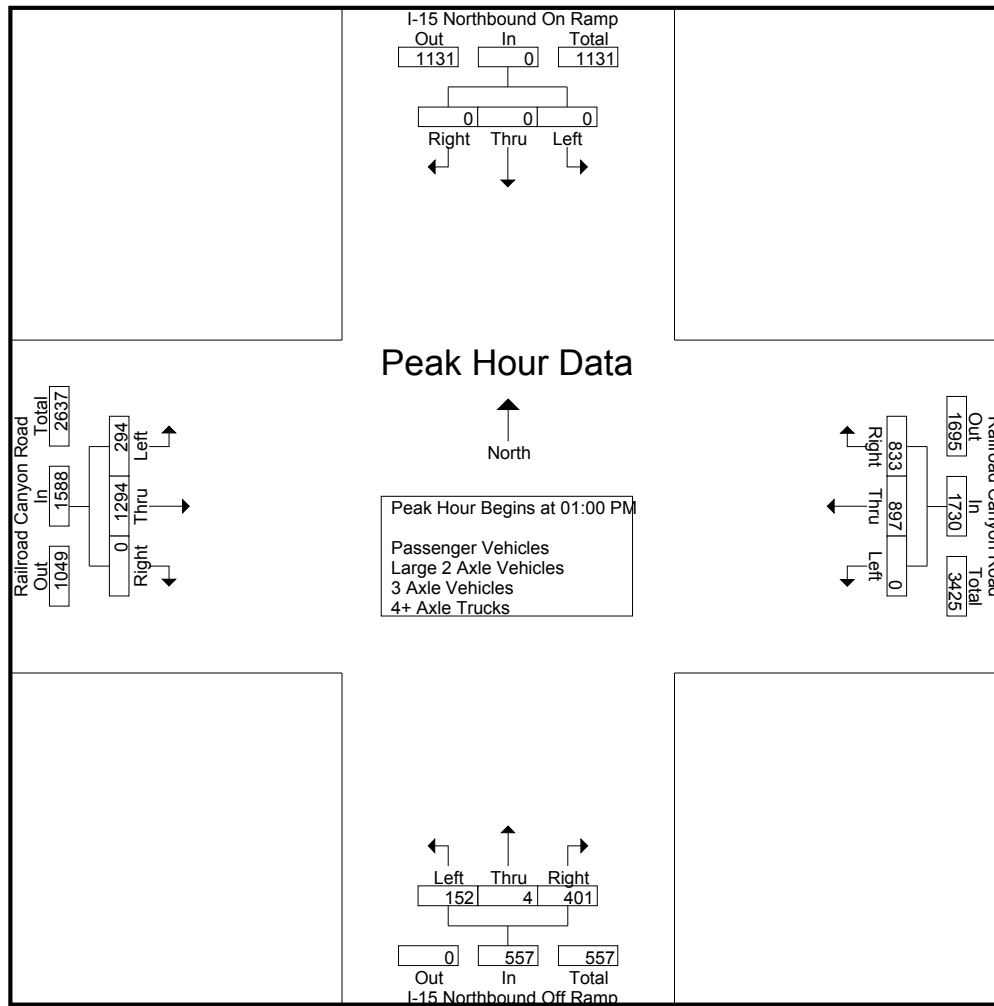
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	235	176	411	46	1	79	126	79	272	0	351	888
12:15 PM	0	0	0	0	0	248	165	413	45	2	92	139	89	290	0	379	931
12:30 PM	0	0	0	0	0	213	190	403	33	1	97	131	63	298	0	361	895
12:45 PM	0	0	0	0	0	250	189	439	38	0	89	127	78	286	0	364	930
Total	0	0	0	0	0	946	720	1666	162	4	357	523	309	1146	0	1455	3644
01:00 PM	0	0	0	0	0	215	209	424	52	3	111	166	90	309	0	399	989
01:15 PM	0	0	0	0	0	238	231	469	33	0	94	127	64	305	0	369	965
01:30 PM	0	0	0	0	0	218	196	414	38	1	103	142	66	328	0	394	950
01:45 PM	0	0	0	0	0	226	197	423	29	0	93	122	74	352	0	426	971
Total	0	0	0	0	0	897	833	1730	152	4	401	557	294	1294	0	1588	3875
02:00 PM	0	0	0	0	0	234	163	397	40	0	62	102	82	321	0	403	902
02:15 PM	0	0	0	0	0	230	155	385	48	0	77	125	88	287	0	375	885
02:30 PM	0	0	0	0	0	206	164	370	50	1	102	153	81	309	0	390	913
02:45 PM	0	0	0	0	0	204	162	366	45	3	91	139	56	342	0	398	903
Total	0	0	0	0	0	874	644	1518	183	4	332	519	307	1259	0	1566	3603
Grand Total	0	0	0	0	0	2717	2197	4914	497	12	1090	1599	910	3699	0	4609	11122
Apprch %	0	0	0		0	55.3	44.7		31.1	0.8	68.2		19.7	80.3	0		
Total %	0	0	0	0	0	24.4	19.8	44.2	4.5	0.1	9.8	14.4	8.2	33.3	0	41.4	
Passenger Vehicles	0	0	0	0	0	2685	2167	4852	490	12	1081	1583	892	3661	0	4553	10988
% Passenger Vehicles	0	0	0	0	0	98.8	98.6	98.7	98.6	100	99.2	99	98	99	0	98.8	98.8
Large 2 Axle Vehicles	0	0	0	0	0	31	17	48	5	0	7	12	14	33	0	47	107
% Large 2 Axle Vehicles	0	0	0	0	0	1.1	0.8	1	1	0	0.6	0.8	1.5	0.9	0	1	1
3 Axle Vehicles	0	0	0	0	0	0	6	6	1	0	0	1	3	1	0	4	11
% 3 Axle Vehicles	0	0	0	0	0	0	0.3	0.1	0.2	0	0	0.1	0.3	0	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	1	7	8	1	0	2	3	1	4	0	5	16
% 4+ Axle Trucks	0	0	0	0	0	0	0.3	0.2	0.2	0	0.2	0.2	0.1	0.1	0	0.1	0.1

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	215	209	424	52	3	111	166	90	309	0	399	989
01:15 PM	0	0	0	0	0	238	231	469	33	0	94	127	64	305	0	369	965
01:30 PM	0	0	0	0	0	218	196	414	38	1	103	142	66	328	0	394	950
01:45 PM	0	0	0	0	0	226	197	423	29	0	93	122	74	352	0	426	971
Total Volume	0	0	0	0	0	897	833	1730	152	4	401	557	294	1294	0	1588	3875
% App. Total	0	0	0		0	51.8	48.2		27.3	0.7	72		18.5	81.5	0		
PHF	.000	.000	.000	.000	.000	.942	.902	.922	.731	.333	.903	.839	.817	.919	.000	.932	.980

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRSAT
Site Code : 00000037
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				12:45 PM				12:15 PM				01:30 PM			
+0 mins.	0	0	0	0	0	250	189	439	45	2	92	139	66	328	0	394
+15 mins.	0	0	0	0	0	215	209	424	33	1	97	131	74	352	0	426
+30 mins.	0	0	0	0	0	238	231	469	38	0	89	127	82	321	0	403
+45 mins.	0	0	0	0	0	218	196	414	52	3	111	166	88	287	0	375
Total Volume	0	0	0	0	0	921	825	1746	168	6	389	563	310	1288	0	1598
% App. Total	0	0	0	0	0	52.7	47.3		29.8	1.1	69.1		19.4	80.6	0	
PHF	.000	.000	.000	.000	.000	.921	.893	.931	.808	.500	.876	.848	.881	.915	.000	.938

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRSAT
Site Code : 00000037
Start Date : 6/8/2013
Page No : 1

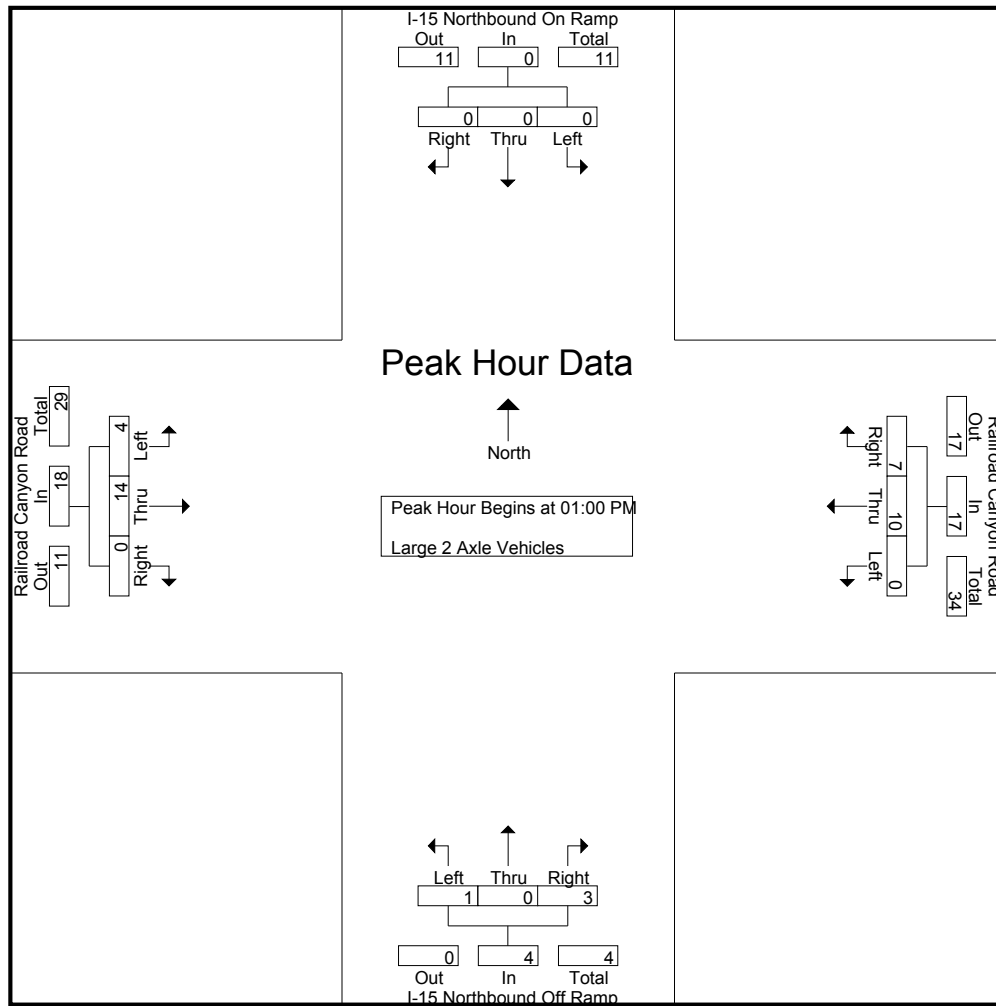
Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	2	1	3	0	0	1	1	0	1	0	1	5
12:15 PM	0	0	0	0	0	4	0	4	1	0	0	1	1	1	0	2	7
12:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	3	0	3	5
12:45 PM	0	0	0	0	0	3	0	3	0	0	3	3	3	3	0	6	12
Total	0	0	0	0	0	10	1	11	2	0	4	6	4	8	0	12	29
01:00 PM	0	0	0	0	0	6	1	7	0	0	0	0	2	2	0	4	11
01:15 PM	0	0	0	0	0	0	3	3	1	0	2	3	1	2	0	3	9
01:30 PM	0	0	0	0	0	3	1	4	0	0	1	1	1	2	0	3	8
01:45 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	8	0	8	11
Total	0	0	0	0	0	10	7	17	1	0	3	4	4	14	0	18	39
02:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	1	1	0	2	5
02:15 PM	0	0	0	0	0	2	3	5	1	0	0	1	3	5	0	8	14
02:30 PM	0	0	0	0	0	3	3	6	0	0	0	0	2	1	0	3	9
02:45 PM	0	0	0	0	0	4	3	7	0	0	0	0	0	4	0	4	11
Total	0	0	0	0	0	11	9	20	2	0	0	2	6	11	0	17	39
Grand Total	0	0	0	0	0	31	17	48	5	0	7	12	14	33	0	47	107
Apprch %	0	0	0		0	64.6	35.4		41.7	0	58.3		29.8	70.2	0		
Total %	0	0	0	0	0	29	15.9	44.9	4.7	0	6.5	11.2	13.1	30.8	0	43.9	

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	6	1	7	0	0	0	0	2	2	0	4	11
01:15 PM	0	0	0	0	0	0	3	3	1	0	2	3	1	2	0	3	9
01:30 PM	0	0	0	0	0	3	1	4	0	0	1	1	1	2	0	3	8
01:45 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	8	0	8	11
Total Volume	0	0	0	0	0	10	7	17	1	0	3	4	4	14	0	18	39
% App. Total	0	0	0		0	58.8	41.2		25	0	75		22.2	77.8	0		
PHF	.000	.000	.000	.000	.000	.417	.583	.607	.250	.000	.375	.333	.500	.438	.000	.563	.886

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRSAT
Site Code : 00000037
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				01:00 PM				01:00 PM			
+0 mins.	0	0	0	0	0	6	1	7	0	0	0	0	2	2	0	4
+15 mins.	0	0	0	0	0	0	3	3	1	0	2	3	1	2	0	3
+30 mins.	0	0	0	0	0	3	1	4	0	0	1	1	1	2	0	3
+45 mins.	0	0	0	0	0	1	2	3	0	0	0	0	0	8	0	8
Total Volume	0	0	0	0	0	10	7	17	1	0	3	4	4	14	0	18
% App. Total	0	0	0	0	0	58.8	41.2		25	0	75		22.2	77.8	0	
PHF	.000	.000	.000	.000	.000	.417	.583	.607	.250	.000	.375	.333	.500	.438	.000	.563

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRSAT
Site Code : 00000037
Start Date : 6/8/2013
Page No : 1

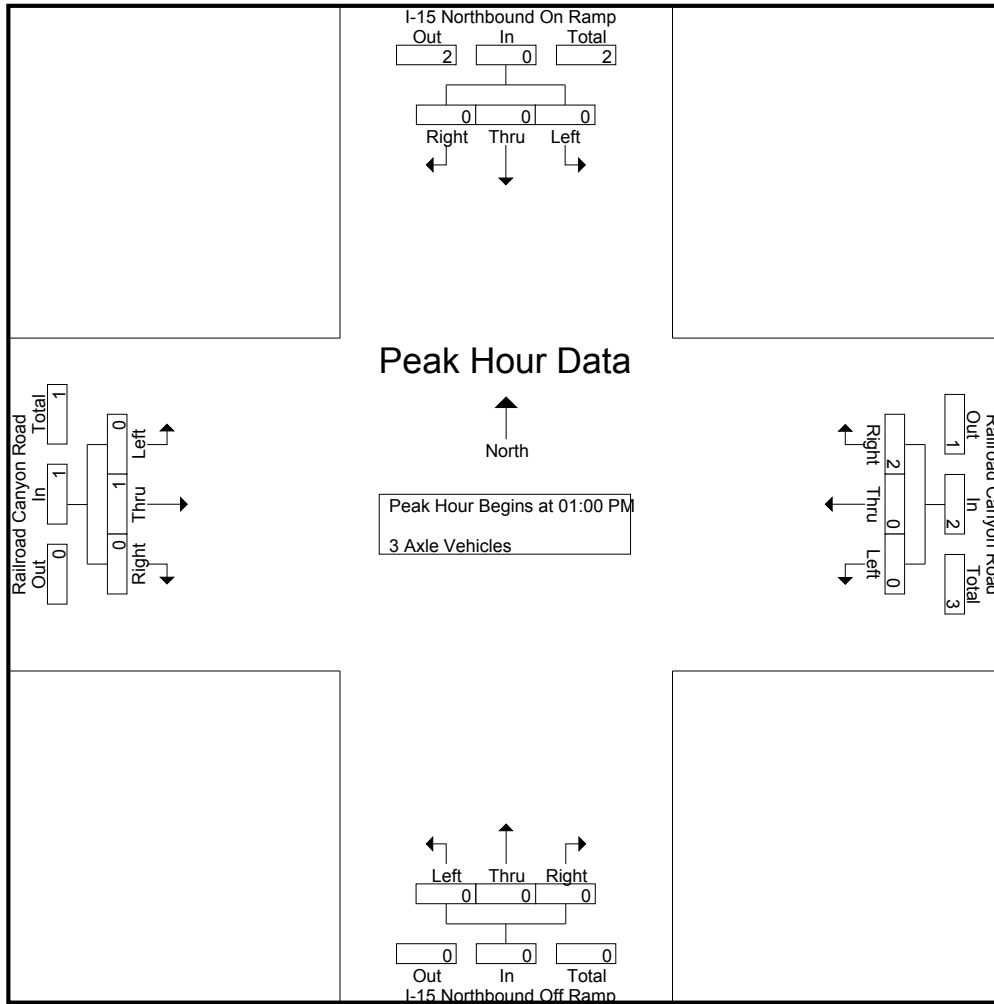
Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	2	2	1	0	0	1	1	0	0	1	4
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
01:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:15 PM	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	1	3
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	0	0	0	2	0	0	2	4
Grand Total	0	0	0	0	0	0	6	6	1	0	0	1	3	1	0	4	11
Apprch %	0	0	0		0	0	100		100	0	0		75	25	0		
Total %	0	0	0		0	0	54.5	54.5	9.1	0	0	9.1	27.3	9.1	0	36.4	

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
01:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	0	100		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.250	.000	.250	.375

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRSAT
Site Code : 00000037
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				01:00 PM				01:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	100		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.250	.000	.250

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRSAT
Site Code : 00000037
Start Date : 6/8/2013
Page No : 1

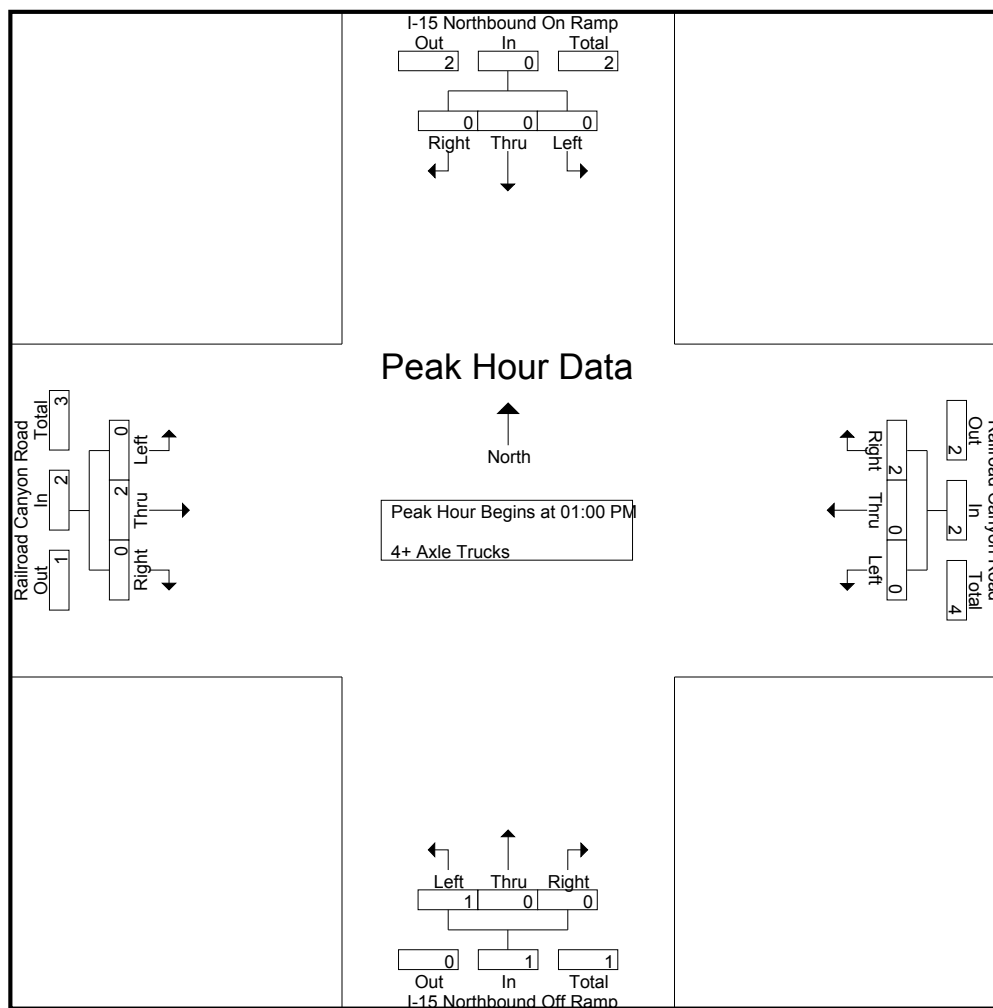
Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	1	1	0	0	1	1	1	1	0	2	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	0	1	1	1	1	0	2	5
01:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	2	1	0	0	1	0	2	0	2	5
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
02:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	1	3	4	0	0	1	1	0	1	0	1	6
Grand Total	0	0	0	0	0	1	7	8	1	0	2	3	1	4	0	5	16
Apprch %	0	0	0		0	12.5	87.5		33.3	0	66.7		20	80	0		
Total %	0	0	0	0	0	6.2	43.8	50	6.2	0	12.5	18.8	6.2	25	0	31.2	

	I-15 Northbound On Ramp Southbound				Railroad Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	2	1	0	0	1	0	2	0	2	5
% App. Total	0	0	0		0	0	100		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.250	.000	.000	.250	.000	.500	.000	.500	.625

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKE15NRRSAT
Site Code : 00000037
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				01:00 PM				01:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	1	0	0	1	0	2	0	2
% App. Total	0	0	0	0	0	0	100		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.250	.000	.000	.250	.000	.500	.000	.500

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 11th Street
Weather: Sunny

File Name : LKEDE11AM
Site Code : 00000037
Start Date : 5/23/2013
Page No : 1

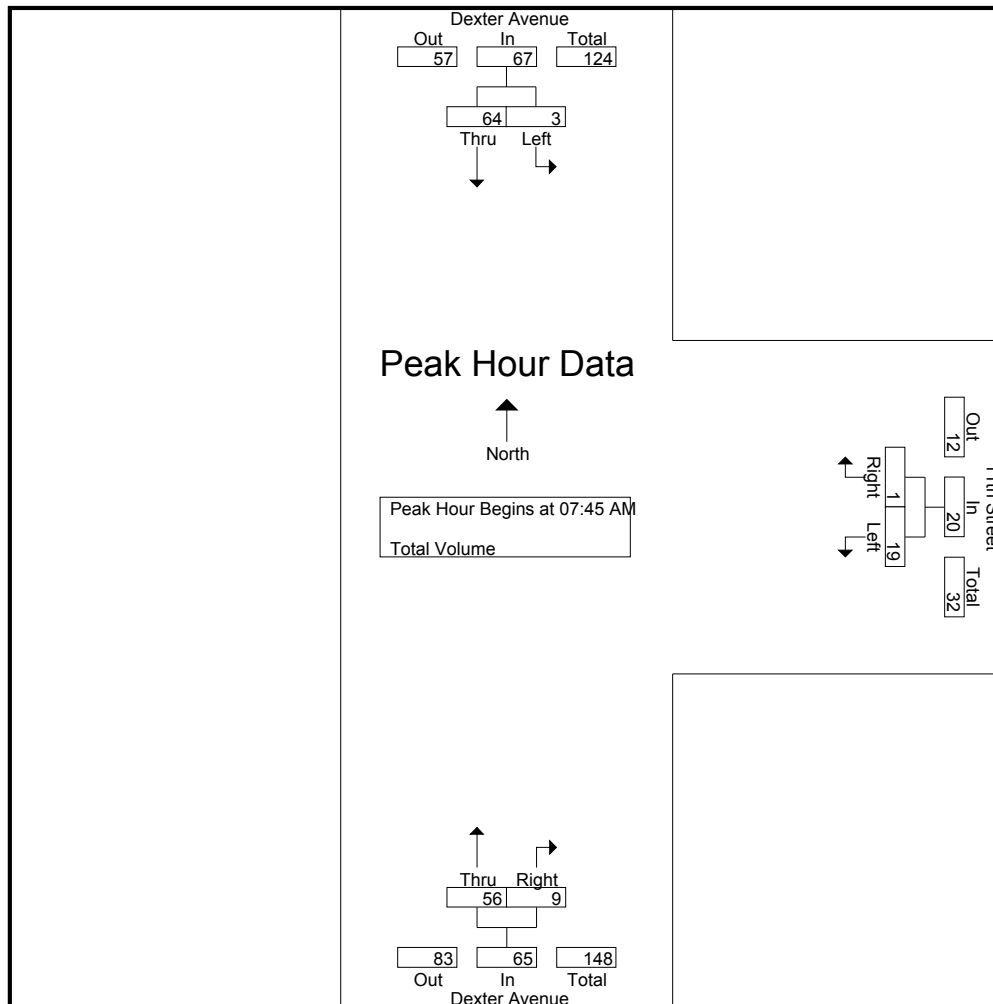
Groups Printed- Total Volume

	Dexter Avenue Southbound			11th Street Westbound			Dexter Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	10	11	4	0	4	2	0	2	17
07:15 AM	0	6	6	3	0	3	7	1	8	17
07:30 AM	0	7	7	2	0	2	14	1	15	24
07:45 AM	1	37	38	5	0	5	20	4	24	67
Total	2	60	62	14	0	14	43	6	49	125
08:00 AM	0	6	6	2	0	2	8	3	11	19
08:15 AM	2	10	12	6	1	7	6	0	6	25
08:30 AM	0	11	11	6	0	6	22	2	24	41
08:45 AM	0	20	20	4	0	4	26	1	27	51
Total	2	47	49	18	1	19	62	6	68	136
Grand Total	4	107	111	32	1	33	105	12	117	261
Apprch %	3.6	96.4		97	3		89.7	10.3		
Total %	1.5	41	42.5	12.3	0.4	12.6	40.2	4.6	44.8	

	Dexter Avenue Southbound			11th Street Westbound			Dexter Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	37	38	5	0	5	20	4	24	67
08:00 AM	0	6	6	2	0	2	8	3	11	19
08:15 AM	2	10	12	6	1	7	6	0	6	25
08:30 AM	0	11	11	6	0	6	22	2	24	41
Total Volume	3	64	67	19	1	20	56	9	65	152
% App. Total	4.5	95.5		95	5		86.2	13.8		
PHF	.375	.432	.441	.792	.250	.714	.636	.563	.677	.567

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 11th Street
Weather: Sunny

File Name : LKEDE11AM
Site Code : 00000037
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			08:00 AM		
+0 mins.	1	37	38	5	0	5	8	3	11
+15 mins.	0	6	6	2	0	2	6	0	6
+30 mins.	2	10	12	6	1	7	22	2	24
+45 mins.	0	11	11	6	0	6	26	1	27
Total Volume	3	64	67	19	1	20	62	6	68
% App. Total	4.5	95.5		95	5		91.2	8.8	
PHF	.375	.432	.441	.792	.250	.714	.596	.500	.630

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 11th Street
Weather: Sunny

File Name : LKEDE11PM
Site Code : 00000037
Start Date : 5/23/2013
Page No : 1

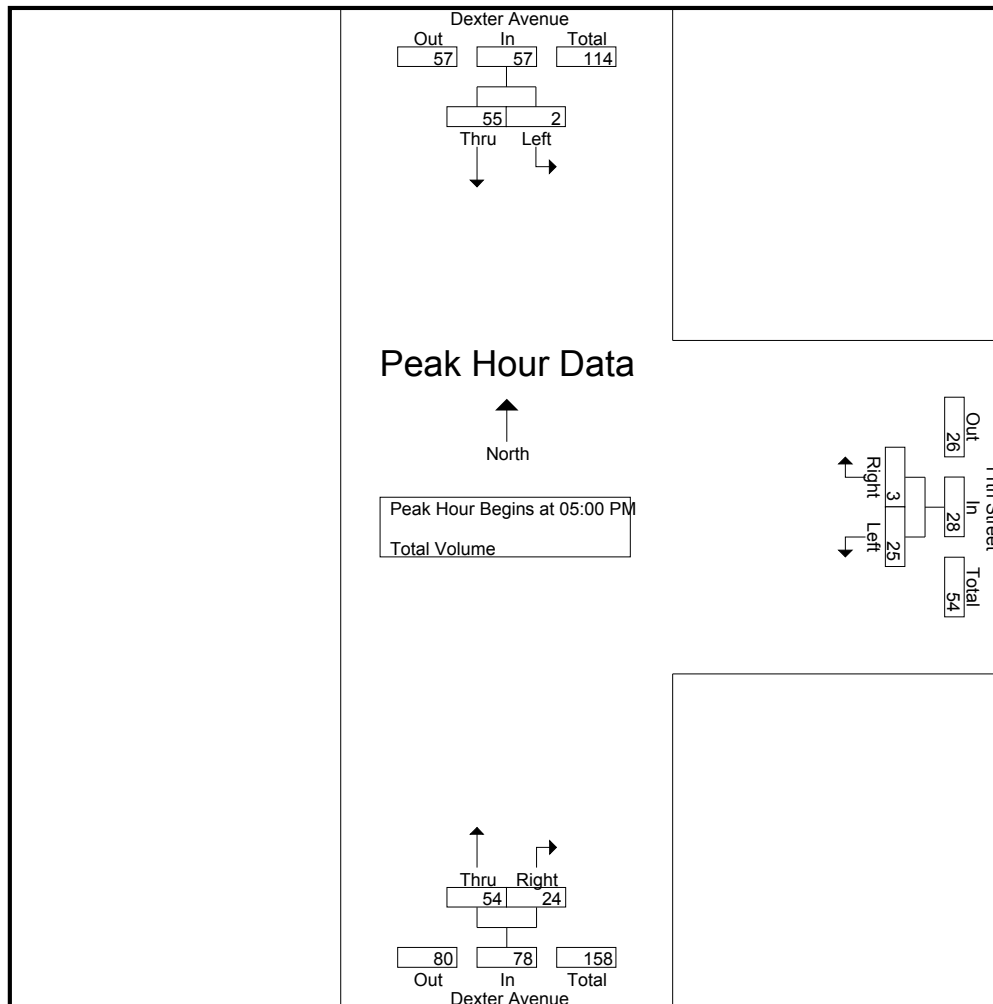
Groups Printed- Total Volume

	Dexter Avenue Southbound			11th Street Westbound			Dexter Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	8	9	3	1	4	4	2	6	19
04:15 PM	1	14	15	3	0	3	13	1	14	32
04:30 PM	0	22	22	5	0	5	14	4	18	45
04:45 PM	1	11	12	4	0	4	12	3	15	31
Total	3	55	58	15	1	16	43	10	53	127
05:00 PM	0	14	14	6	0	6	12	6	18	38
05:15 PM	0	13	13	2	0	2	15	6	21	36
05:30 PM	1	14	15	2	1	3	14	3	17	35
05:45 PM	1	14	15	15	2	17	13	9	22	54
Total	2	55	57	25	3	28	54	24	78	163
Grand Total	5	110	115	40	4	44	97	34	131	290
Apprch %	4.3	95.7		90.9	9.1		74	26		
Total %	1.7	37.9	39.7	13.8	1.4	15.2	33.4	11.7	45.2	

	Dexter Avenue Southbound			11th Street Westbound			Dexter Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	14	14	6	0	6	12	6	18	38
05:15 PM	0	13	13	2	0	2	15	6	21	36
05:30 PM	1	14	15	2	1	3	14	3	17	35
05:45 PM	1	14	15	15	2	17	13	9	22	54
Total Volume	2	55	57	25	3	28	54	24	78	163
% App. Total	3.5	96.5		89.3	10.7		69.2	30.8		
PHF	.500	.982	.950	.417	.375	.412	.900	.667	.886	.755

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 11th Street
Weather: Sunny

File Name : LKEDE11PM
Site Code : 00000037
Start Date : 5/23/2013
Page No : 2



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

	04:15 PM			05:00 PM			05:00 PM		
+0 mins.	1	14	15	6	0	6	12	6	18
+15 mins.	0	22	22	2	0	2	15	6	21
+30 mins.	1	11	12	2	1	3	14	3	17
+45 mins.	0	14	14	15	2	17	13	9	22
Total Volume	2	61	63	25	3	28	54	24	78
% App. Total	3.2	96.8		89.3	10.7		69.2	30.8	
PHF	.500	.693	.716	.417	.375	.412	.900	.667	.886

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 11th Street
Weather: Sunny

File Name : LKEDE11SAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

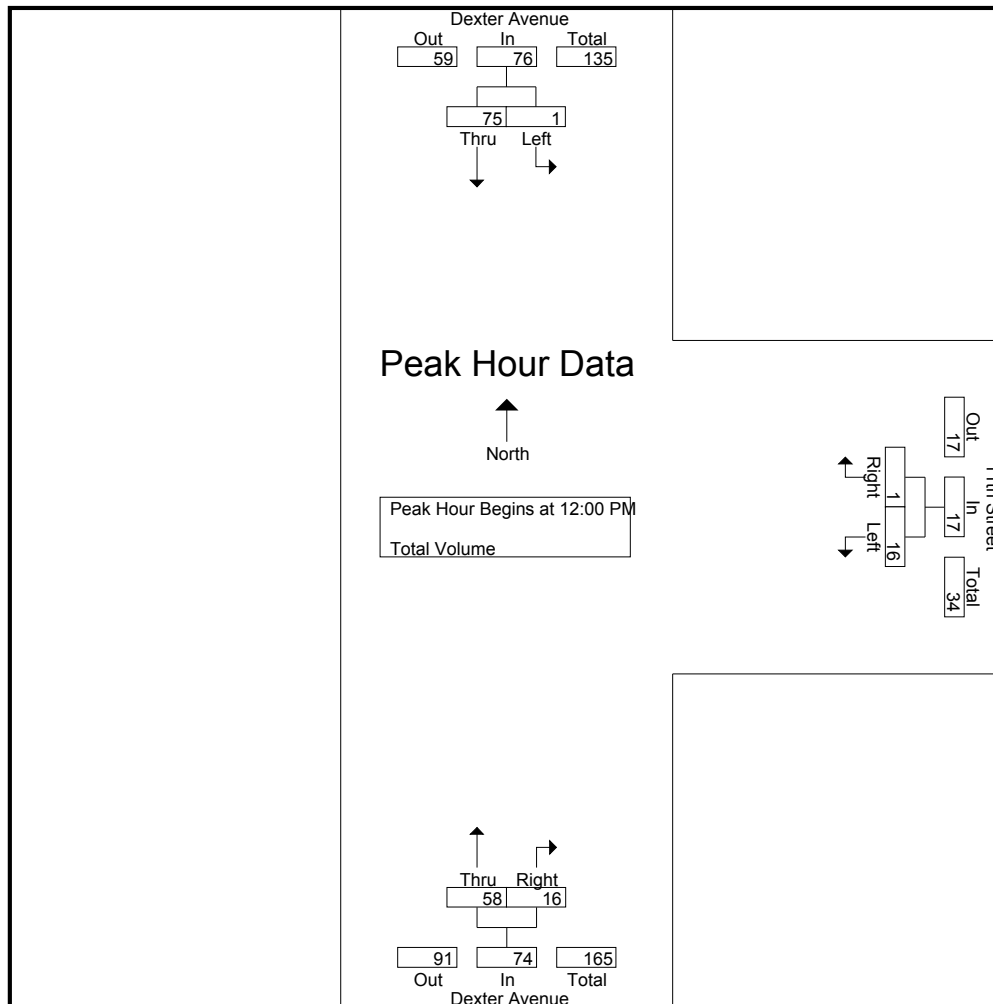
Groups Printed- Total Volume

	Dexter Avenue Southbound			11th Street Westbound			Dexter Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:00 PM	0	25	25	6	0	6	15	4	19	50
12:15 PM	0	13	13	2	1	3	11	3	14	30
12:30 PM	0	18	18	4	0	4	14	1	15	37
12:45 PM	1	19	20	4	0	4	18	8	26	50
Total	1	75	76	16	1	17	58	16	74	167
01:00 PM	0	9	9	6	0	6	9	6	15	30
01:15 PM	2	14	16	5	1	6	11	4	15	37
01:30 PM	1	14	15	2	0	2	8	3	11	28
01:45 PM	0	14	14	4	2	6	6	5	11	31
Total	3	51	54	17	3	20	34	18	52	126
02:00 PM	0	9	9	6	0	6	17	8	25	40
02:15 PM	0	13	13	1	0	1	17	6	23	37
02:30 PM	0	16	16	8	1	9	10	2	12	37
02:45 PM	0	18	18	7	0	7	17	4	21	46
Total	0	56	56	22	1	23	61	20	81	160
Grand Total	4	182	186	55	5	60	153	54	207	453
Apprch %	2.2	97.8		91.7	8.3		73.9	26.1		
Total %	0.9	40.2	41.1	12.1	1.1	13.2	33.8	11.9	45.7	

	Dexter Avenue Southbound			11th Street Westbound			Dexter Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	0	25	25	6	0	6	15	4	19	50
12:15 PM	0	13	13	2	1	3	11	3	14	30
12:30 PM	0	18	18	4	0	4	14	1	15	37
12:45 PM	1	19	20	4	0	4	18	8	26	50
Total Volume	1	75	76	16	1	17	58	16	74	167
% App. Total	1.3	98.7		94.1	5.9		78.4	21.6		
PHF	.250	.750	.760	.667	.250	.708	.806	.500	.712	.835

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 11th Street
Weather: Sunny

File Name : LKEDE11SAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	25	25	6	0	6	17	8	25
+15 mins.	0	13	13	1	0	1	17	6	23
+30 mins.	0	18	18	8	1	9	10	2	12
+45 mins.	1	19	20	7	0	7	17	4	21
Total Volume	1	75	76	22	1	23	61	20	81
% App. Total	1.3	98.7		95.7	4.3		75.3	24.7	
PHF	.250	.750	.760	.688	.250	.639	.897	.625	.810

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKEDECEAM
Site Code : 00000008
Start Date : 5/23/2013
Page No : 1

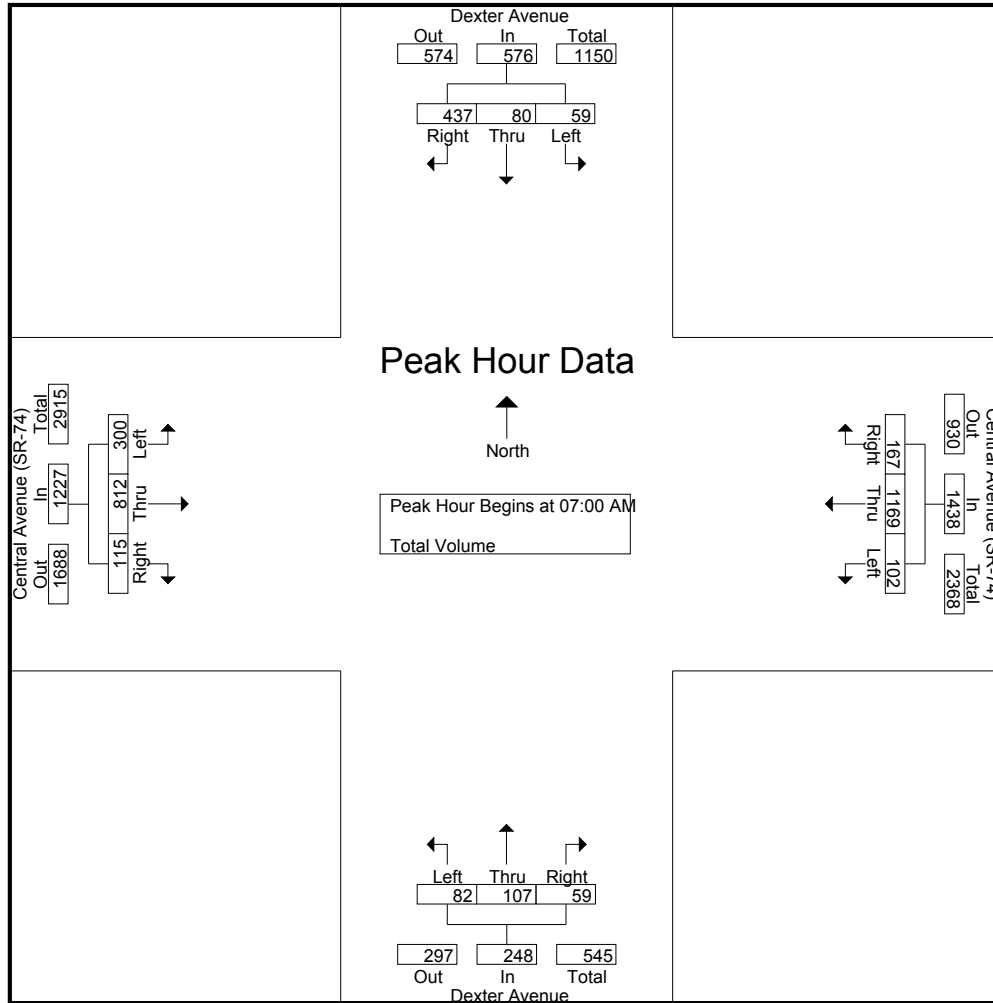
Groups Printed- Total Volume

	Dexter Avenue Southbound				Central Avenue (SR-74) Westbound				Dexter Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	25	123	167	31	298	78	407	14	62	14	90	124	214	23	361	1025
07:15 AM	17	34	177	228	22	340	56	418	16	23	9	48	79	209	25	313	1007
07:30 AM	19	17	78	114	20	288	13	321	27	11	19	57	50	209	31	290	782
07:45 AM	4	4	59	67	29	243	20	292	25	11	17	53	47	180	36	263	675
Total	59	80	437	576	102	1169	167	1438	82	107	59	248	300	812	115	1227	3489
08:00 AM	4	6	33	43	21	235	12	268	21	10	15	46	36	142	25	203	560
08:15 AM	10	4	39	53	24	233	14	271	18	9	13	40	33	137	38	208	572
08:30 AM	2	8	39	49	23	238	15	276	19	11	27	57	48	204	32	284	666
08:45 AM	5	7	47	59	39	248	21	308	34	13	16	63	65	194	52	311	741
Total	21	25	158	204	107	954	62	1123	92	43	71	206	182	677	147	1006	2539
Grand Total	80	105	595	780	209	2123	229	2561	174	150	130	454	482	1489	262	2233	6028
Apprch %	10.3	13.5	76.3		8.2	82.9	8.9		38.3	33	28.6		21.6	66.7	11.7		
Total %	1.3	1.7	9.9	12.9	3.5	35.2	3.8	42.5	2.9	2.5	2.2	7.5	8	24.7	4.3	37	

	Dexter Avenue Southbound				Central Avenue (SR-74) Westbound				Dexter Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	19	25	123	167	31	298	78	407	14	62	14	90	124	214	23	361	1025
07:15 AM	17	34	177	228	22	340	56	418	16	23	9	48	79	209	25	313	1007
07:30 AM	19	17	78	114	20	288	13	321	27	11	19	57	50	209	31	290	782
07:45 AM	4	4	59	67	29	243	20	292	25	11	17	53	47	180	36	263	675
Total Volume	59	80	437	576	102	1169	167	1438	82	107	59	248	300	812	115	1227	3489
% App. Total	10.2	13.9	75.9		7.1	81.3	11.6		33.1	43.1	23.8		24.4	66.2	9.4		
PHF	.776	.588	.617	.632	.823	.860	.535	.860	.759	.431	.776	.689	.605	.949	.799	.850	.851

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKEDECEAM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	19	25	123	167	31	298	78	407	14	62	14	90	124	214	23	361
+15 mins.	17	34	177	228	22	340	56	418	16	23	9	48	79	209	25	313
+30 mins.	19	17	78	114	20	288	13	321	27	11	19	57	50	209	31	290
+45 mins.	4	4	59	67	29	243	20	292	25	11	17	53	47	180	36	263
Total Volume	59	80	437	576	102	1169	167	1438	82	107	59	248	300	812	115	1227
% App. Total	10.2	13.9	75.9		7.1	81.3	11.6		33.1	43.1	23.8		24.4	66.2	9.4	
PHF	.776	.588	.617	.632	.823	.860	.535	.860	.759	.431	.776	.689	.605	.949	.799	.850

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKEDECEPM
Site Code : 00000008
Start Date : 5/23/2013
Page No : 1

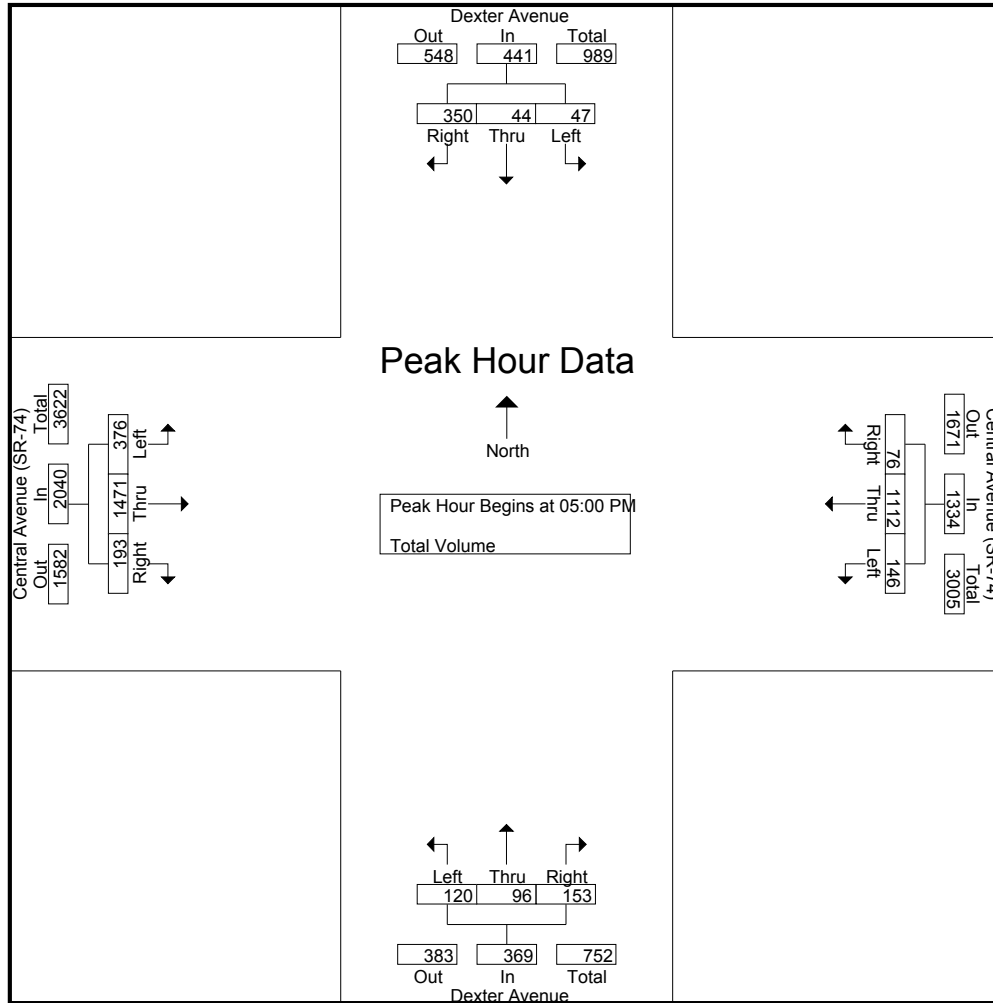
Groups Printed- Total Volume

	Dexter Avenue Southbound				Central Avenue (SR-74) Westbound				Dexter Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	15	12	94	121	33	317	20	370	24	24	26	74	90	309	39	438	1003
04:15 PM	11	19	103	133	38	293	14	345	24	27	35	86	97	363	57	517	1081
04:30 PM	11	20	77	108	26	285	14	325	27	23	35	85	98	371	39	508	1026
04:45 PM	4	6	73	83	26	260	13	299	28	24	29	81	95	381	55	531	994
Total	41	57	347	445	123	1155	61	1339	103	98	125	326	380	1424	190	1994	4104
05:00 PM	16	15	94	125	30	267	13	310	31	22	38	91	91	367	47	505	1031
05:15 PM	15	10	72	97	42	309	18	369	28	23	39	90	82	386	58	526	1082
05:30 PM	8	10	98	116	47	236	22	305	24	25	46	95	100	373	45	518	1034
05:45 PM	8	9	86	103	27	300	23	350	37	26	30	93	103	345	43	491	1037
Total	47	44	350	441	146	1112	76	1334	120	96	153	369	376	1471	193	2040	4184
Grand Total	88	101	697	886	269	2267	137	2673	223	194	278	695	756	2895	383	4034	8288
Apprch %	9.9	11.4	78.7		10.1	84.8	5.1		32.1	27.9	40		18.7	71.8	9.5		
Total %	1.1	1.2	8.4	10.7	3.2	27.4	1.7	32.3	2.7	2.3	3.4	8.4	9.1	34.9	4.6	48.7	

	Dexter Avenue Southbound				Central Avenue (SR-74) Westbound				Dexter Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	15	94	125	30	267	13	310	31	22	38	91	91	367	47	505	1031
05:15 PM	15	10	72	97	42	309	18	369	28	23	39	90	82	386	58	526	1082
05:30 PM	8	10	98	116	47	236	22	305	24	25	46	95	100	373	45	518	1034
05:45 PM	8	9	86	103	27	300	23	350	37	26	30	93	103	345	43	491	1037
Total Volume	47	44	350	441	146	1112	76	1334	120	96	153	369	376	1471	193	2040	4184
% App. Total	10.7	10	79.4		10.9	83.4	5.7		32.5	26	41.5		18.4	72.1	9.5		
PHF	.734	.733	.893	.882	.777	.900	.826	.904	.811	.923	.832	.971	.913	.953	.832	.970	.967

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKEDECEPM
Site Code : 00000008
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				05:00 PM				04:45 PM			
+0 mins.	11	19	103	133	33	317	20	370	31	22	38	91	95	381	55	531
+15 mins.	11	20	77	108	38	293	14	345	28	23	39	90	91	367	47	505
+30 mins.	4	6	73	83	26	285	14	325	24	25	46	95	82	386	58	526
+45 mins.	16	15	94	125	26	260	13	299	37	26	30	93	100	373	45	518
Total Volume	42	60	347	449	123	1155	61	1339	120	96	153	369	368	1507	205	2080
% App. Total	9.4	13.4	77.3		9.2	86.3	4.6		32.5	26	41.5		17.7	72.5	9.9	
PHF	.656	.750	.842	.844	.809	.911	.763	.905	.811	.923	.832	.971	.920	.976	.884	.979

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKEDECESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

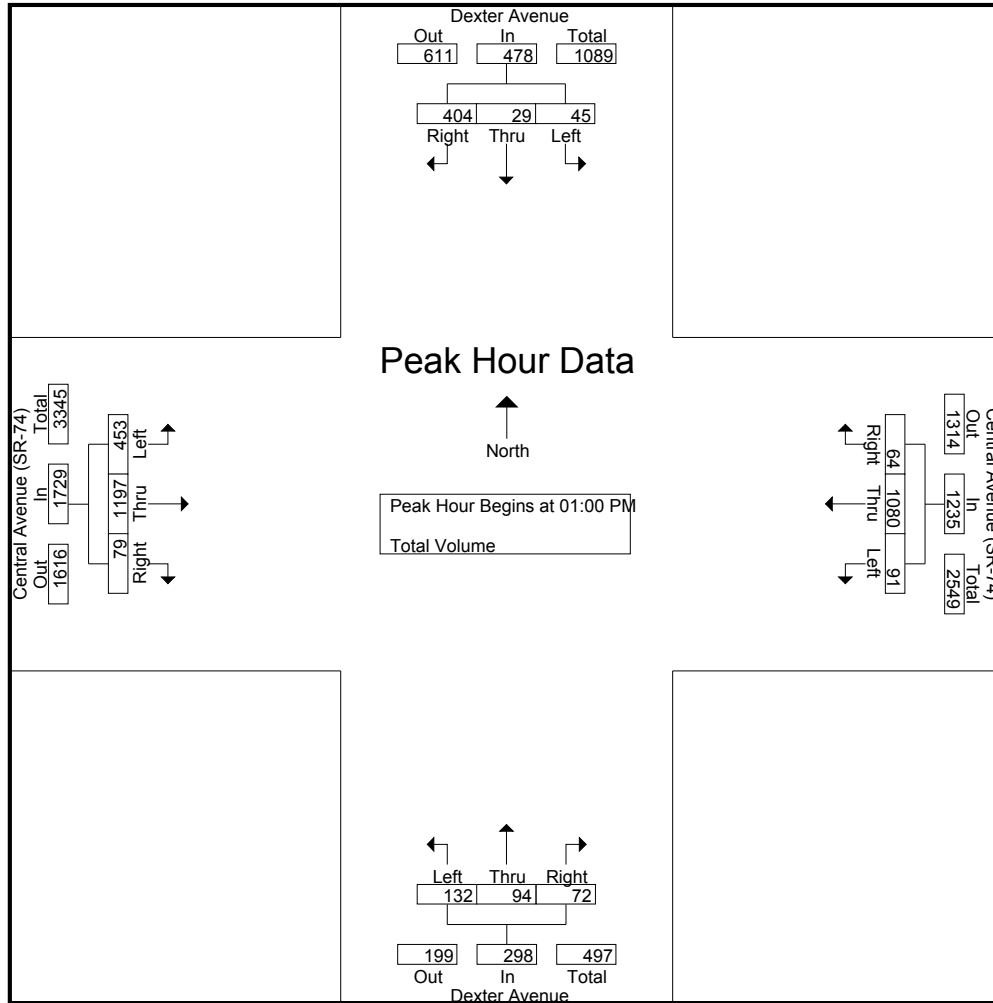
Groups Printed- Total Volume

	Dexter Avenue Southbound				Central Avenue (SR-74) Westbound				Dexter Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	12	17	96	125	19	222	23	264	35	38	18	91	118	251	22	391	871
12:15 PM	6	13	98	117	14	246	21	281	41	24	20	85	111	281	28	420	903
12:30 PM	3	17	88	108	25	260	16	301	31	28	17	76	105	292	28	425	910
12:45 PM	6	11	75	92	23	236	29	288	32	30	10	72	116	295	23	434	886
Total	27	58	357	442	81	964	89	1134	139	120	65	324	450	1119	101	1670	3570
01:00 PM	6	5	106	117	23	267	15	305	36	25	25	86	107	296	29	432	940
01:15 PM	17	7	106	130	14	284	14	312	36	24	16	76	116	301	15	432	950
01:30 PM	12	11	83	106	27	244	16	287	31	27	13	71	118	301	17	436	900
01:45 PM	10	6	109	125	27	285	19	331	29	18	18	65	112	299	18	429	950
Total	45	29	404	478	91	1080	64	1235	132	94	72	298	453	1197	79	1729	3740
02:00 PM	10	7	97	114	29	296	17	342	22	18	14	54	105	289	19	413	923
02:15 PM	13	8	85	106	17	272	12	301	36	22	23	81	93	281	34	408	896
02:30 PM	3	19	112	134	16	248	17	281	21	16	27	64	109	277	28	414	893
02:45 PM	5	12	86	103	19	245	25	289	27	19	18	64	99	225	25	349	805
Total	31	46	380	457	81	1061	71	1213	106	75	82	263	406	1072	106	1584	3517
Grand Total	103	133	1141	1377	253	3105	224	3582	377	289	219	885	1309	3388	286	4983	10827
Apprch %	7.5	9.7	82.9		7.1	86.7	6.3		42.6	32.7	24.7		26.3	68	5.7		
Total %	1	1.2	10.5	12.7	2.3	28.7	2.1	33.1	3.5	2.7	2	8.2	12.1	31.3	2.6	46	

	Dexter Avenue Southbound				Central Avenue (SR-74) Westbound				Dexter Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	6	5	106	117	23	267	15	305	36	25	25	86	107	296	29	432	940
01:15 PM	17	7	106	130	14	284	14	312	36	24	16	76	116	301	15	432	950
01:30 PM	12	11	83	106	27	244	16	287	31	27	13	71	118	301	17	436	900
01:45 PM	10	6	109	125	27	285	19	331	29	18	18	65	112	299	18	429	950
Total Volume	45	29	404	478	91	1080	64	1235	132	94	72	298	453	1197	79	1729	3740
% App. Total	9.4	6.1	84.5		7.4	87.4	5.2		44.3	31.5	24.2		26.2	69.2	4.6		
PHF	.662	.659	.927	.919	.843	.947	.842	.933	.917	.870	.720	.866	.960	.994	.681	.991	.984

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKEDECESAT
Site Code : 00000262
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Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:45 PM				01:15 PM				12:00 PM				12:45 PM			
+0 mins.	10	6	109	125	14	284	14	312	35	38	18	91	116	295	23	434
+15 mins.	10	7	97	114	27	244	16	287	41	24	20	85	107	296	29	432
+30 mins.	13	8	85	106	27	285	19	331	31	28	17	76	116	301	15	432
+45 mins.	3	19	112	134	29	296	17	342	32	30	10	72	118	301	17	436
Total Volume	36	40	403	479	97	1109	66	1272	139	120	65	324	457	1193	84	1734
% App. Total	7.5	8.4	84.1		7.6	87.2	5.2		42.9	37	20.1		26.4	68.8	4.8	
PHF	.692	.526	.900	.894	.836	.937	.868	.930	.848	.789	.813	.890	.968	.991	.724	.994

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Allan Street
Weather: Sunny

File Name : LKEDEALAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

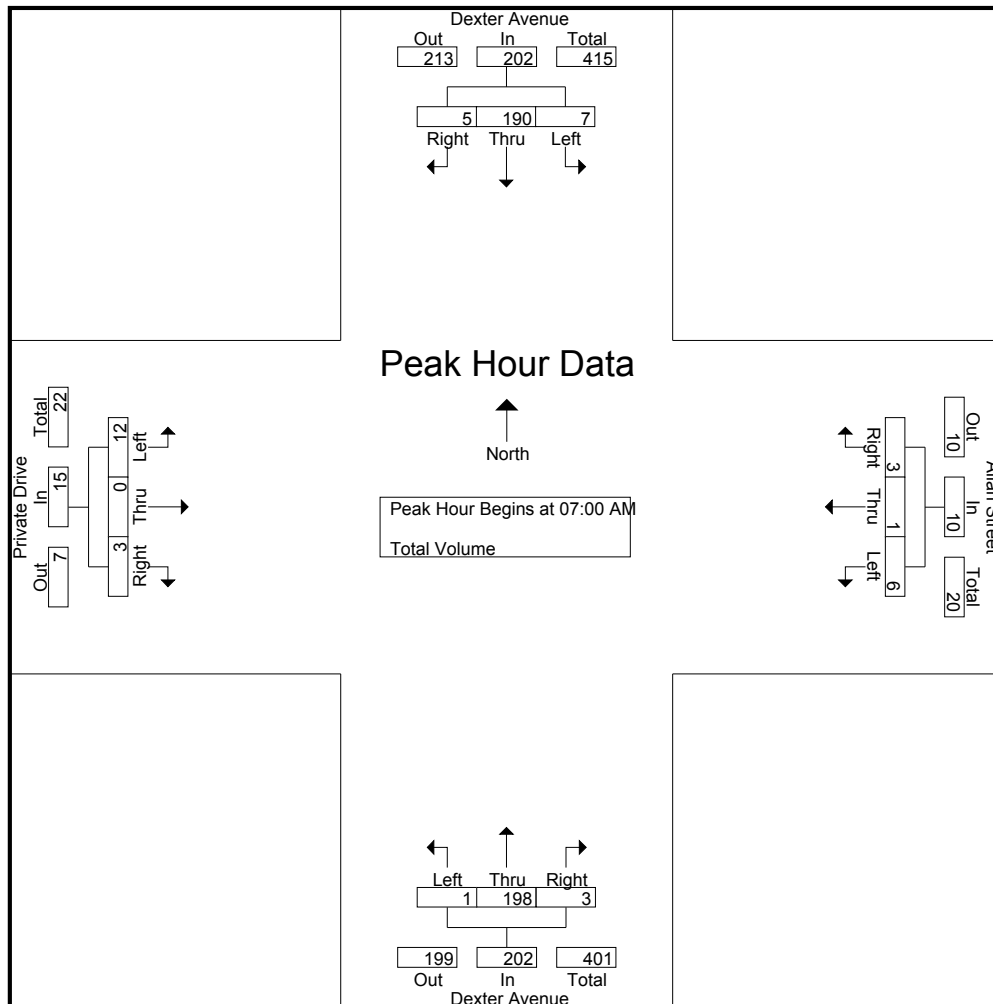
Groups Printed- Total Volume

	Dexter Avenue Southbound				Allan Street Westbound				Dexter Avenue Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	49	1	52	0	0	0	0	0	73	0	73	2	0	0	2	127
07:15 AM	2	53	1	56	3	0	1	4	1	39	0	40	4	0	1	5	105
07:30 AM	1	44	1	46	2	1	0	3	0	55	1	56	2	0	1	3	108
07:45 AM	2	44	2	48	1	0	2	3	0	31	2	33	4	0	1	5	89
Total	7	190	5	202	6	1	3	10	1	198	3	202	12	0	3	15	429
08:00 AM	1	41	2	44	0	0	0	0	0	44	1	45	3	0	0	3	92
08:15 AM	2	46	1	49	0	0	0	0	1	39	0	40	5	0	1	6	95
08:30 AM	2	49	2	53	2	1	3	6	0	32	1	33	6	0	0	6	98
08:45 AM	1	56	2	59	0	0	1	1	0	28	0	28	6	0	0	6	94
Total	6	192	7	205	2	1	4	7	1	143	2	146	20	0	1	21	379
Grand Total	13	382	12	407	8	2	7	17	2	341	5	348	32	0	4	36	808
Apprch %	3.2	93.9	2.9		47.1	11.8	41.2		0.6	98	1.4		88.9	0	11.1		
Total %	1.6	47.3	1.5	50.4	1	0.2	0.9	2.1	0.2	42.2	0.6	43.1	4	0	0.5	4.5	

	Dexter Avenue Southbound				Allan Street Westbound				Dexter Avenue Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	49	1	52	0	0	0	0	0	73	0	73	2	0	0	2	127
07:15 AM	2	53	1	56	3	0	1	4	1	39	0	40	4	0	1	5	105
07:30 AM	1	44	1	46	2	1	0	3	0	55	1	56	2	0	1	3	108
07:45 AM	2	44	2	48	1	0	2	3	0	31	2	33	4	0	1	5	89
Total Volume	7	190	5	202	6	1	3	10	1	198	3	202	12	0	3	15	429
% App. Total	3.5	94.1	2.5		60	10	30		0.5	98	1.5		80	0	20		
PHF	.875	.896	.625	.902	.500	.250	.375	.625	.250	.678	.375	.692	.750	.000	.750	.750	.844

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Allan Street
Weather: Sunny

File Name : LKEDEALAM
Site Code : 00000155
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	1	41	2	44	0	0	0	0	0	73	0	73	3	0	0	3
+15 mins.	2	46	1	49	3	0	1	4	1	39	0	40	5	0	1	6
+30 mins.	2	49	2	53	2	1	0	3	0	55	1	56	6	0	0	6
+45 mins.	1	56	2	59	1	0	2	3	0	31	2	33	6	0	0	6
Total Volume	6	192	7	205	6	1	3	10	1	198	3	202	20	0	1	21
% App. Total	2.9	93.7	3.4		60	10	30		0.5	98	1.5		95.2	0	4.8	
PHF	.750	.857	.875	.869	.500	.250	.375	.625	.250	.678	.375	.692	.833	.000	.250	.875

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Allan Street
Weather: Sunny

File Name : LKEDEALPM
Site Code : 00000155
Start Date : 5/23/2013
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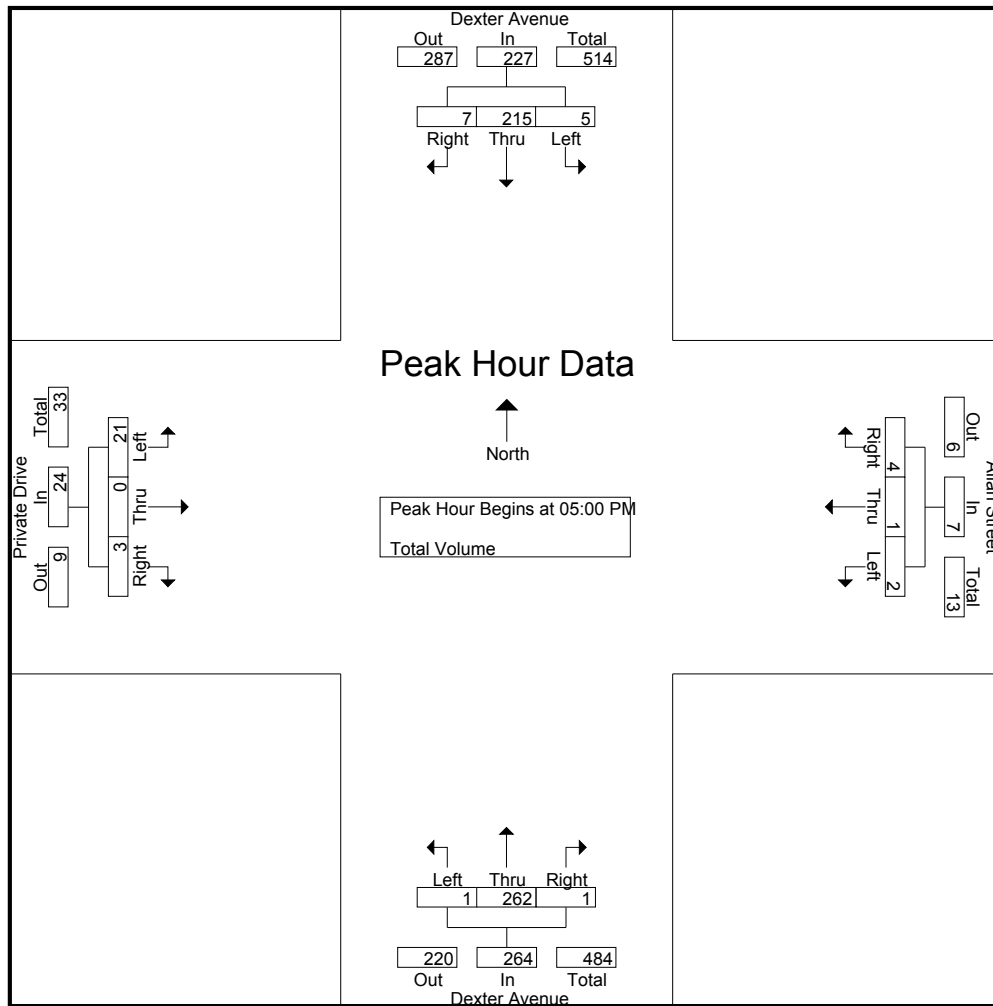
Groups Printed- Total Volume

	Dexter Avenue Southbound				Allan Street Westbound				Dexter Avenue Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	56	1	59	0	0	0	0	0	58	0	58	0	0	0	0	117
04:15 PM	1	53	1	55	3	0	1	4	1	60	0	61	6	0	2	8	128
04:30 PM	0	52	1	53	2	1	0	3	0	61	0	61	3	0	2	5	122
04:45 PM	2	48	2	52	1	0	2	3	0	55	2	57	4	0	2	6	118
Total	5	209	5	219	6	1	3	10	1	234	2	237	13	0	6	19	485
05:00 PM	0	44	2	46	0	0	0	0	0	56	1	57	3	0	1	4	107
05:15 PM	3	66	1	70	0	0	0	0	1	72	0	73	6	0	2	8	151
05:30 PM	2	56	2	60	2	1	3	6	0	72	0	72	5	0	0	5	143
05:45 PM	0	49	2	51	0	0	1	1	0	62	0	62	7	0	0	7	121
Total	5	215	7	227	2	1	4	7	1	262	1	264	21	0	3	24	522
Grand Total	10	424	12	446	8	2	7	17	2	496	3	501	34	0	9	43	1007
Apprch %	2.2	95.1	2.7		47.1	11.8	41.2		0.4	99	0.6		79.1	0	20.9		
Total %	1	42.1	1.2	44.3	0.8	0.2	0.7	1.7	0.2	49.3	0.3	49.8	3.4	0	0.9	4.3	

	Dexter Avenue Southbound				Allan Street Westbound				Dexter Avenue Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	44	2	46	0	0	0	0	0	56	1	57	3	0	1	4	107
05:15 PM	3	66	1	70	0	0	0	0	1	72	0	73	6	0	2	8	151
05:30 PM	2	56	2	60	2	1	3	6	0	72	0	72	5	0	0	5	143
05:45 PM	0	49	2	51	0	0	1	1	0	62	0	62	7	0	0	7	121
Total Volume	5	215	7	227	2	1	4	7	1	262	1	264	21	0	3	24	522
% App. Total	2.2	94.7	3.1		28.6	14.3	57.1		0.4	99.2	0.4		87.5	0	12.5		
PHF	.417	.814	.875	.811	.250	.250	.333	.292	.250	.910	.250	.904	.750	.000	.375	.750	.864

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Allan Street
Weather: Sunny

File Name : LKEDEALPM
Site Code : 00000155
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	2	48	2	52	0	0	0	0	0	56	1	57	3	0	1	4
+15 mins.	0	44	2	46	3	0	1	4	1	72	0	73	6	0	2	8
+30 mins.	3	66	1	70	2	1	0	3	0	72	0	72	5	0	0	5
+45 mins.	2	56	2	60	1	0	2	3	0	62	0	62	7	0	0	7
Total Volume	7	214	7	228	6	1	3	10	1	262	1	264	21	0	3	24
% App. Total	3.1	93.9	3.1		60	10	30		0.4	99.2	0.4		87.5	0	12.5	
PHF	.583	.811	.875	.814	.500	.250	.375	.625	.250	.910	.250	.904	.750	.000	.375	.750

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Allan Street
Weather: Sunny

File Name : LKEDALSAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

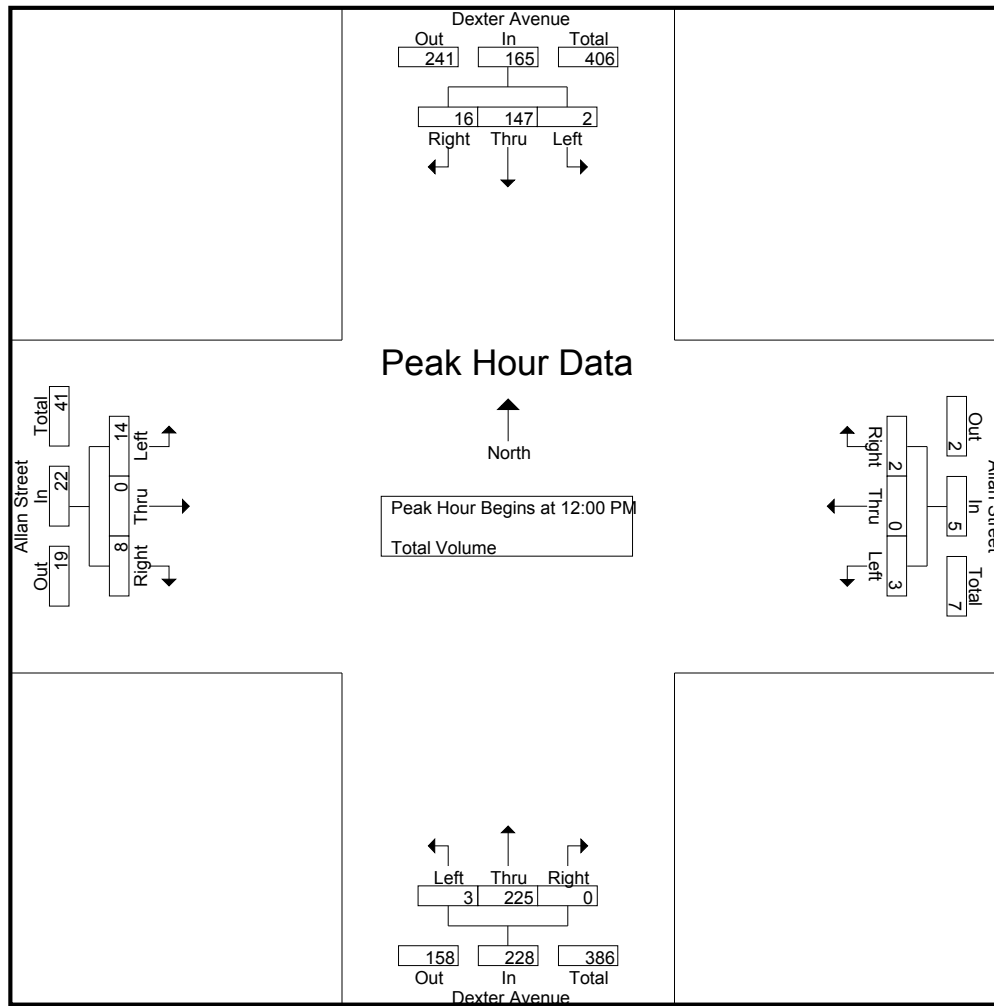
Groups Printed- Total Volume

	Dexter Avenue Southbound				Allan Street Westbound				Dexter Avenue Northbound				Allan Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	36	2	38	1	0	1	2	1	66	0	67	4	0	2	6	113
12:15 PM	1	35	5	41	0	0	0	0	1	51	0	52	2	0	2	4	97
12:30 PM	1	41	3	45	1	0	0	1	0	55	0	55	5	0	3	8	109
12:45 PM	0	35	6	41	1	0	1	2	1	53	0	54	3	0	1	4	101
Total	2	147	16	165	3	0	2	5	3	225	0	228	14	0	8	22	420
01:00 PM	2	45	2	49	0	0	1	1	2	48	0	50	6	0	2	8	108
01:15 PM	0	22	4	26	2	1	0	3	3	47	1	51	7	0	0	7	87
01:30 PM	1	33	4	38	0	0	0	0	2	52	0	54	4	0	1	5	97
01:45 PM	1	31	6	38	1	0	1	2	2	43	0	45	8	0	3	11	96
Total	4	131	16	151	3	1	2	6	9	190	1	200	25	0	6	31	388
02:00 PM	3	29	3	35	0	1	0	1	1	33	0	34	9	0	5	14	84
02:15 PM	0	26	7	33	1	0	1	2	1	40	0	41	7	0	1	8	84
02:30 PM	1	38	4	43	0	0	2	2	2	45	0	47	5	0	4	9	101
02:45 PM	1	42	6	49	0	0	0	0	1	41	0	42	8	0	2	10	101
Total	5	135	20	160	1	1	3	5	5	159	0	164	29	0	12	41	370
Grand Total	11	413	52	476	7	2	7	16	17	574	1	592	68	0	26	94	1178
Apprch %	2.3	86.8	10.9		43.8	12.5	43.8		2.9	97	0.2		72.3	0	27.7		
Total %	0.9	35.1	4.4	40.4	0.6	0.2	0.6	1.4	1.4	48.7	0.1	50.3	5.8	0	2.2	8	

	Dexter Avenue Southbound				Allan Street Westbound				Dexter Avenue Northbound				Allan Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	36	2	38	1	0	1	2	1	66	0	67	4	0	2	6	113
12:15 PM	1	35	5	41	0	0	0	0	1	51	0	52	2	0	2	4	97
12:30 PM	1	41	3	45	1	0	0	1	0	55	0	55	5	0	3	8	109
12:45 PM	0	35	6	41	1	0	1	2	1	53	0	54	3	0	1	4	101
Total Volume	2	147	16	165	3	0	2	5	3	225	0	228	14	0	8	22	420
% App. Total	1.2	89.1	9.7		60	0	40		1.3	98.7	0		63.6	0	36.4		
PHF	.500	.896	.667	.917	.750	.000	.500	.625	.750	.852	.000	.851	.700	.000	.667	.688	.929

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Allan Street
Weather: Sunny

File Name : LKEDEALSAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:15 PM				12:30 PM				12:00 PM				01:45 PM			
+0 mins.	1	35	5	41	1	0	0	1	1	66	0	67	8	0	3	11
+15 mins.	1	41	3	45	1	0	1	2	1	51	0	52	9	0	5	14
+30 mins.	0	35	6	41	0	0	1	1	0	55	0	55	7	0	1	8
+45 mins.	2	45	2	49	2	1	0	3	1	53	0	54	5	0	4	9
Total Volume	4	156	16	176	4	1	2	7	3	225	0	228	29	0	13	42
% App. Total	2.3	88.6	9.1		57.1	14.3	28.6		1.3	98.7	0		69	0	31	
PHF	.500	.867	.667	.898	.500	.250	.500	.583	.750	.852	.000	.851	.806	.000	.650	.750

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Crane Street
Weather: Sunny

File Name : LKEDECRAM
Site Code : 00000045
Start Date : 5/23/2013
Page No : 1

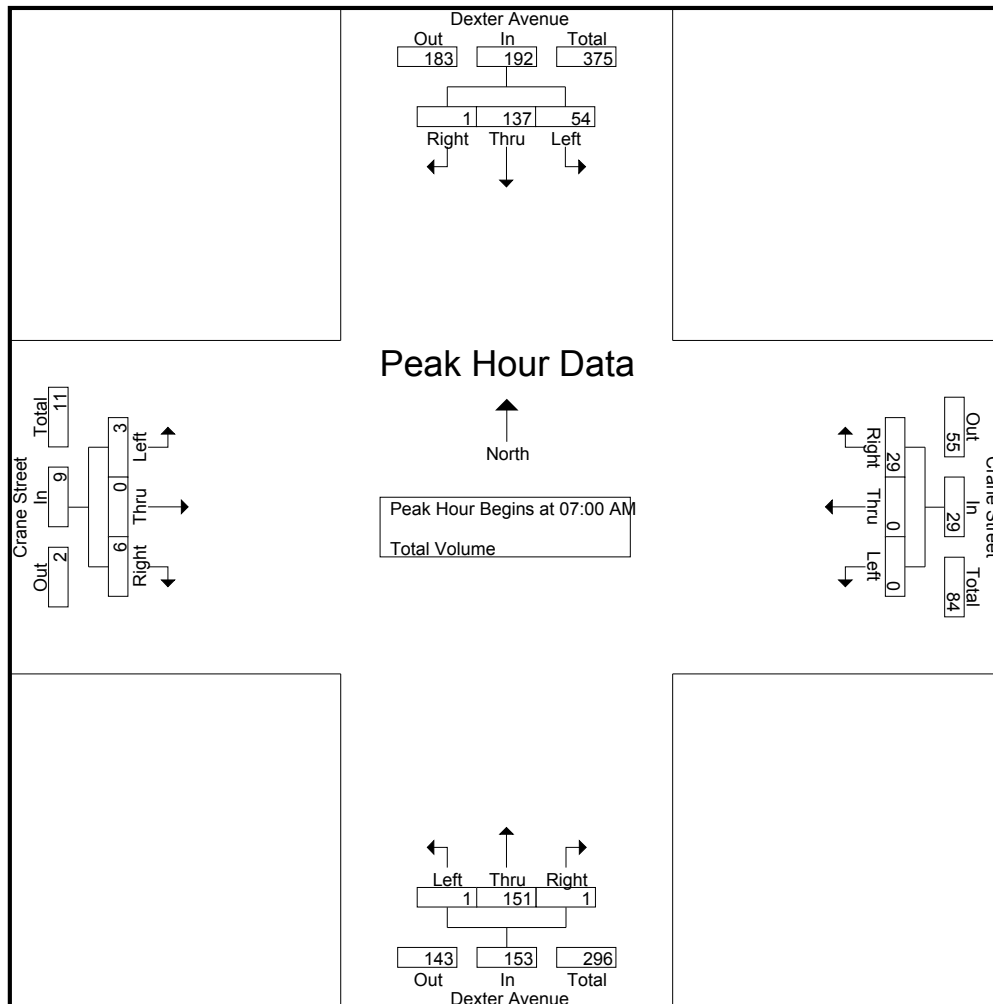
Groups Printed- Total Volume

	Dexter Avenue Southbound				Crane Street Westbound				Dexter Avenue Northbound				Crane Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	38	1	49	0	0	9	9	1	71	0	72	0	0	0	0	130
07:15 AM	10	46	0	56	0	0	5	5	0	27	0	27	0	0	2	2	90
07:30 AM	21	19	0	40	0	0	10	10	0	33	0	33	3	0	2	5	88
07:45 AM	13	34	0	47	0	0	5	5	0	20	1	21	0	0	2	2	75
Total	54	137	1	192	0	0	29	29	1	151	1	153	3	0	6	9	383
08:00 AM	13	23	0	36	1	0	6	7	0	30	0	30	1	0	2	3	76
08:15 AM	18	27	1	46	0	0	5	5	0	28	1	29	1	0	1	2	82
08:30 AM	16	24	0	40	0	0	6	6	1	23	1	25	4	0	1	5	76
08:45 AM	34	36	1	71	0	0	8	8	0	26	0	26	1	0	1	2	107
Total	81	110	2	193	1	0	25	26	1	107	2	110	7	0	5	12	341
Grand Total	135	247	3	385	1	0	54	55	2	258	3	263	10	0	11	21	724
Apprch %	35.1	64.2	0.8		1.8	0	98.2		0.8	98.1	1.1		47.6	0	52.4		
Total %	18.6	34.1	0.4	53.2	0.1	0	7.5	7.6	0.3	35.6	0.4	36.3	1.4	0	1.5	2.9	

	Dexter Avenue Southbound				Crane Street Westbound				Dexter Avenue Northbound				Crane Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	10	38	1	49	0	0	9	9	1	71	0	72	0	0	0	0	130
07:15 AM	10	46	0	56	0	0	5	5	0	27	0	27	0	0	2	2	90
07:30 AM	21	19	0	40	0	0	10	10	0	33	0	33	3	0	2	5	88
07:45 AM	13	34	0	47	0	0	5	5	0	20	1	21	0	0	2	2	75
Total Volume	54	137	1	192	0	0	29	29	1	151	1	153	3	0	6	9	383
% App. Total	28.1	71.4	0.5		0	0	100		0.7	98.7	0.7		33.3	0	66.7		
PHF	.643	.745	.250	.857	.000	.000	.725	.725	.250	.532	.250	.531	.250	.000	.750	.450	.737

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Crane Street
Weather: Sunny

File Name : LKEDECRAM
Site Code : 00000045
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	13	23	0	36	0	0	9	9	1	71	0	72	0	0	2	2
+15 mins.	18	27	1	46	0	0	5	5	0	27	0	27	3	0	2	5
+30 mins.	16	24	0	40	0	0	10	10	0	33	0	33	0	0	2	2
+45 mins.	34	36	1	71	0	0	5	5	0	20	1	21	1	0	2	3
Total Volume	81	110	2	193	0	0	29	29	1	151	1	153	4	0	8	12
% App. Total	42	57	1		0	0	100		0.7	98.7	0.7		33.3	0	66.7	
PHF	.596	.764	.500	.680	.000	.000	.725	.725	.250	.532	.250	.531	.333	.000	1.000	.600

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Crane Street
Weather: Sunny

File Name : LKEDEC RPM
Site Code : 00000045
Start Date : 5/23/2013
Page No : 1

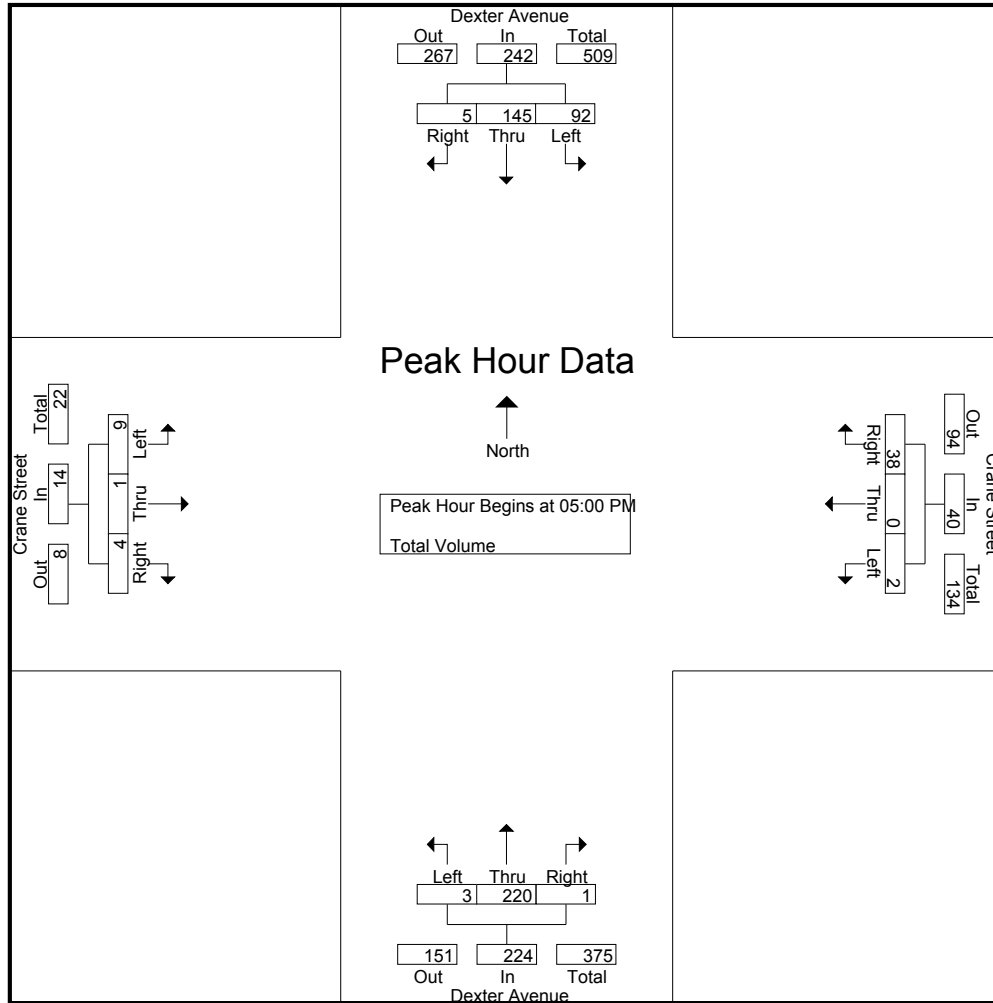
Groups Printed- Total Volume

	Dexter Avenue Southbound				Crane Street Westbound				Dexter Avenue Northbound				Crane Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	47	1	62	0	0	5	5	0	57	0	57	0	0	2	2	126
04:15 PM	26	31	0	57	1	0	7	8	0	56	0	56	2	0	1	3	124
04:30 PM	19	38	0	57	0	0	11	11	0	55	0	55	2	0	1	3	126
04:45 PM	20	32	0	52	0	1	15	16	0	46	0	46	0	0	1	1	115
Total	79	148	1	228	1	1	38	40	0	214	0	214	4	0	5	9	491
05:00 PM	21	32	1	54	2	0	7	9	0	43	0	43	2	0	1	3	109
05:15 PM	29	43	1	73	0	0	9	9	0	68	0	68	3	0	1	4	154
05:30 PM	21	43	2	66	0	0	11	11	2	52	0	54	3	1	1	5	136
05:45 PM	21	27	1	49	0	0	11	11	1	57	1	59	1	0	1	2	121
Total	92	145	5	242	2	0	38	40	3	220	1	224	9	1	4	14	520
Grand Total	171	293	6	470	3	1	76	80	3	434	1	438	13	1	9	23	1011
Apprch %	36.4	62.3	1.3		3.8	1.2	95		0.7	99.1	0.2		56.5	4.3	39.1		
Total %	16.9	29	0.6	46.5	0.3	0.1	7.5	7.9	0.3	42.9	0.1	43.3	1.3	0.1	0.9	2.3	

	Dexter Avenue Southbound				Crane Street Westbound				Dexter Avenue Northbound				Crane Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	21	32	1	54	2	0	7	9	0	43	0	43	2	0	1	3	109
05:15 PM	29	43	1	73	0	0	9	9	0	68	0	68	3	0	1	4	154
05:30 PM	21	43	2	66	0	0	11	11	2	52	0	54	3	1	1	5	136
05:45 PM	21	27	1	49	0	0	11	11	1	57	1	59	1	0	1	2	121
Total Volume	92	145	5	242	2	0	38	40	3	220	1	224	9	1	4	14	520
% App. Total	38	59.9	2.1		5	0	95		1.3	98.2	0.4		64.3	7.1	28.6		
PHF	.793	.843	.625	.829	.250	.000	.864	.909	.375	.809	.250	.824	.750	.250	1.00	.700	.844

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Crane Street
Weather: Sunny

File Name : LKEDECRPM
Site Code : 00000045
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	20	32	0	52	0	0	11	11	0	43	0	43	2	0	1	3
+15 mins.	21	32	1	54	0	1	15	16	0	68	0	68	3	0	1	4
+30 mins.	29	43	1	73	2	0	7	9	2	52	0	54	3	1	1	5
+45 mins.	21	43	2	66	0	0	9	9	1	57	1	59	1	0	1	2
Total Volume	91	150	4	245	2	1	42	45	3	220	1	224	9	1	4	14
% App. Total	37.1	61.2	1.6		4.4	2.2	93.3		1.3	98.2	0.4		64.3	7.1	28.6	
PHF	.784	.872	.500	.839	.250	.250	.700	.703	.375	.809	.250	.824	.750	.250	1.000	.700

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Crane Street
Weather: Sunny

File Name : LKEDECRSAT
Site Code : 00005555
Start Date : 6/8/2013
Page No : 1

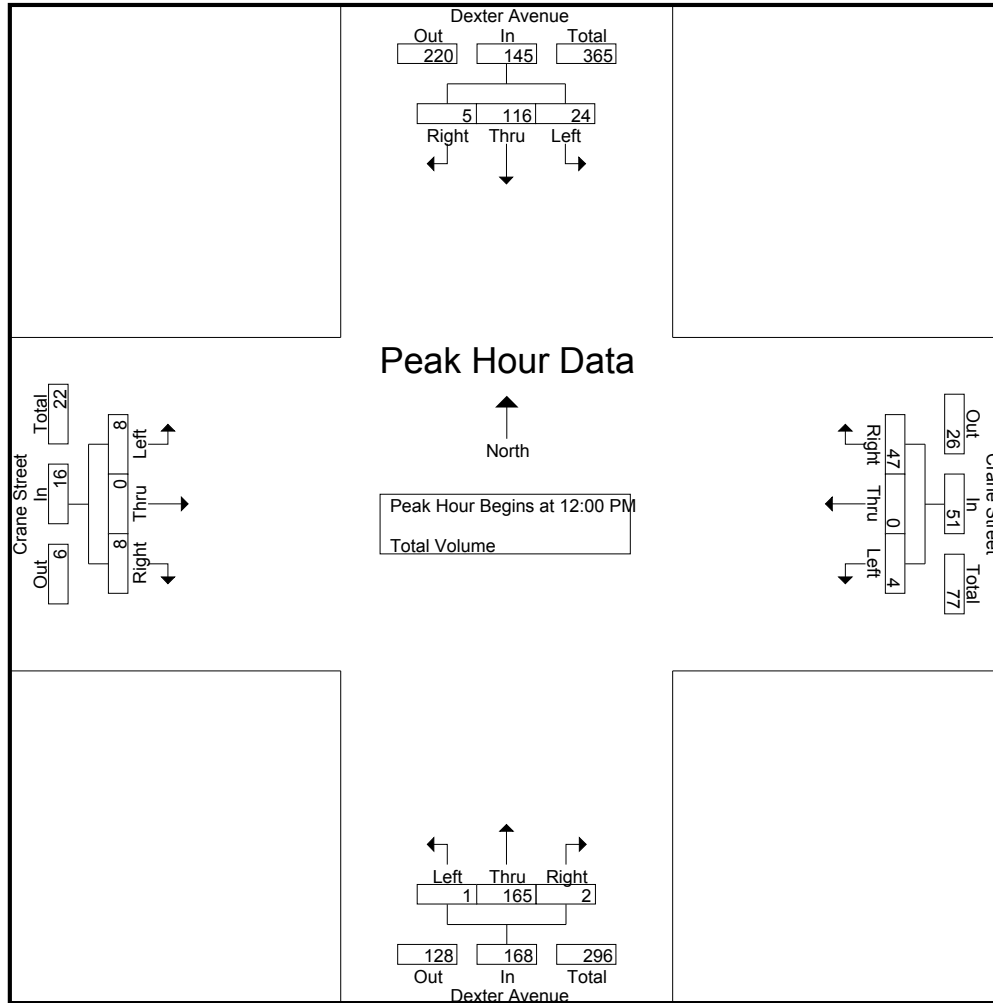
Groups Printed- Total Volume

	Dexter Avenue Southbound				Crane Street Westbound				Dexter Avenue Northbound				Crane Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	5	29	1	35	1	0	18	19	0	44	0	44	2	0	3	5	103
12:15 PM	5	32	2	39	0	0	8	8	1	38	0	39	2	0	3	5	91
12:30 PM	10	30	2	42	3	0	9	12	0	43	1	44	4	0	2	6	104
12:45 PM	4	25	0	29	0	0	12	12	0	40	1	41	0	0	0	0	82
Total	24	116	5	145	4	0	47	51	1	165	2	168	8	0	8	16	380
01:00 PM	9	36	1	46	0	0	3	3	1	41	0	42	3	0	3	6	97
01:15 PM	6	15	0	21	1	0	6	7	2	42	0	44	7	0	3	10	82
01:30 PM	9	20	0	29	0	0	10	10	1	39	0	40	1	0	3	4	83
01:45 PM	6	26	0	32	1	0	6	7	0	51	0	51	0	0	2	2	92
Total	30	97	1	128	2	0	25	27	4	173	0	177	11	0	11	22	354
02:00 PM	12	19	0	31	1	0	3	4	0	37	0	37	0	0	1	1	73
02:15 PM	5	25	0	30	0	0	6	6	0	37	0	37	1	0	1	2	75
02:30 PM	11	33	1	45	0	0	4	4	0	40	0	40	2	0	3	5	94
02:45 PM	8	33	2	43	1	0	5	6	0	40	0	40	2	0	1	3	92
Total	36	110	3	149	2	0	18	20	0	154	0	154	5	0	6	11	334
Grand Total	90	323	9	422	8	0	90	98	5	492	2	499	24	0	25	49	1068
Apprch %	21.3	76.5	2.1		8.2	0	91.8		1	98.6	0.4		49	0	51		
Total %	8.4	30.2	0.8	39.5	0.7	0	8.4	9.2	0.5	46.1	0.2	46.7	2.2	0	2.3	4.6	

	Dexter Avenue Southbound				Crane Street Westbound				Dexter Avenue Northbound				Crane Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	5	29	1	35	1	0	18	19	0	44	0	44	2	0	3	5	103
12:15 PM	5	32	2	39	0	0	8	8	1	38	0	39	2	0	3	5	91
12:30 PM	10	30	2	42	3	0	9	12	0	43	1	44	4	0	2	6	104
12:45 PM	4	25	0	29	0	0	12	12	0	40	1	41	0	0	0	0	82
Total Volume	24	116	5	145	4	0	47	51	1	165	2	168	8	0	8	16	380
% App. Total	16.6	80	3.4		7.8	0	92.2		0.6	98.2	1.2		50	0	50		
PHF	.600	.906	.625	.863	.333	.000	.653	.671	.250	.938	.500	.955	.500	.000	.667	.667	.913

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Crane Street
Weather: Sunny

File Name : LKEDECRSAT
Site Code : 00005555
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				12:00 PM				01:00 PM				12:30 PM			
+0 mins.	5	32	2	39	1	0	18	19	1	41	0	42	4	0	2	6
+15 mins.	10	30	2	42	0	0	8	8	2	42	0	44	0	0	0	0
+30 mins.	4	25	0	29	3	0	9	12	1	39	0	40	3	0	3	6
+45 mins.	9	36	1	46	0	0	12	12	0	51	0	51	7	0	3	10
Total Volume	28	123	5	156	4	0	47	51	4	173	0	177	14	0	8	22
% App. Total	17.9	78.8	3.2		7.8	0	92.2		2.3	97.7	0		63.6	0	36.4	
PHF	.700	.854	.625	.848	.333	.000	.653	.671	.500	.848	.000	.868	.500	.000	.667	.550

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKEDE3AM
Site Code : 00002222
Start Date : 5/23/2013
Page No : 1

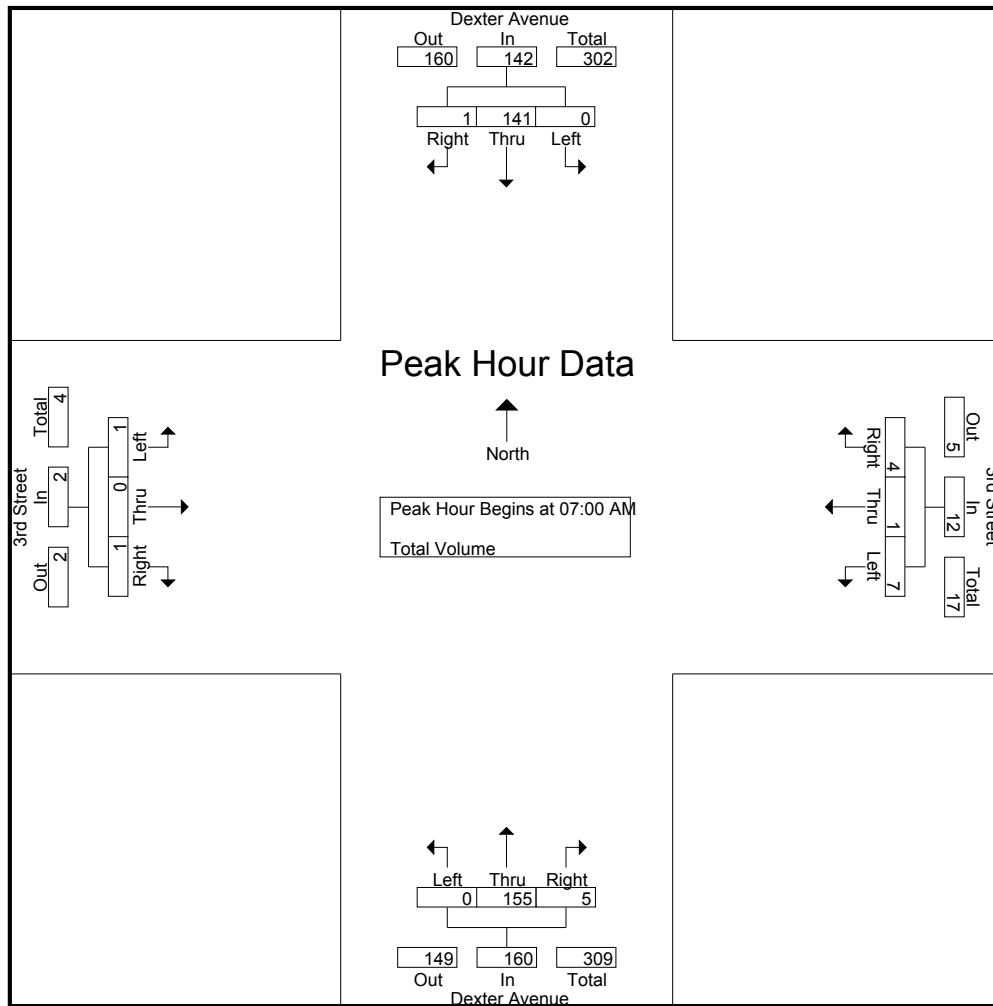
Groups Printed- Total Volume

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	36	1	37	0	1	4	5	0	68	1	69	1	0	0	1	112
07:15 AM	0	46	0	46	3	0	0	3	0	32	2	34	0	0	1	1	84
07:30 AM	0	25	0	25	1	0	0	1	0	36	2	38	0	0	0	0	64
07:45 AM	0	34	0	34	3	0	0	3	0	19	0	19	0	0	0	0	56
Total	0	141	1	142	7	1	4	12	0	155	5	160	1	0	1	2	316
08:00 AM	0	27	0	27	2	0	2	4	0	31	0	31	0	0	0	0	62
08:15 AM	1	20	0	21	1	0	1	2	0	35	1	36	0	0	0	0	59
08:30 AM	1	19	0	20	3	0	1	4	0	26	0	26	0	0	0	0	50
08:45 AM	1	28	0	29	1	0	0	1	0	33	0	33	0	0	0	0	63
Total	3	94	0	97	7	0	4	11	0	125	1	126	0	0	0	0	234
Grand Total	3	235	1	239	14	1	8	23	0	280	6	286	1	0	1	2	550
Apprch %	1.3	98.3	0.4		60.9	4.3	34.8		0	97.9	2.1		50	0	50		
Total %	0.5	42.7	0.2	43.5	2.5	0.2	1.5	4.2	0	50.9	1.1	52	0.2	0	0.2	0.4	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	36	1	37	0	1	4	5	0	68	1	69	1	0	0	1	112
07:15 AM	0	46	0	46	3	0	0	3	0	32	2	34	0	0	1	1	84
07:30 AM	0	25	0	25	1	0	0	1	0	36	2	38	0	0	0	0	64
07:45 AM	0	34	0	34	3	0	0	3	0	19	0	19	0	0	0	0	56
Total Volume	0	141	1	142	7	1	4	12	0	155	5	160	1	0	1	2	316
% App. Total	0	99.3	0.7		58.3	8.3	33.3		0	96.9	3.1		50	0	50		
PHF	.000	.766	.250	.772	.583	.250	.250	.600	.000	.570	.625	.580	.250	.000	.250	.500	.705

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKEDE3AM
Site Code : 00002222
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:00 AM				07:00 AM			
+0 mins.	0	36	1	37	3	0	0	3	0	68	1	69	1	0	0	1
+15 mins.	0	46	0	46	2	0	2	4	0	32	2	34	0	0	1	1
+30 mins.	0	25	0	25	1	0	1	2	0	36	2	38	0	0	0	0
+45 mins.	0	34	0	34	3	0	1	4	0	19	0	19	0	0	0	0
Total Volume	0	141	1	142	9	0	4	13	0	155	5	160	1	0	1	2
% App. Total	0	99.3	0.7		69.2	0	30.8		0	96.9	3.1		50	0	50	
PHF	.000	.766	.250	.772	.750	.000	.500	.813	.000	.570	.625	.580	.250	.000	.250	.500

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKEDE3PM
Site Code : 00002222
Start Date : 5/23/2013
Page No : 1

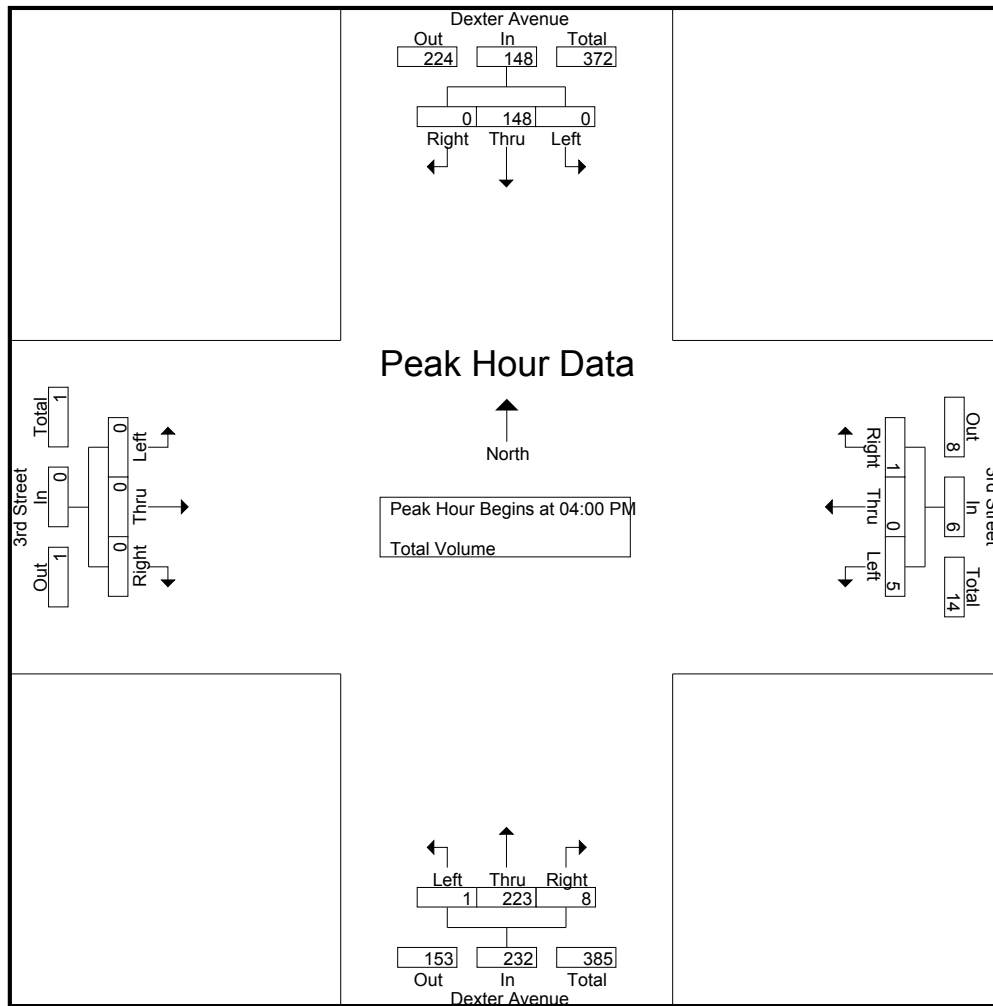
Groups Printed- Total Volume

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	40	0	40	2	0	0	2	1	66	0	67	0	0	0	0	109
04:15 PM	0	39	0	39	2	0	0	2	0	55	4	59	0	0	0	0	100
04:30 PM	0	39	0	39	0	0	1	1	0	57	3	60	0	0	0	0	100
04:45 PM	0	30	0	30	1	0	0	1	0	45	1	46	0	0	0	0	77
Total	0	148	0	148	5	0	1	6	1	223	8	232	0	0	0	0	386
05:00 PM	0	34	0	34	0	0	0	0	0	54	1	55	0	0	0	0	89
05:15 PM	0	37	0	37	0	0	1	1	0	60	2	62	0	0	0	0	100
05:30 PM	0	38	1	39	2	0	0	2	0	57	1	58	0	1	0	1	100
05:45 PM	0	29	0	29	1	0	0	1	0	43	1	44	0	0	0	0	74
Total	0	138	1	139	3	0	1	4	0	214	5	219	0	1	0	1	363
Grand Total	0	286	1	287	8	0	2	10	1	437	13	451	0	1	0	1	749
Apprch %	0	99.7	0.3		80	0	20		0.2	96.9	2.9		0	100	0		
Total %	0	38.2	0.1	38.3	1.1	0	0.3	1.3	0.1	58.3	1.7	60.2	0	0.1	0	0.1	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	40	0	40	2	0	0	2	1	66	0	67	0	0	0	0	109
04:15 PM	0	39	0	39	2	0	0	2	0	55	4	59	0	0	0	0	100
04:30 PM	0	39	0	39	0	0	1	1	0	57	3	60	0	0	0	0	100
04:45 PM	0	30	0	30	1	0	0	1	0	45	1	46	0	0	0	0	77
Total Volume	0	148	0	148	5	0	1	6	1	223	8	232	0	0	0	0	386
% App. Total	0	100	0		83.3	0	16.7		0.4	96.1	3.4		0	0	0		
PHF	.000	.925	.000	.925	.625	.000	.250	.750	.250	.845	.500	.866	.000	.000	.000	.000	.885

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKEDE3PM
Site Code : 00002222
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	0	40	0	40	2	0	0	2	1	66	0	67	0	0	0	0
+15 mins.	0	39	0	39	2	0	0	2	0	55	4	59	0	0	0	0
+30 mins.	0	39	0	39	0	0	1	1	0	57	3	60	0	0	0	0
+45 mins.	0	30	0	30	1	0	0	1	0	45	1	46	0	1	0	1
Total Volume	0	148	0	148	5	0	1	6	1	223	8	232	0	1	0	1
% App. Total	0	100	0		83.3	0	16.7		0.4	96.1	3.4		0	100	0	
PHF	.000	.925	.000	.925	.625	.000	.250	.750	.250	.845	.500	.866	.000	.250	.000	.250

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKEDE3SAT
Site Code : 00002222
Start Date : 6/8/2013
Page No : 1

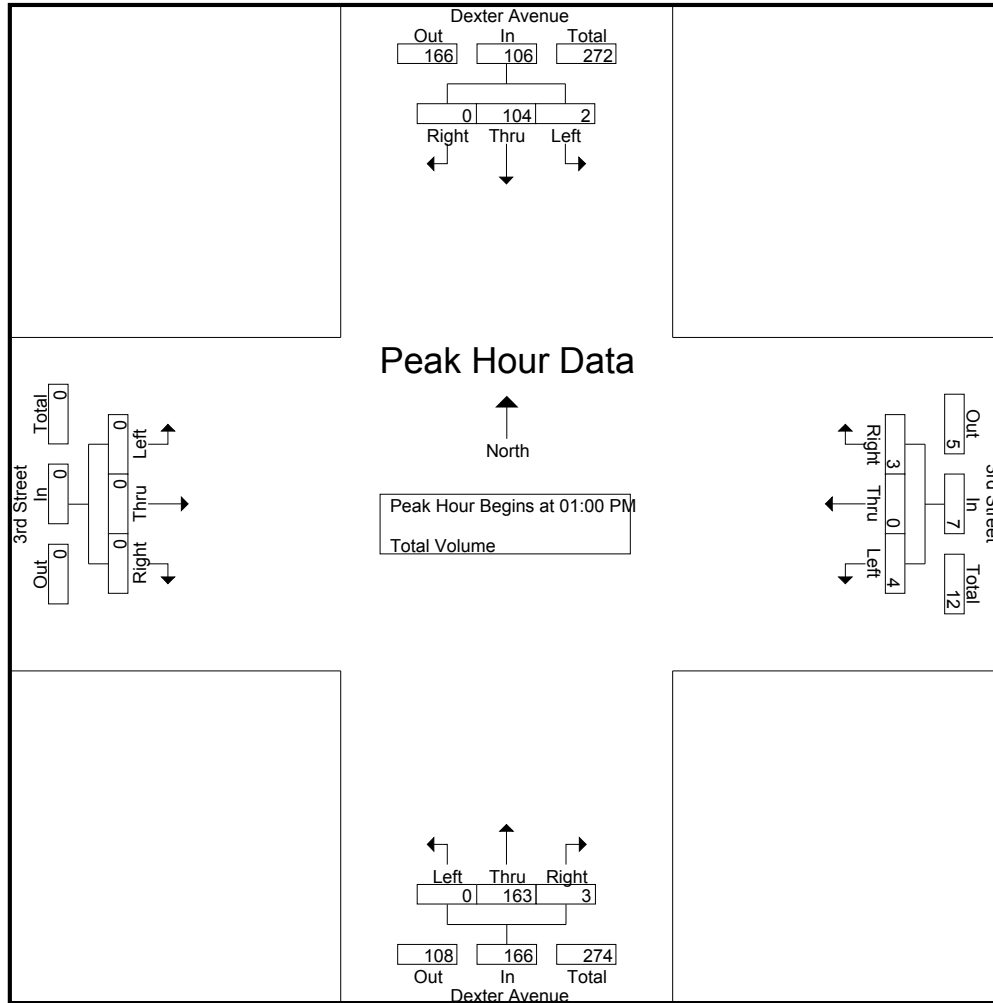
Groups Printed- Total Volume

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	1	31	0	32	1	0	1	2	0	37	1	38	0	0	0	0	72
12:15 PM	1	27	1	29	0	0	1	1	0	33	0	33	0	0	1	1	64
12:30 PM	1	31	0	32	1	0	1	2	0	44	0	44	0	1	0	1	79
12:45 PM	0	23	0	23	1	0	0	1	0	33	0	33	0	0	0	0	57
Total	3	112	1	116	3	0	3	6	0	147	1	148	0	1	1	2	272
01:00 PM	1	33	0	34	1	0	1	2	0	33	0	33	0	0	0	0	69
01:15 PM	0	23	0	23	0	0	0	0	0	46	2	48	0	0	0	0	71
01:30 PM	1	25	0	26	2	0	1	3	0	37	0	37	0	0	0	0	66
01:45 PM	0	23	0	23	1	0	1	2	0	47	1	48	0	0	0	0	73
Total	2	104	0	106	4	0	3	7	0	163	3	166	0	0	0	0	279
02:00 PM	0	20	0	20	3	0	0	3	0	37	1	38	0	0	0	0	61
02:15 PM	0	18	0	18	2	0	0	2	0	41	0	41	0	0	0	0	61
02:30 PM	0	32	0	32	0	0	1	1	0	33	1	34	0	0	0	0	67
02:45 PM	0	33	0	33	0	0	1	1	0	30	2	32	0	0	0	0	66
Total	0	103	0	103	5	0	2	7	0	141	4	145	0	0	0	0	255
Grand Total	5	319	1	325	12	0	8	20	0	451	8	459	0	1	1	2	806
Apprch %	1.5	98.2	0.3		60	0	40		0	98.3	1.7		0	50	50		
Total %	0.6	39.6	0.1	40.3	1.5	0	1	2.5	0	56	1	56.9	0	0.1	0.1	0.2	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	1	33	0	34	1	0	1	2	0	33	0	33	0	0	0	0	69
01:15 PM	0	23	0	23	0	0	0	0	0	46	2	48	0	0	0	0	71
01:30 PM	1	25	0	26	2	0	1	3	0	37	0	37	0	0	0	0	66
01:45 PM	0	23	0	23	1	0	1	2	0	47	1	48	0	0	0	0	73
Total Volume	2	104	0	106	4	0	3	7	0	163	3	166	0	0	0	0	279
% App. Total	1.9	98.1	0		57.1	0	42.9		0	98.2	1.8		0	0	0		
PHF	.500	.788	.000	.779	.500	.000	.750	.583	.000	.867	.375	.865	.000	.000	.000	.000	.955

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKEDE3SAT
Site Code : 00002222
Start Date : 6/8/2013
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Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				01:30 PM				01:15 PM				12:00 PM			
+0 mins.	1	27	1	29	2	0	1	3	0	46	2	48	0	0	0	0
+15 mins.	1	31	0	32	1	0	1	2	0	37	0	37	0	0	1	1
+30 mins.	0	23	0	23	3	0	0	3	0	47	1	48	0	1	0	1
+45 mins.	1	33	0	34	2	0	0	2	0	37	1	38	0	0	0	0
Total Volume	3	114	1	118	8	0	2	10	0	167	4	171	0	1	1	2
% App. Total	2.5	96.6	0.8		80	0	20		0	97.7	2.3		0	50	50	
PHF	.750	.864	.250	.868	.667	.000	.500	.833	.000	.888	.500	.891	.000	.250	.250	.500

City of Lake Elsinore
N/S: Dexter avenue
E/W: 2nd Street
Weather: Sunny

File Name : LKEDE2AM
Site Code : 00000125
Start Date : 5/23/2013
Page No : 1

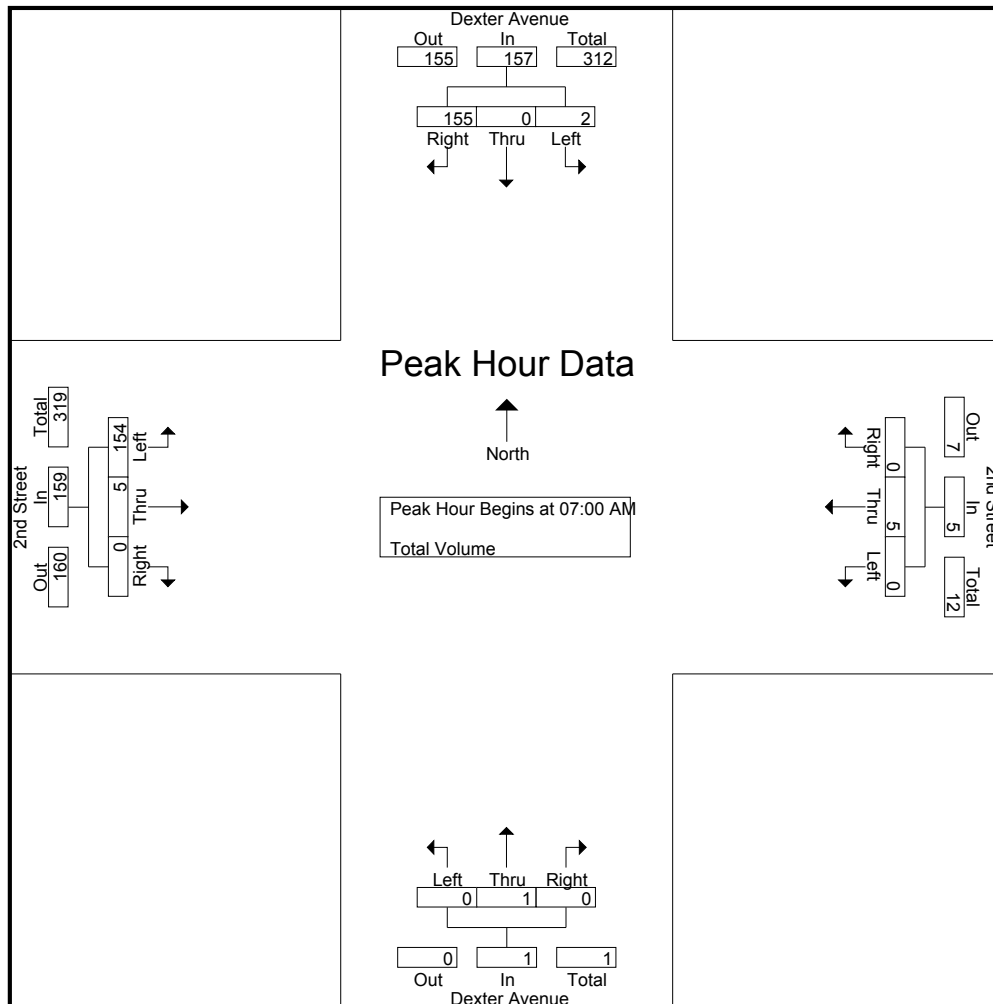
Groups Printed- Total Volume

	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	37	37	0	0	0	0	0	1	0	1	71	2	0	73	111
07:15 AM	1	0	59	60	0	2	0	2	0	0	0	0	33	1	0	34	96
07:30 AM	1	0	33	34	0	1	0	1	0	0	0	0	24	0	0	24	59
07:45 AM	0	0	26	26	0	2	0	2	0	0	0	0	26	2	0	28	56
Total	2	0	155	157	0	5	0	5	0	1	0	1	154	5	0	159	322
08:00 AM	0	0	29	29	0	2	0	2	0	0	0	0	25	0	0	25	56
08:15 AM	1	0	21	22	0	0	0	0	0	0	0	0	24	1	0	25	47
08:30 AM	0	0	19	19	0	0	2	2	0	0	0	0	38	0	0	38	59
08:45 AM	1	0	39	40	0	1	2	3	0	0	0	0	38	0	0	38	81
Total	2	0	108	110	0	3	4	7	0	0	0	0	125	1	0	126	243
Grand Total	4	0	263	267	0	8	4	12	0	1	0	1	279	6	0	285	565
Apprch %	1.5	0	98.5		0	66.7	33.3		0	100	0		97.9	2.1	0		
Total %	0.7	0	46.5	47.3	0	1.4	0.7	2.1	0	0.2	0	0.2	49.4	1.1	0	50.4	

	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	37	37	0	0	0	0	0	1	0	1	71	2	0	73	111
07:15 AM	1	0	59	60	0	2	0	2	0	0	0	0	33	1	0	34	96
07:30 AM	1	0	33	34	0	1	0	1	0	0	0	0	24	0	0	24	59
07:45 AM	0	0	26	26	0	2	0	2	0	0	0	0	26	2	0	28	56
Total Volume	2	0	155	157	0	5	0	5	0	1	0	1	154	5	0	159	322
% App. Total	1.3	0	98.7		0	100	0		0	100	0		96.9	3.1	0		
PHF	.500	.000	.657	.654	.000	.625	.000	.625	.000	.250	.000	.250	.542	.625	.000	.545	.725

City of Lake Elsinore
N/S: Dexter avenue
E/W: 2nd Street
Weather: Sunny

File Name : LKEDE2AM
Site Code : 00000125
Start Date : 5/23/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	37	37	0	2	0	2	0	1	0	1	71	2	0	73
+15 mins.	1	0	59	60	0	1	0	1	0	0	0	0	33	1	0	34
+30 mins.	1	0	33	34	0	2	0	2	0	0	0	0	24	0	0	24
+45 mins.	0	0	26	26	0	2	0	2	0	0	0	0	26	2	0	28
Total Volume	2	0	155	157	0	7	0	7	0	1	0	1	154	5	0	159
% App. Total	1.3	0	98.7		0	100	0		0	100	0		96.9	3.1	0	
PHF	.500	.000	.657	.654	.000	.875	.000	.875	.000	.250	.000	.250	.542	.625	.000	.545

City of Lake Elsinore
N/S: Dexter avenue
E/W: 2nd Street
Weather: Sunny

File Name : LKEDE2PM
Site Code : 00000125
Start Date : 5/23/2013
Page No : 1

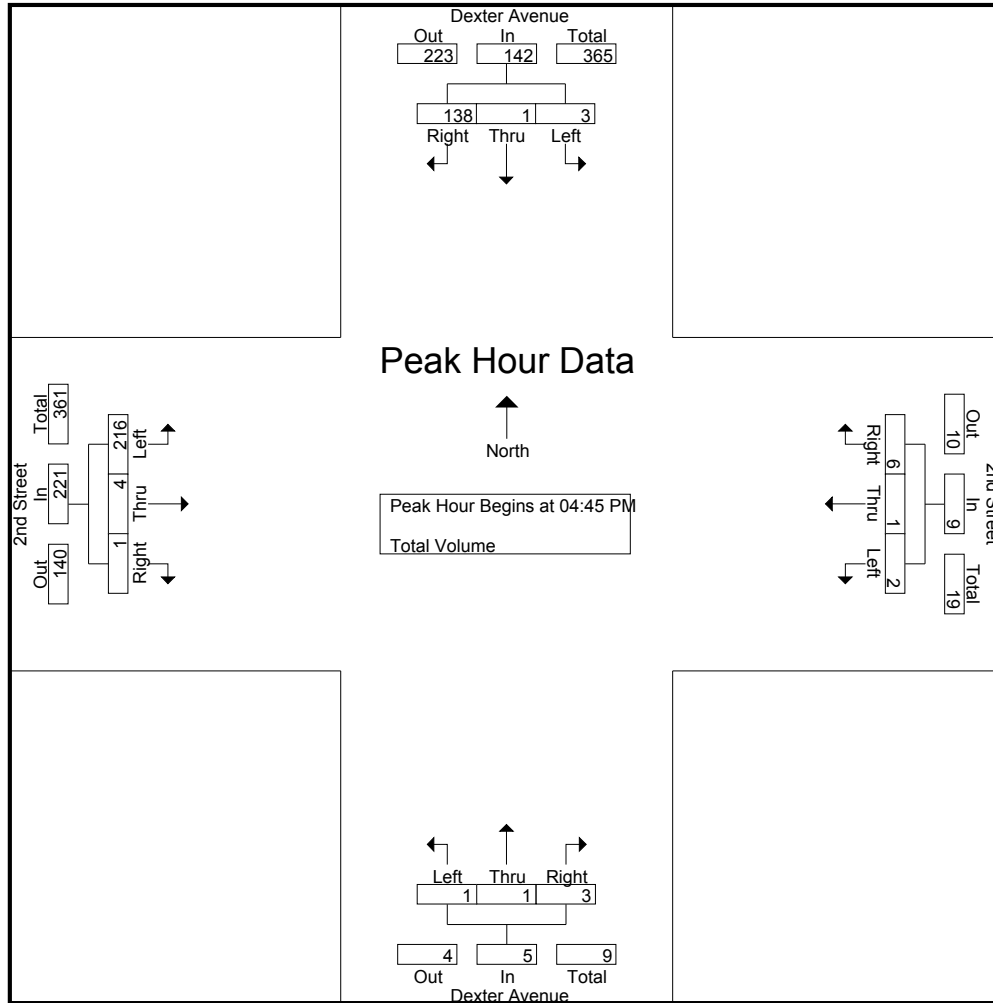
Groups Printed- Total Volume

	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	25	25	0	1	0	1	0	0	0	0	69	1	0	70	96
04:15 PM	0	0	40	40	0	0	0	0	0	0	0	0	44	0	1	45	85
04:30 PM	2	0	37	39	0	1	1	2	0	0	0	0	56	1	0	57	98
04:45 PM	0	1	36	37	0	0	2	2	1	0	1	2	41	0	1	42	83
Total	2	1	138	141	0	2	3	5	1	0	1	2	210	2	2	214	362
05:00 PM	1	0	38	39	0	0	1	1	0	0	0	0	50	2	0	52	92
05:15 PM	1	0	37	38	0	0	2	2	0	0	0	0	55	2	0	57	97
05:30 PM	1	0	27	28	2	1	1	4	0	1	2	3	70	0	0	70	105
05:45 PM	0	0	27	27	0	0	1	1	0	0	0	0	44	1	0	45	73
Total	3	0	129	132	2	1	5	8	0	1	2	3	219	5	0	224	367
Grand Total	5	1	267	273	2	3	8	13	1	1	3	5	429	7	2	438	729
Apprch %	1.8	0.4	97.8		15.4	23.1	61.5		20	20	60		97.9	1.6	0.5		
Total %	0.7	0.1	36.6	37.4	0.3	0.4	1.1	1.8	0.1	0.1	0.4	0.7	58.8	1	0.3	60.1	

	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	36	37	0	0	2	2	1	0	1	2	41	0	1	42	83
05:00 PM	1	0	38	39	0	0	1	1	0	0	0	0	50	2	0	52	92
05:15 PM	1	0	37	38	0	0	2	2	0	0	0	0	55	2	0	57	97
05:30 PM	1	0	27	28	2	1	1	4	0	1	2	3	70	0	0	70	105
Total Volume	3	1	138	142	2	1	6	9	1	1	3	5	216	4	1	221	377
% App. Total	2.1	0.7	97.2		22.2	11.1	66.7		20	20	60		97.7	1.8	0.5		
PHF	.750	.250	.908	.910	.250	.250	.750	.563	.250	.250	.375	.417	.771	.500	.250	.789	.898

City of Lake Elsinore
N/S: Dexter avenue
E/W: 2nd Street
Weather: Sunny

File Name : LKEDE2PM
Site Code : 00000125
Start Date : 5/23/2013
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	0	0	40	40	0	0	2	2	1	0	1	2	50	2	0	52
+15 mins.	2	0	37	39	0	0	1	1	0	0	0	0	55	2	0	57
+30 mins.	0	1	36	37	0	0	2	2	0	0	0	0	70	0	0	70
+45 mins.	1	0	38	39	2	1	1	4	0	1	2	3	44	1	0	45
Total Volume	3	1	151	155	2	1	6	9	1	1	3	5	219	5	0	224
% App. Total	1.9	0.6	97.4		22.2	11.1	66.7		20	20	60		97.8	2.2	0	
PHF	.375	.250	.944	.969	.250	.250	.750	.563	.250	.250	.375	.417	.782	.625	.000	.800

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Sunny

File Name : LKEDE2SAT
Site Code : 00003333
Start Date : 6/8/2013
Page No : 1

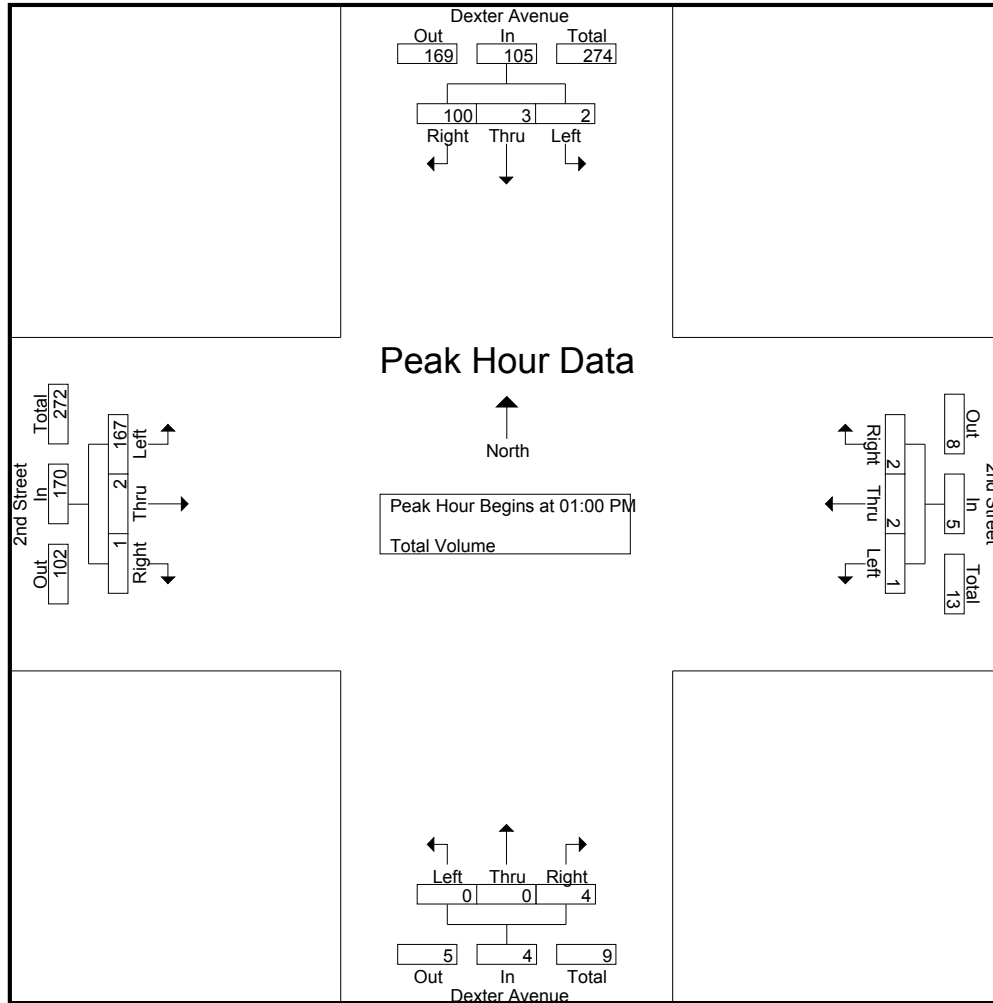
Groups Printed- Total Volume

	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	35	35	0	0	1	1	0	0	0	0	36	1	0	37	73
12:15 PM	2	0	31	33	0	0	0	0	0	0	0	0	34	0	0	34	67
12:30 PM	0	0	33	33	0	3	0	3	0	0	0	0	44	1	0	45	81
12:45 PM	0	0	25	25	0	0	0	0	0	0	0	0	33	0	0	33	58
Total	2	0	124	126	0	3	1	4	0	0	0	0	147	2	0	149	279
01:00 PM	0	3	30	33	0	0	1	1	0	0	2	2	32	0	0	32	68
01:15 PM	2	0	22	24	0	0	1	1	0	0	0	0	48	2	0	50	75
01:30 PM	0	0	24	24	0	2	0	2	0	0	1	1	38	0	0	38	65
01:45 PM	0	0	24	24	1	0	0	1	0	0	1	1	49	0	1	50	76
Total	2	3	100	105	1	2	2	5	0	0	4	4	167	2	1	170	284
02:00 PM	0	0	23	23	0	0	0	0	0	0	0	0	41	0	0	41	64
02:15 PM	0	0	23	23	0	3	1	4	0	0	0	0	39	0	0	39	66
02:30 PM	1	1	30	32	0	0	0	0	1	1	0	2	33	0	0	33	67
02:45 PM	3	0	29	32	0	0	2	2	0	0	0	0	30	1	0	31	65
Total	4	1	105	110	0	3	3	6	1	1	0	2	143	1	0	144	262
Grand Total	8	4	329	341	1	8	6	15	1	1	4	6	457	5	1	463	825
Apprch %	2.3	1.2	96.5		6.7	53.3	40		16.7	16.7	66.7		98.7	1.1	0.2		
Total %	1	0.5	39.9	41.3	0.1	1	0.7	1.8	0.1	0.1	0.5	0.7	55.4	0.6	0.1	56.1	

	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	3	30	33	0	0	1	1	0	0	2	2	32	0	0	32	68
01:15 PM	2	0	22	24	0	0	1	1	0	0	0	0	48	2	0	50	75
01:30 PM	0	0	24	24	0	2	0	2	0	0	1	1	38	0	0	38	65
01:45 PM	0	0	24	24	1	0	0	1	0	0	1	1	49	0	1	50	76
Total Volume	2	3	100	105	1	2	2	5	0	0	4	4	167	2	1	170	284
% App. Total	1.9	2.9	95.2		20	40	40		0	0	100		98.2	1.2	0.6		
PHF	.250	.250	.833	.795	.250	.250	.500	.625	.000	.000	.500	.500	.852	.250	.250	.850	.934

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Sunny

File Name : LKEDE2SAT
Site Code : 00003333
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				01:30 PM				01:00 PM				01:15 PM			
+0 mins.	0	0	35	35	0	2	0	2	0	0	2	2	48	2	0	50
+15 mins.	2	0	31	33	1	0	0	1	0	0	0	0	38	0	0	38
+30 mins.	0	0	33	33	0	0	0	0	0	0	1	1	49	0	1	50
+45 mins.	0	0	25	25	0	3	1	4	0	0	1	1	41	0	0	41
Total Volume	2	0	124	126	1	5	1	7	0	0	4	4	176	2	1	179
% App. Total	1.6	0	98.4		14.3	71.4	14.3		0	0	100		98.3	1.1	0.6	
PHF	.250	.000	.886	.900	.250	.417	.250	.438	.000	.000	.500	.500	.898	.250	.250	.895

City of Lake Elsinore
N/S: Camino del Norte/Minthorn Street
E/W: Main Street
Weather: Sunny

File Name : LKECDNMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Total Volume

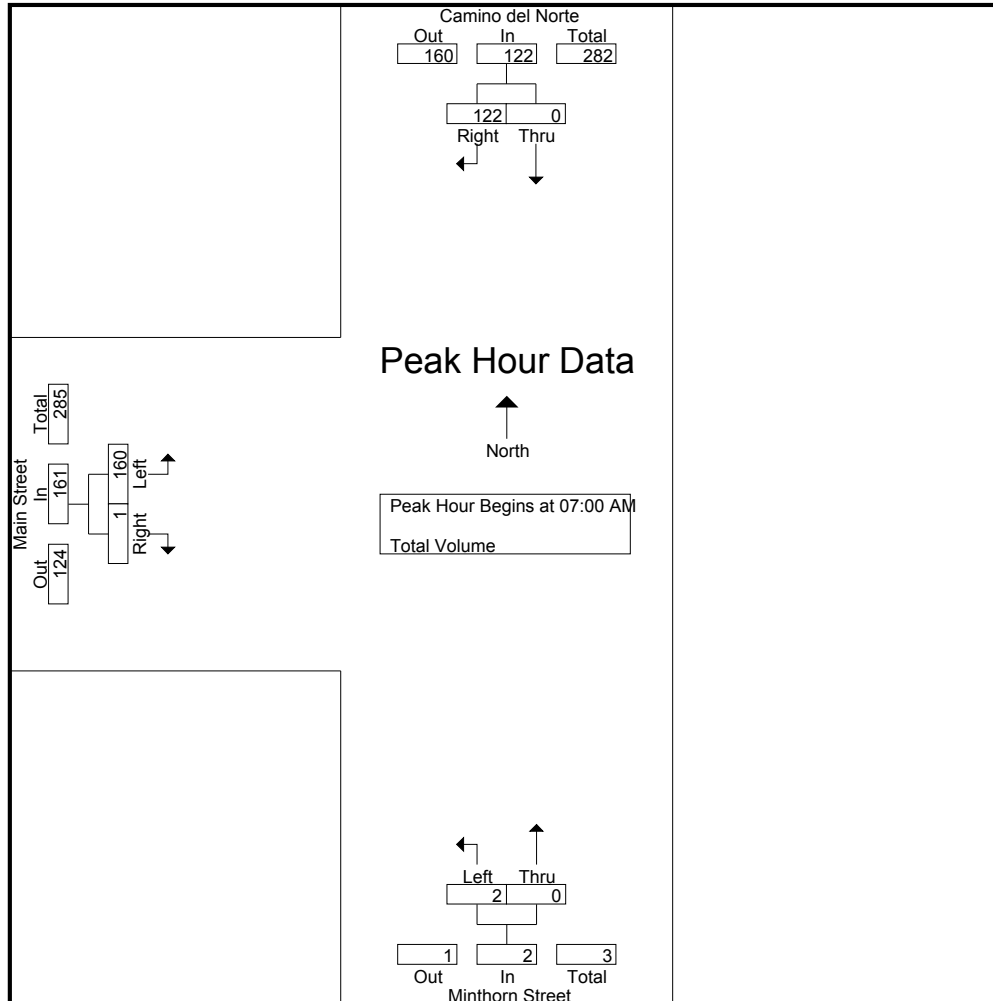
Start Time	Camino del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	27	27	1	0	1	68	0	68	96
07:15 AM	0	44	44	0	0	0	33	0	33	77
07:30 AM	0	26	26	0	0	0	36	0	36	62
07:45 AM	0	25	25	1	0	1	23	1	24	50
Total	0	122	122	2	0	2	160	1	161	285
08:00 AM	0	24	24	2	0	2	41	1	42	68
08:15 AM	0	13	13	0	0	0	25	0	25	38
08:30 AM	0	18	18	1	0	1	29	1	30	49
08:45 AM	0	26	26	1	0	1	38	1	39	66
Total	0	81	81	4	0	4	133	3	136	221
Grand Total	0	203	203	6	0	6	293	4	297	506
Apprch %	0	100		100	0		98.7	1.3		
Total %	0	40.1	40.1	1.2	0	1.2	57.9	0.8	58.7	

Start Time	Camino del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	27	27	1	0	1	68	0	68	96
07:15 AM	0	44	44	0	0	0	33	0	33	77
07:30 AM	0	26	26	0	0	0	36	0	36	62
07:45 AM	0	25	25	1	0	1	23	1	24	50
Total Volume	0	122	122	2	0	2	160	1	161	285
% App. Total	0	100		100	0		99.4	0.6		
PHF	.000	.693	.693	.500	.000	.500	.588	.250	.592	.742

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: Camino del Norte/Minthorn Street
E/W: Main Street
Weather: Sunny

File Name : LKECDNMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM			07:45 AM			07:00 AM		
+0 mins.	0	27	27	1	0	1	68	0	68
+15 mins.	0	44	44	2	0	2	33	0	33
+30 mins.	0	26	26	0	0	0	36	0	36
+45 mins.	0	25	25	1	0	1	23	1	24
Total Volume	0	122	122	4	0	4	160	1	161
% App. Total	0	100		100	0		99.4	0.6	
PHF	.000	.693	.693	.500	.000	.500	.588	.250	.592

City of Lake Elsinore
N/S: Camino del Norte/Minthorn Street
E/W: Main Street
Weather: Sunny

File Name : LKECDNMAPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

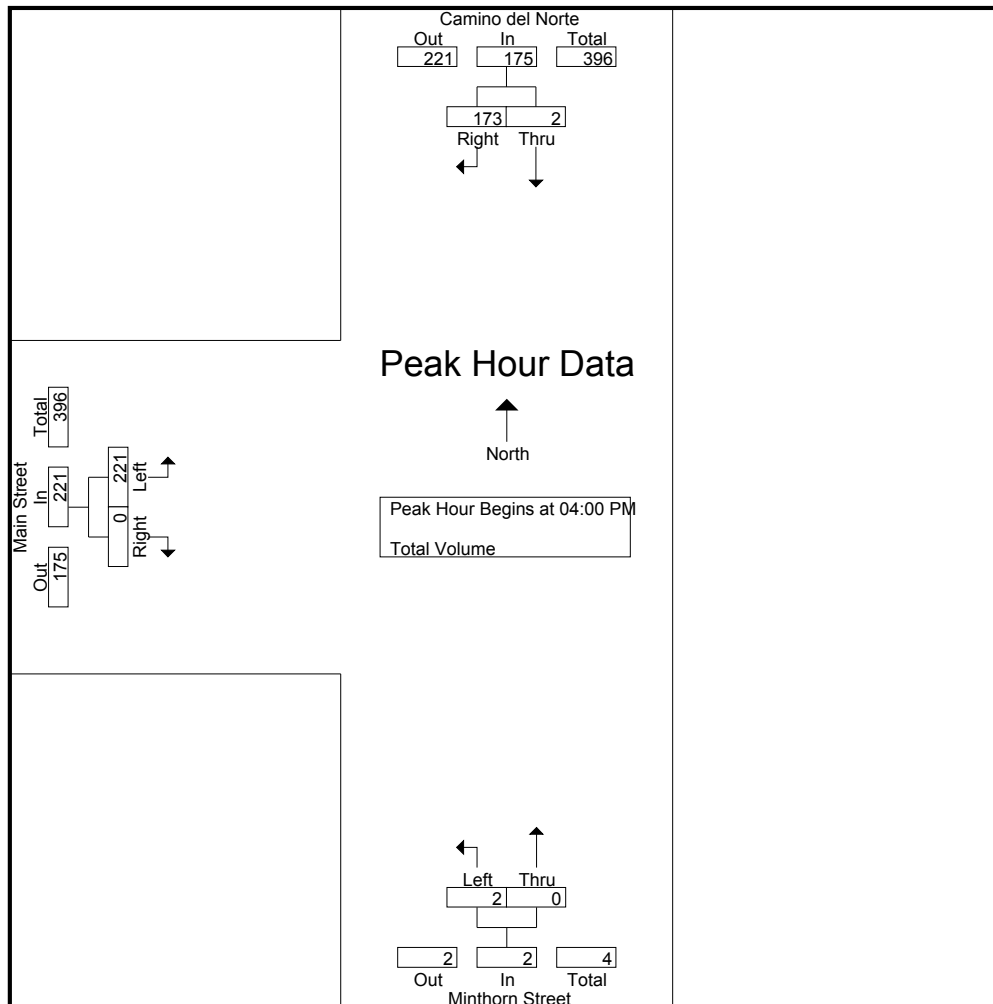
Groups Printed- Total Volume

Start Time	Camino del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	1	45	46	1	0	1	57	0	57	104
04:15 PM	0	45	45	0	0	0	55	0	55	100
04:30 PM	0	51	51	0	0	0	56	0	56	107
04:45 PM	1	32	33	1	0	1	53	0	53	87
Total	2	173	175	2	0	2	221	0	221	398
05:00 PM	0	35	35	1	0	1	47	1	48	84
05:15 PM	0	38	38	1	0	1	73	1	74	113
05:30 PM	1	45	46	2	0	2	53	1	54	102
05:45 PM	1	31	32	1	0	1	40	0	40	73
Total	2	149	151	5	0	5	213	3	216	372
Grand Total	4	322	326	7	0	7	434	3	437	770
Apprch %	1.2	98.8		100	0		99.3	0.7		
Total %	0.5	41.8	42.3	0.9	0	0.9	56.4	0.4	56.8	

	Camino del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	45	46	1	0	1	57	0	57	104
04:15 PM	0	45	45	0	0	0	55	0	55	100
04:30 PM	0	51	51	0	0	0	56	0	56	107
04:45 PM	1	32	33	1	0	1	53	0	53	87
Total Volume	2	173	175	2	0	2	221	0	221	398
% App. Total	1.1	98.9		100	0		100	0		
PHF	.500	.848	.858	.500	.000	.500	.969	.000	.969	.930

City of Lake Elsinore
N/S: Camino del Norte/Minthorn Street
E/W: Main Street
Weather: Sunny

File Name : LKECDNMAPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM			04:45 PM			04:30 PM		
+0 mins.	1	45	46	1	0	1	56	0	56
+15 mins.	0	45	45	1	0	1	53	0	53
+30 mins.	0	51	51	1	0	1	47	1	48
+45 mins.	1	32	33	2	0	2	73	1	74
Total Volume	2	173	175	5	0	5	229	2	231
% App. Total	1.1	98.9		100	0		99.1	0.9	
PHF	.500	.848	.858	.625	.000	.625	.784	.500	.780

City of Lake Elsinore
N/S: Camino del Norte/Minthorn Street
E/W: Main Street
Weather: Sunny

File Name : LKECDNMA SAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

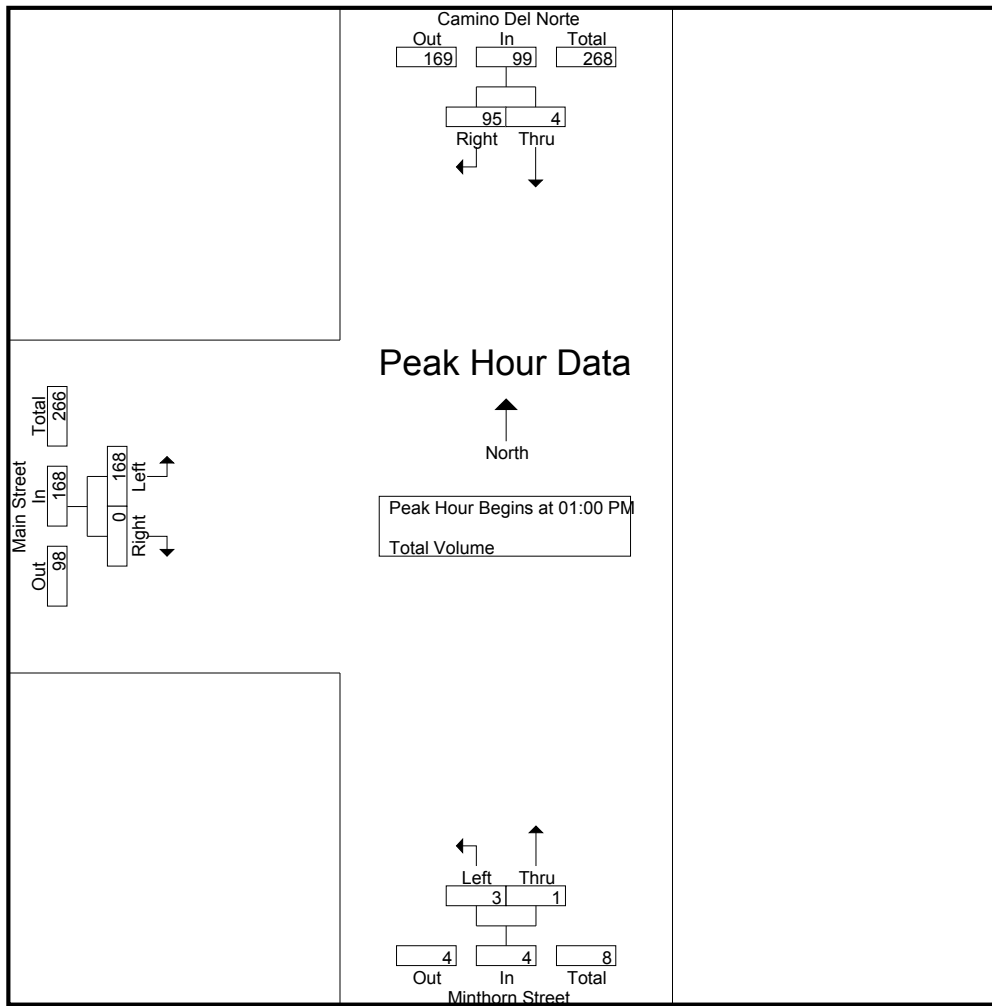
Groups Printed- Total Volume

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
12:00 PM	1	36	37	2	0	2	37	1	38	77
12:15 PM	0	28	28	0	0	0	40	0	40	68
12:30 PM	0	30	30	2	0	2	38	1	39	71
12:45 PM	0	24	24	0	0	0	30	0	30	54
Total	1	118	119	4	0	4	145	2	147	270
01:00 PM	1	29	30	0	1	1	36	0	36	67
01:15 PM	0	22	22	0	0	0	49	0	49	71
01:30 PM	0	24	24	0	0	0	33	0	33	57
01:45 PM	3	20	23	3	0	3	50	0	50	76
Total	4	95	99	3	1	4	168	0	168	271
02:00 PM	0	24	24	0	0	0	39	0	39	63
02:15 PM	2	24	26	0	1	1	35	1	36	63
02:30 PM	0	31	31	1	0	1	34	1	35	67
02:45 PM	0	27	27	0	0	0	31	0	31	58
Total	2	106	108	1	1	2	139	2	141	251
Grand Total	7	319	326	8	2	10	452	4	456	792
Apprch %	2.1	97.9		80	20		99.1	0.9		
Total %	0.9	40.3	41.2	1	0.3	1.3	57.1	0.5	57.6	

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:00 PM										
01:00 PM	1	29	30	0	1	1	36	0	36	67
01:15 PM	0	22	22	0	0	0	49	0	49	71
01:30 PM	0	24	24	0	0	0	33	0	33	57
01:45 PM	3	20	23	3	0	3	50	0	50	76
Total Volume	4	95	99	3	1	4	168	0	168	271
% App. Total	4	96		75	25		100	0		
PHF	.333	.819	.825	.250	.250	.333	.840	.000	.840	.891

City of Lake Elsinore
N/S: Camino del Norte/Minthorn Street
E/W: Main Street
Weather: Sunny

File Name : LKECDNMA SAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM			01:45 PM			01:15 PM		
+0 mins.	1	36	37	3	0	3	49	0	49
+15 mins.	0	28	28	0	0	0	33	0	33
+30 mins.	0	30	30	0	1	1	50	0	50
+45 mins.	0	24	24	1	0	1	39	0	39
Total Volume	1	118	119	4	1	5	171	0	171
% App. Total	0.8	99.2		80	20		100	0	
PHF	.250	.819	.804	.333	.250	.417	.855	.000	.855

City of Lake Elsinore
N/S: Summerhill Drive/Grape Street
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKESURRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Total Volume

	Summerhill Drive Southbound				Railroad Canyon Road Westbound				Grape Street Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	40	19	130	189	32	372	9	413	58	10	34	102	34	149	34	217	921
07:15 AM	60	18	95	173	46	331	13	390	58	11	47	116	39	199	45	283	962
07:30 AM	21	14	92	127	34	295	27	356	54	14	30	98	54	157	50	261	842
07:45 AM	18	20	72	110	37	279	14	330	56	13	18	87	40	153	45	238	765
Total	139	71	389	599	149	1277	63	1489	226	48	129	403	167	658	174	999	3490
08:00 AM	15	17	69	101	25	276	17	318	56	9	17	82	39	130	44	213	714
08:15 AM	17	16	79	112	28	270	23	321	77	16	23	116	32	136	44	212	761
08:30 AM	15	10	78	103	42	273	60	375	72	22	25	119	56	152	55	263	860
08:45 AM	67	35	78	180	24	260	31	315	57	17	19	93	78	153	65	296	884
Total	114	78	304	496	119	1079	131	1329	262	64	84	410	205	571	208	984	3219
Grand Total	253	149	693	1095	268	2356	194	2818	488	112	213	813	372	1229	382	1983	6709
Apprch %	23.1	13.6	63.3		9.5	83.6	6.9		60	13.8	26.2		18.8	62	19.3		
Total %	3.8	2.2	10.3	16.3	4	35.1	2.9	42	7.3	1.7	3.2	12.1	5.5	18.3	5.7	29.6	

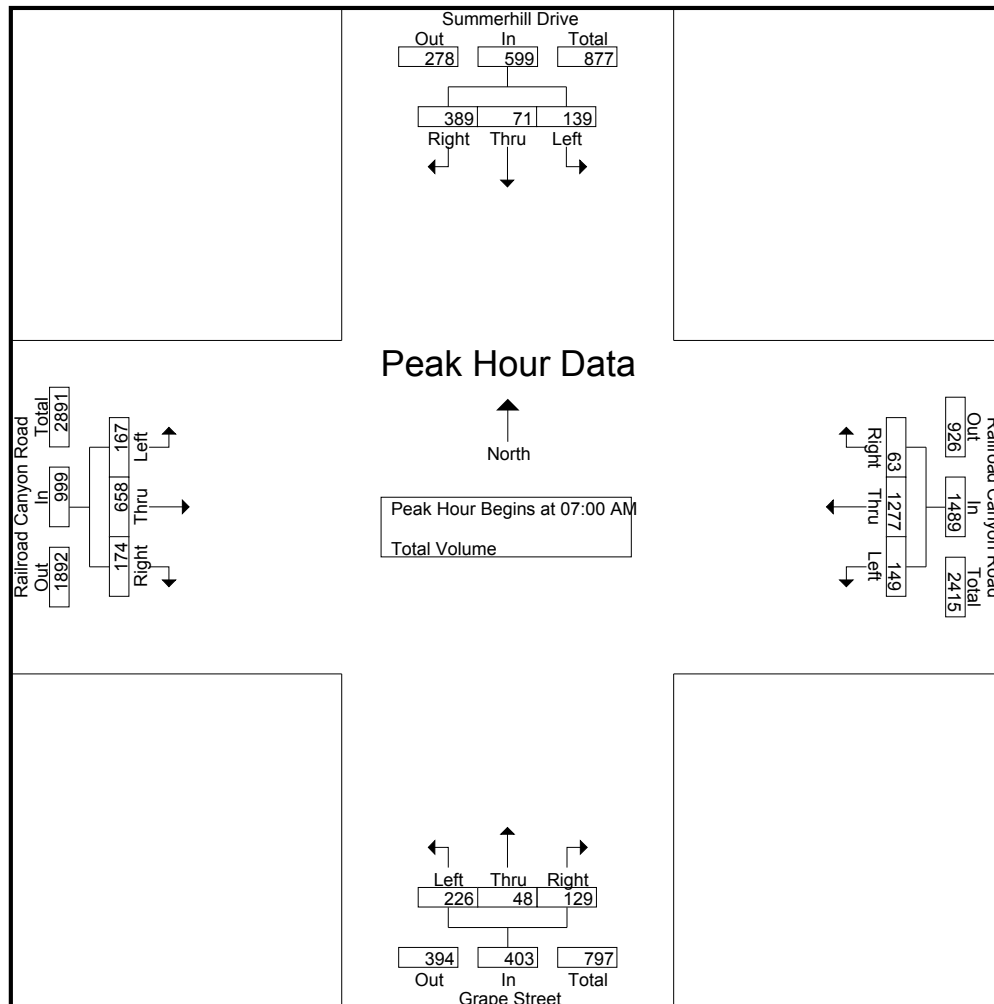
	Summerhill Drive Southbound				Railroad Canyon Road Westbound				Grape Street Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	40	19	130	189	32	372	9	413	58	10	34	102	34	149	34	217	921
07:15 AM	60	18	95	173	46	331	13	390	58	11	47	116	39	199	45	283	962
07:30 AM	21	14	92	127	34	295	27	356	54	14	30	98	54	157	50	261	842
07:45 AM	18	20	72	110	37	279	14	330	56	13	18	87	40	153	45	238	765
Total Volume	139	71	389	599	149	1277	63	1489	226	48	129	403	167	658	174	999	3490
% App. Total	23.2	11.9	64.9		10	85.8	4.2		56.1	11.9	32		16.7	65.9	17.4		
PHF	.579	.888	.748	.792	.810	.858	.583	.901	.974	.857	.686	.869	.773	.827	.870	.883	.907

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: Summerhill Drive/Grape Street
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKESURRAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	40	19	130	189	32	372	9	413	56	9	17	82	34	149	34	217
+15 mins.	60	18	95	173	46	331	13	390	77	16	23	116	39	199	45	283
+30 mins.	21	14	92	127	34	295	27	356	72	22	25	119	54	157	50	261
+45 mins.	18	20	72	110	37	279	14	330	57	17	19	93	40	153	45	238
Total Volume	139	71	389	599	149	1277	63	1489	262	64	84	410	167	658	174	999
% App. Total	23.2	11.9	64.9		10	85.8	4.2		63.9	15.6	20.5		16.7	65.9	17.4	
PHF	.579	.888	.748	.792	.810	.858	.583	.901	.851	.727	.840	.861	.773	.827	.870	.883

City of Lake Elsinore
N/S: Summerhill Drive/Grape Street
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKESURRPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

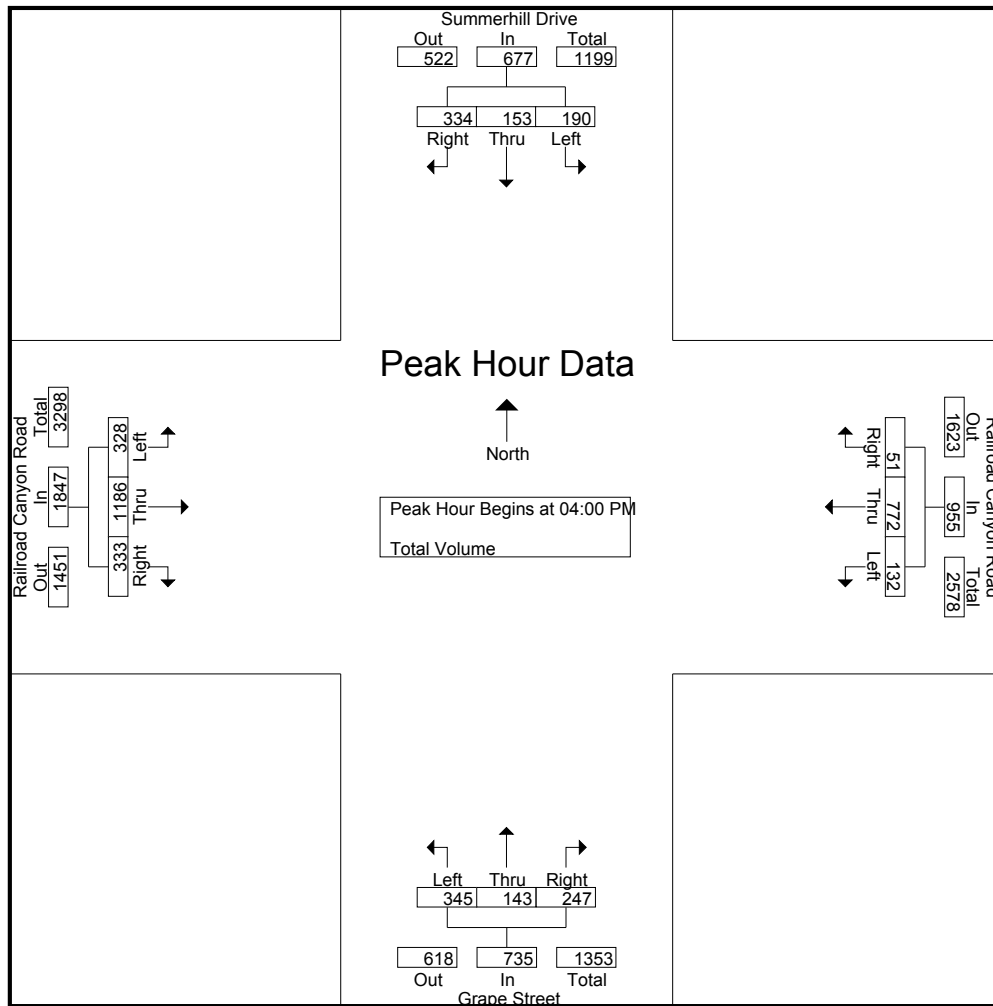
Groups Printed- Total Volume

	Summerhill Drive Southbound				Railroad Canyon Road Westbound				Grape Street Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	48	41	94	183	42	233	10	285	102	35	73	210	89	336	104	529	1207
04:15 PM	41	28	73	142	26	163	14	203	89	32	53	174	76	280	73	429	948
04:30 PM	43	36	72	151	26	185	14	225	80	27	51	158	81	300	78	459	993
04:45 PM	58	48	95	201	38	191	13	242	74	49	70	193	82	270	78	430	1066
Total	190	153	334	677	132	772	51	955	345	143	247	735	328	1186	333	1847	4214
05:00 PM	52	28	67	147	24	191	13	228	70	27	64	161	72	328	81	481	1017
05:15 PM	44	48	70	162	30	175	17	222	92	28	74	194	93	288	72	453	1031
05:30 PM	52	31	64	147	24	136	14	174	72	22	48	142	68	238	64	370	833
05:45 PM	56	38	76	170	26	211	19	256	81	40	56	177	87	327	81	495	1098
Total	204	145	277	626	104	713	63	880	315	117	242	674	320	1181	298	1799	3979
Grand Total	394	298	611	1303	236	1485	114	1835	660	260	489	1409	648	2367	631	3646	8193
Apprch %	30.2	22.9	46.9		12.9	80.9	6.2		46.8	18.5	34.7		17.8	64.9	17.3		
Total %	4.8	3.6	7.5	15.9	2.9	18.1	1.4	22.4	8.1	3.2	6	17.2	7.9	28.9	7.7	44.5	

	Summerhill Drive Southbound				Railroad Canyon Road Westbound				Grape Street Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	48	41	94	183	42	233	10	285	102	35	73	210	89	336	104	529	1207
04:15 PM	41	28	73	142	26	163	14	203	89	32	53	174	76	280	73	429	948
04:30 PM	43	36	72	151	26	185	14	225	80	27	51	158	81	300	78	459	993
04:45 PM	58	48	95	201	38	191	13	242	74	49	70	193	82	270	78	430	1066
Total Volume	190	153	334	677	132	772	51	955	345	143	247	735	328	1186	333	1847	4214
% App. Total	28.1	22.6	49.3		13.8	80.8	5.3		46.9	19.5	33.6		17.8	64.2	18		
PHF	.819	.797	.879	.842	.786	.828	.911	.838	.846	.730	.846	.875	.921	.882	.800	.873	.873

City of Lake Elsinore
N/S: Summerhill Drive/Grape Street
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKESURRPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	48	41	94	183	42	233	10	285	102	35	73	210	89	336	104	529
+15 mins.	41	28	73	142	26	163	14	203	89	32	53	174	76	280	73	429
+30 mins.	43	36	72	151	26	185	14	225	80	27	51	158	81	300	78	459
+45 mins.	58	48	95	201	38	191	13	242	74	49	70	193	82	270	78	430
Total Volume	190	153	334	677	132	772	51	955	345	143	247	735	328	1186	333	1847
% App. Total	28.1	22.6	49.3		13.8	80.8	5.3		46.9	19.5	33.6		17.8	64.2	18	
PHF	.819	.797	.879	.842	.786	.828	.911	.838	.846	.730	.846	.875	.921	.882	.800	.873

City of Lake Elsinore
N/S: Summerhill Drive/Grape Street
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKESURRSAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

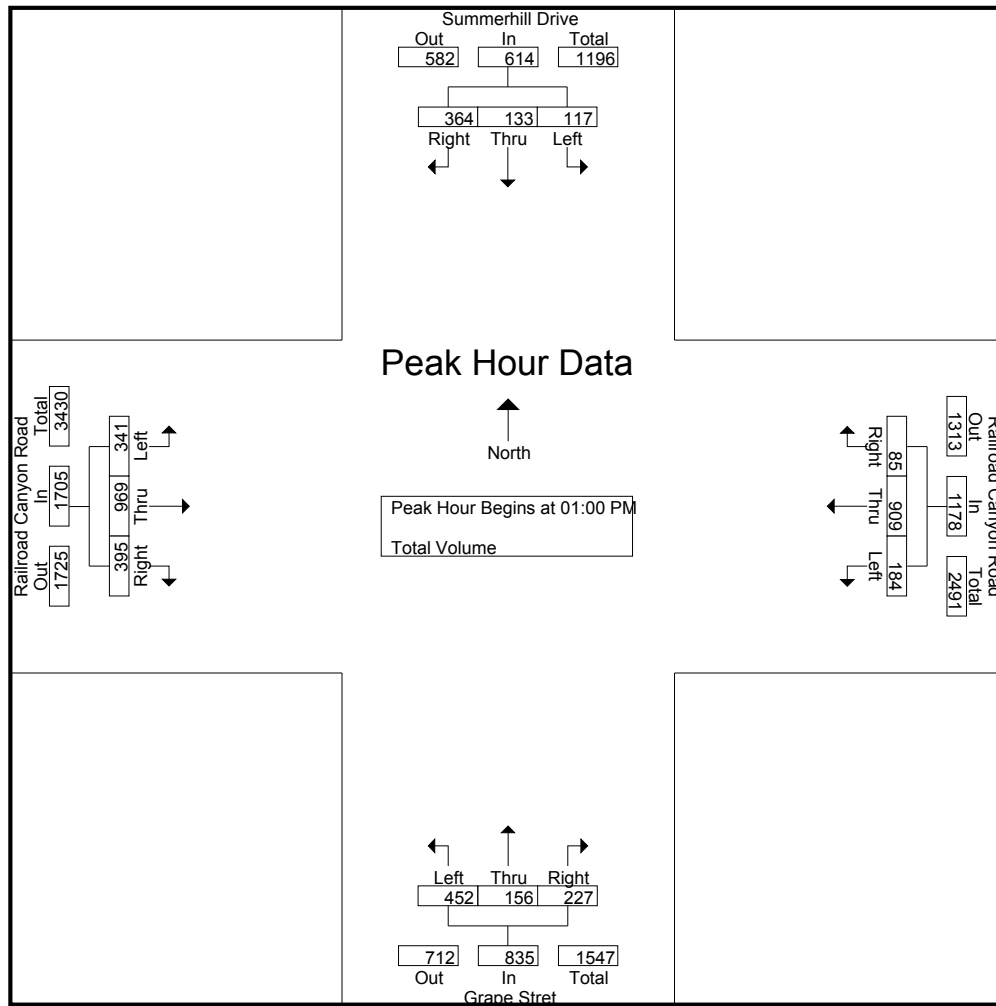
Groups Printed- Total Volume

	Summerhill Drive Southbound				Railroad Canyon Road Westbound				Grape Stret Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	25	37	84	146	46	250	13	309	85	34	53	172	72	203	81	356	983
12:15 PM	29	40	93	162	49	247	11	307	76	20	56	152	84	224	86	394	1015
12:30 PM	35	48	84	167	48	247	21	316	85	34	53	172	72	213	85	370	1025
12:45 PM	28	36	91	155	52	242	22	316	102	36	52	190	85	214	92	391	1052
Total	117	161	352	630	195	986	67	1248	348	124	214	686	313	854	344	1511	4075
01:00 PM	35	30	99	164	37	239	24	300	107	46	62	215	84	252	94	430	1109
01:15 PM	32	38	90	160	57	243	20	320	127	28	53	208	70	224	105	399	1087
01:30 PM	21	33	76	130	46	208	24	278	118	36	55	209	99	247	83	429	1046
01:45 PM	29	32	99	160	44	219	17	280	100	46	57	203	88	246	113	447	1090
Total	117	133	364	614	184	909	85	1178	452	156	227	835	341	969	395	1705	4332
02:00 PM	29	30	95	154	32	217	14	263	104	33	54	191	100	221	86	407	1015
02:15 PM	36	17	99	152	36	201	36	273	96	31	45	172	77	224	78	379	976
02:30 PM	18	22	91	131	36	206	18	260	88	37	49	174	79	234	92	405	970
02:45 PM	30	34	86	150	35	203	15	253	87	29	51	167	81	233	97	411	981
Total	113	103	371	587	139	827	83	1049	375	130	199	704	337	912	353	1602	3942
Grand Total	347	397	1087	1831	518	2722	235	3475	1175	410	640	2225	991	2735	1092	4818	12349
Apprch %	19	21.7	59.4		14.9	78.3	6.8		52.8	18.4	28.8		20.6	56.8	22.7		
Total %	2.8	3.2	8.8	14.8	4.2	22	1.9	28.1	9.5	3.3	5.2	18	8	22.1	8.8	39	

	Summerhill Drive Southbound				Railroad Canyon Road Westbound				Grape Stret Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	35	30	99	164	37	239	24	300	107	46	62	215	84	252	94	430	1109
01:15 PM	32	38	90	160	57	243	20	320	127	28	53	208	70	224	105	399	1087
01:30 PM	21	33	76	130	46	208	24	278	118	36	55	209	99	247	83	429	1046
01:45 PM	29	32	99	160	44	219	17	280	100	46	57	203	88	246	113	447	1090
Total Volume	117	133	364	614	184	909	85	1178	452	156	227	835	341	969	395	1705	4332
% App. Total	19.1	21.7	59.3		15.6	77.2	7.2		54.1	18.7	27.2		20	56.8	23.2		
PHF	.836	.875	.919	.936	.807	.935	.885	.920	.890	.848	.915	.971	.861	.961	.874	.954	.977

City of Lake Elsinore
N/S: Summerhill Drive/Grape Street
E/W: Railroad Canyon Road
Weather: Sunny

File Name : LKESURRSAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:15 PM				12:30 PM				01:00 PM				01:00 PM			
+0 mins.	29	40	93	162	48	247	21	316	107	46	62	215	84	252	94	430
+15 mins.	35	48	84	167	52	242	22	316	127	28	53	208	70	224	105	399
+30 mins.	28	36	91	155	37	239	24	300	118	36	55	209	99	247	83	429
+45 mins.	35	30	99	164	57	243	20	320	100	46	57	203	88	246	113	447
Total Volume	127	154	367	648	194	971	87	1252	452	156	227	835	341	969	395	1705
% App. Total	19.6	23.8	56.6		15.5	77.6	6.9		54.1	18.7	27.2		20	56.8	23.2	
PHF	.907	.802	.927	.970	.851	.983	.906	.978	.890	.848	.915	.971	.861	.961	.874	.954

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue
Weather: Sunny

File Name : LKECACEAM
Site Code : 00001111
Start Date : 5/23/2013
Page No : 1

Groups Printed- Total Volume

	Cambern Avenue Southbound				Central Avenue (SR-74) Westbound				Cambern Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	27	1	17	45	0	381	51	432	1	1	1	3	31	214	0	245	725
07:15 AM	57	0	13	70	0	385	44	429	0	0	0	0	23	206	0	229	728
07:30 AM	25	0	14	39	1	292	20	313	0	0	1	1	21	240	2	263	616
07:45 AM	12	0	9	21	0	251	7	258	0	0	0	0	16	200	0	216	495
Total	121	1	53	175	1	1309	122	1432	1	1	2	4	91	860	2	953	2564
08:00 AM	16	0	10	26	0	269	19	288	0	2	0	2	18	147	1	166	482
08:15 AM	13	2	9	24	0	257	12	269	1	0	0	1	23	140	1	164	458
08:30 AM	13	0	18	31	0	240	18	258	0	1	0	1	30	204	1	235	525
08:45 AM	20	0	13	33	0	301	29	330	0	0	1	1	38	183	2	223	587
Total	62	2	50	114	0	1067	78	1145	1	3	1	5	109	674	5	788	2052
Grand Total	183	3	103	289	1	2376	200	2577	2	4	3	9	200	1534	7	1741	4616
Apprch %	63.3	1	35.6		0	92.2	7.8		22.2	44.4	33.3		11.5	88.1	0.4		
Total %	4	0.1	2.2	6.3	0	51.5	4.3	55.8	0	0.1	0.1	0.2	4.3	33.2	0.2	37.7	

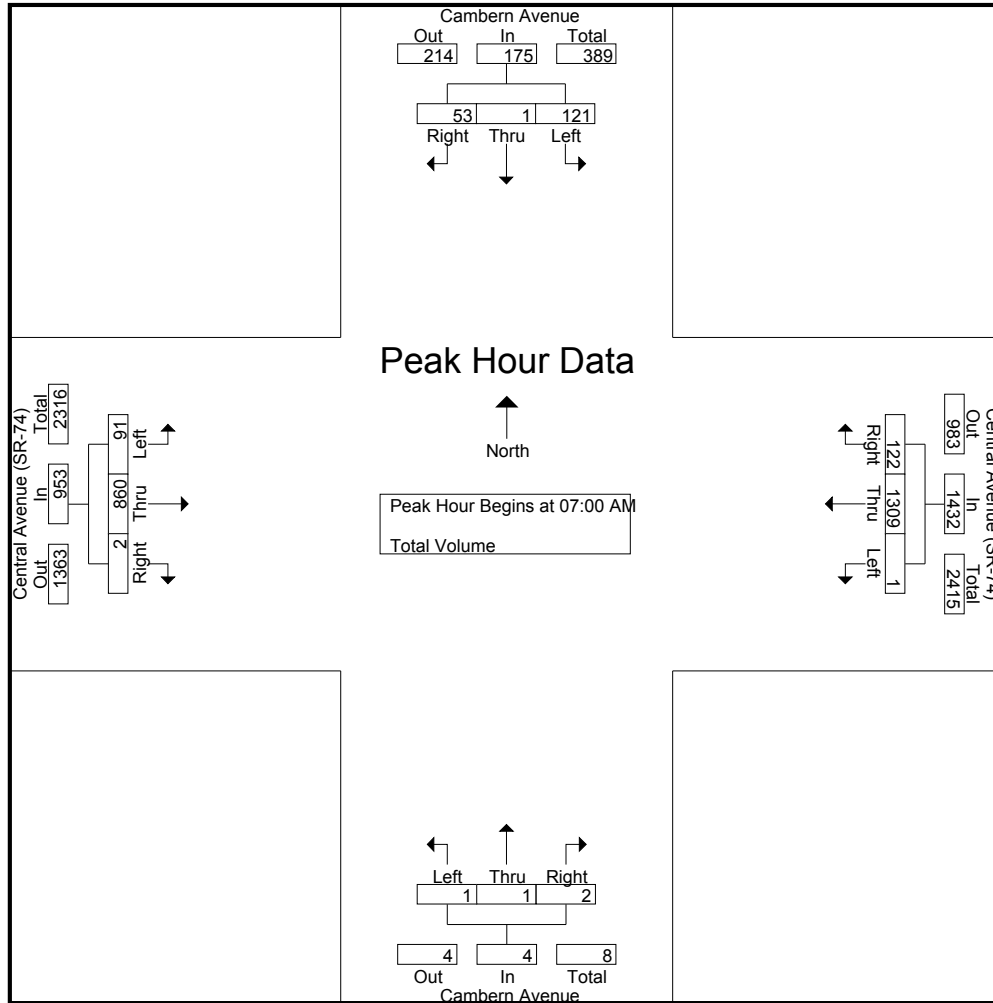
	Cambern Avenue Southbound				Central Avenue (SR-74) Westbound				Cambern Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	27	1	17	45	0	381	51	432	1	1	1	3	31	214	0	245	725
07:15 AM	57	0	13	70	0	385	44	429	0	0	0	0	23	206	0	229	728
07:30 AM	25	0	14	39	1	292	20	313	0	0	1	1	21	240	2	263	616
07:45 AM	12	0	9	21	0	251	7	258	0	0	0	0	16	200	0	216	495
Total Volume	121	1	53	175	1	1309	122	1432	1	1	2	4	91	860	2	953	2564
% App. Total	69.1	0.6	30.3		0.1	91.4	8.5		25	25	50		9.5	90.2	0.2		
PHF	.531	.250	.779	.625	.250	.850	.598	.829	.250	.250	.500	.333	.734	.896	.250	.906	.880

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue
Weather: Sunny

File Name : LKECACEAM
Site Code : 00001111
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	27	1	17	45	0	381	51	432	0	2	0	2	31	214	0	245
+15 mins.	57	0	13	70	0	385	44	429	1	0	0	1	23	206	0	229
+30 mins.	25	0	14	39	1	292	20	313	0	1	0	1	21	240	2	263
+45 mins.	12	0	9	21	0	251	7	258	0	0	1	1	16	200	0	216
Total Volume	121	1	53	175	1	1309	122	1432	1	3	1	5	91	860	2	953
% App. Total	69.1	0.6	30.3		0.1	91.4	8.5		20	60	20		9.5	90.2	0.2	
PHF	.531	.250	.779	.625	.250	.850	.598	.829	.250	.375	.250	.625	.734	.896	.250	.906

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue
Weather: Sunny

File Name : LKECACEPM
Site Code : 00001111
Start Date : 5/23/2013
Page No : 1

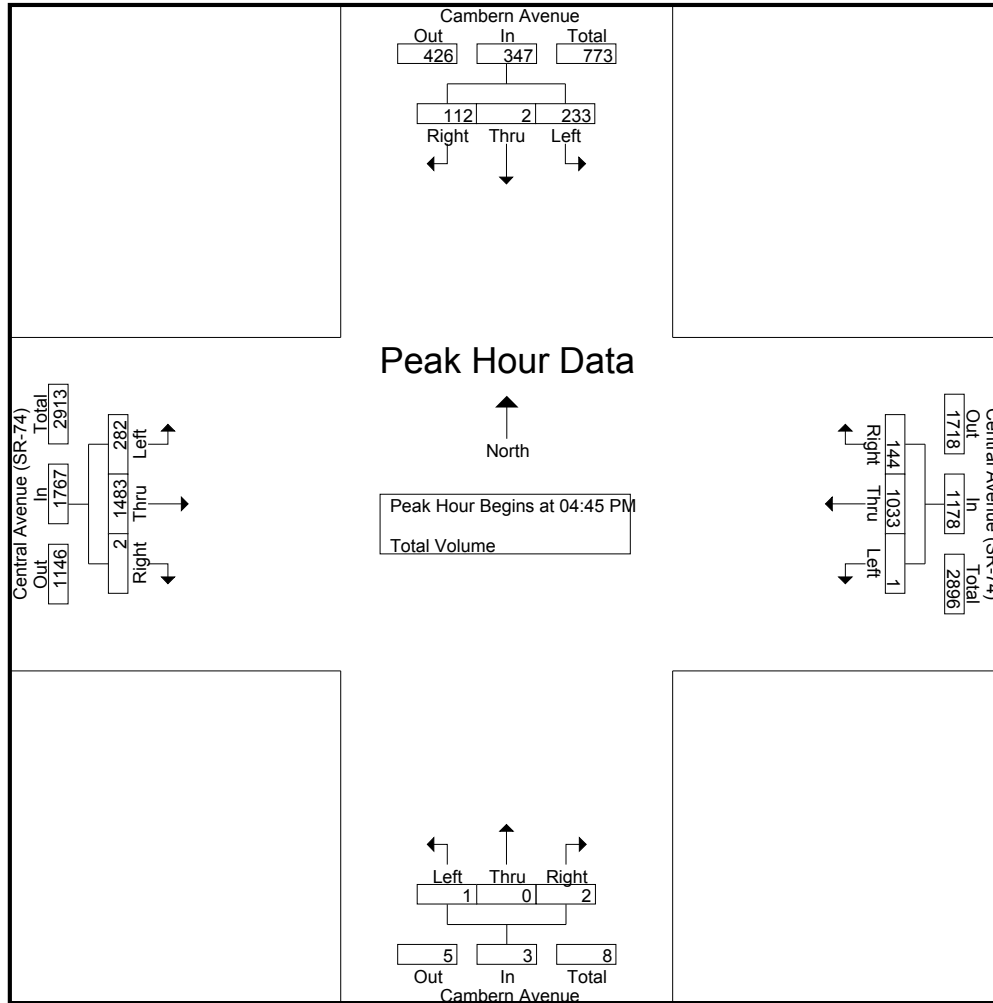
Groups Printed- Total Volume

	Cambern Avenue Southbound				Central Avenue (SR-74) Westbound				Cambern Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	54	0	20	74	0	268	29	297	1	0	0	1	64	278	1	343	715
04:15 PM	45	0	22	67	2	275	36	313	0	0	0	0	73	366	2	441	821
04:30 PM	50	0	21	71	0	239	27	266	0	0	1	1	72	338	3	413	751
04:45 PM	57	0	30	87	0	244	44	288	0	0	0	0	75	375	0	450	825
Total	206	0	93	299	2	1026	136	1164	1	0	1	2	284	1357	6	1647	3112
05:00 PM	62	1	29	92	0	253	27	280	0	0	1	1	62	357	0	419	792
05:15 PM	59	0	30	89	0	264	46	310	1	0	1	2	69	386	2	457	858
05:30 PM	55	1	23	79	1	272	27	300	0	0	0	0	76	365	0	441	820
05:45 PM	59	0	22	81	0	260	28	288	3	1	1	5	66	304	1	371	745
Total	235	2	104	341	1	1049	128	1178	4	1	3	8	273	1412	3	1688	3215
Grand Total	441	2	197	640	3	2075	264	2342	5	1	4	10	557	2769	9	3335	6327
Apprch %	68.9	0.3	30.8		0.1	88.6	11.3		50	10	40		16.7	83	0.3		
Total %	7	0	3.1	10.1	0	32.8	4.2	37	0.1	0	0.1	0.2	8.8	43.8	0.1	52.7	

	Cambern Avenue Southbound				Central Avenue (SR-74) Westbound				Cambern Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	57	0	30	87	0	244	44	288	0	0	0	0	75	375	0	450	825
05:00 PM	62	1	29	92	0	253	27	280	0	0	1	1	62	357	0	419	792
05:15 PM	59	0	30	89	0	264	46	310	1	0	1	2	69	386	2	457	858
05:30 PM	55	1	23	79	1	272	27	300	0	0	0	0	76	365	0	441	820
Total Volume	233	2	112	347	1	1033	144	1178	1	0	2	3	282	1483	2	1767	3295
% App. Total	67.1	0.6	32.3		0.1	87.7	12.2		33.3	0	66.7		16	83.9	0.1		
PHF	.940	.500	.933	.943	.250	.949	.783	.950	.250	.000	.500	.375	.928	.960	.250	.967	.960

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue
Weather: Sunny

File Name : LKECACEPM
Site Code : 00001111
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				05:00 PM				04:45 PM			
+0 mins.	57	0	30	87	0	244	44	288	0	0	1	1	75	375	0	450
+15 mins.	62	1	29	92	0	253	27	280	1	0	1	2	62	357	0	419
+30 mins.	59	0	30	89	0	264	46	310	0	0	0	0	69	386	2	457
+45 mins.	55	1	23	79	1	272	27	300	3	1	1	5	76	365	0	441
Total Volume	233	2	112	347	1	1033	144	1178	4	1	3	8	282	1483	2	1767
% App. Total	67.1	0.6	32.3		0.1	87.7	12.2		50	12.5	37.5		16	83.9	0.1	
PHF	.940	.500	.933	.943	.250	.949	.783	.950	.333	.250	.750	.400	.928	.960	.250	.967

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKECACESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

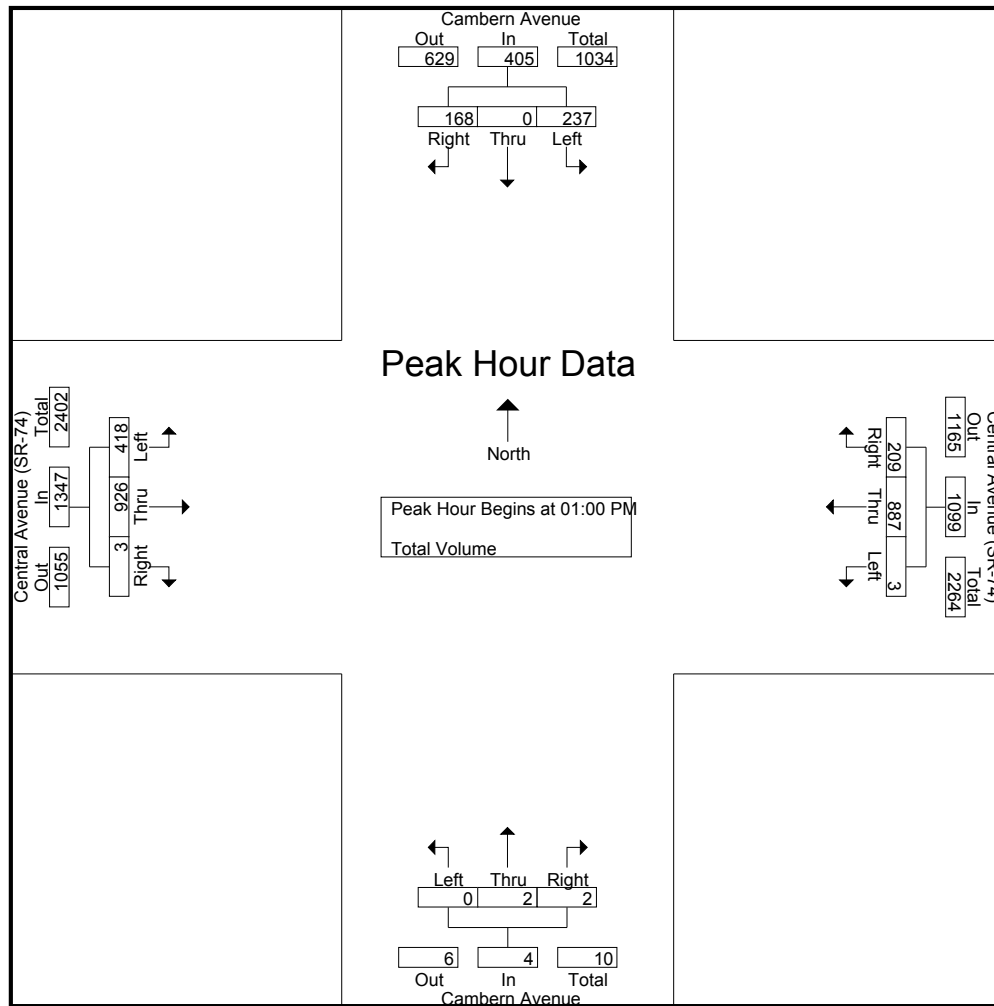
Groups Printed- Total Volume

	Cambern Avenue Southbound				Central Avenue (SR-74) Westbound				Cambern Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	54	0	23	77	1	220	39	260	0	1	0	1	95	205	2	302	640
12:15 PM	61	1	30	92	0	200	39	239	2	1	2	5	110	212	3	325	661
12:30 PM	59	2	29	90	0	245	48	293	0	0	0	0	104	235	6	345	728
12:45 PM	66	1	27	94	1	242	41	284	0	0	0	0	93	237	1	331	709
Total	240	4	109	353	2	907	167	1076	2	2	2	6	402	889	12	1303	2738
01:00 PM	66	0	39	105	0	201	48	249	0	0	0	0	119	239	0	358	712
01:15 PM	73	0	40	113	0	216	43	259	0	1	0	1	110	218	2	330	703
01:30 PM	41	0	42	83	1	234	58	293	0	0	1	1	87	222	0	309	686
01:45 PM	57	0	47	104	2	236	60	298	0	1	1	2	102	247	1	350	754
Total	237	0	168	405	3	887	209	1099	0	2	2	4	418	926	3	1347	2855
02:00 PM	72	0	34	106	0	211	51	262	0	0	0	0	111	219	0	330	698
02:15 PM	52	0	32	84	0	203	31	234	1	0	0	1	64	223	0	287	606
02:30 PM	65	0	24	89	0	211	45	256	0	0	0	0	81	223	1	305	650
02:45 PM	45	0	23	68	0	180	40	220	0	1	0	1	60	178	1	239	528
Total	234	0	113	347	0	805	167	972	1	1	0	2	316	843	2	1161	2482
Grand Total	711	4	390	1105	5	2599	543	3147	3	5	4	12	1136	2658	17	3811	8075
Apprch %	64.3	0.4	35.3		0.2	82.6	17.3		25	41.7	33.3		29.8	69.7	0.4		
Total %	8.8	0	4.8	13.7	0.1	32.2	6.7	39	0	0.1	0	0.1	14.1	32.9	0.2	47.2	

	Cambern Avenue Southbound				Central Avenue (SR-74) Westbound				Cambern Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	66	0	39	105	0	201	48	249	0	0	0	0	119	239	0	358	712
01:15 PM	73	0	40	113	0	216	43	259	0	1	0	1	110	218	2	330	703
01:30 PM	41	0	42	83	1	234	58	293	0	0	1	1	87	222	0	309	686
01:45 PM	57	0	47	104	2	236	60	298	0	1	1	2	102	247	1	350	754
Total Volume	237	0	168	405	3	887	209	1099	0	2	2	4	418	926	3	1347	2855
% App. Total	58.5	0	41.5		0.3	80.7	19		0	50	50		31	68.7	0.2		
PHF	.812	.000	.894	.896	.375	.940	.871	.922	.000	.500	.500	.500	.878	.937	.375	.941	.947

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKECACESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:15 PM				01:15 PM				12:00 PM				12:30 PM			
+0 mins.	73	0	40	113	0	216	43	259	0	1	0	1	104	235	6	345
+15 mins.	41	0	42	83	1	234	58	293	2	1	2	5	93	237	1	331
+30 mins.	57	0	47	104	2	236	60	298	0	0	0	0	119	239	0	358
+45 mins.	72	0	34	106	0	211	51	262	0	0	0	0	110	218	2	330
Total Volume	243	0	163	406	3	897	212	1112	2	2	2	6	426	929	9	1364
% App. Total	59.9	0	40.1		0.3	80.7	19.1		33.3	33.3	33.3		31.2	68.1	0.7	
PHF	.832	.000	.867	.898	.375	.950	.883	.933	.250	.500	.250	.300	.895	.972	.375	.953

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKECA3AM
Site Code : 00003333
Start Date : 5/23/2013
Page No : 1

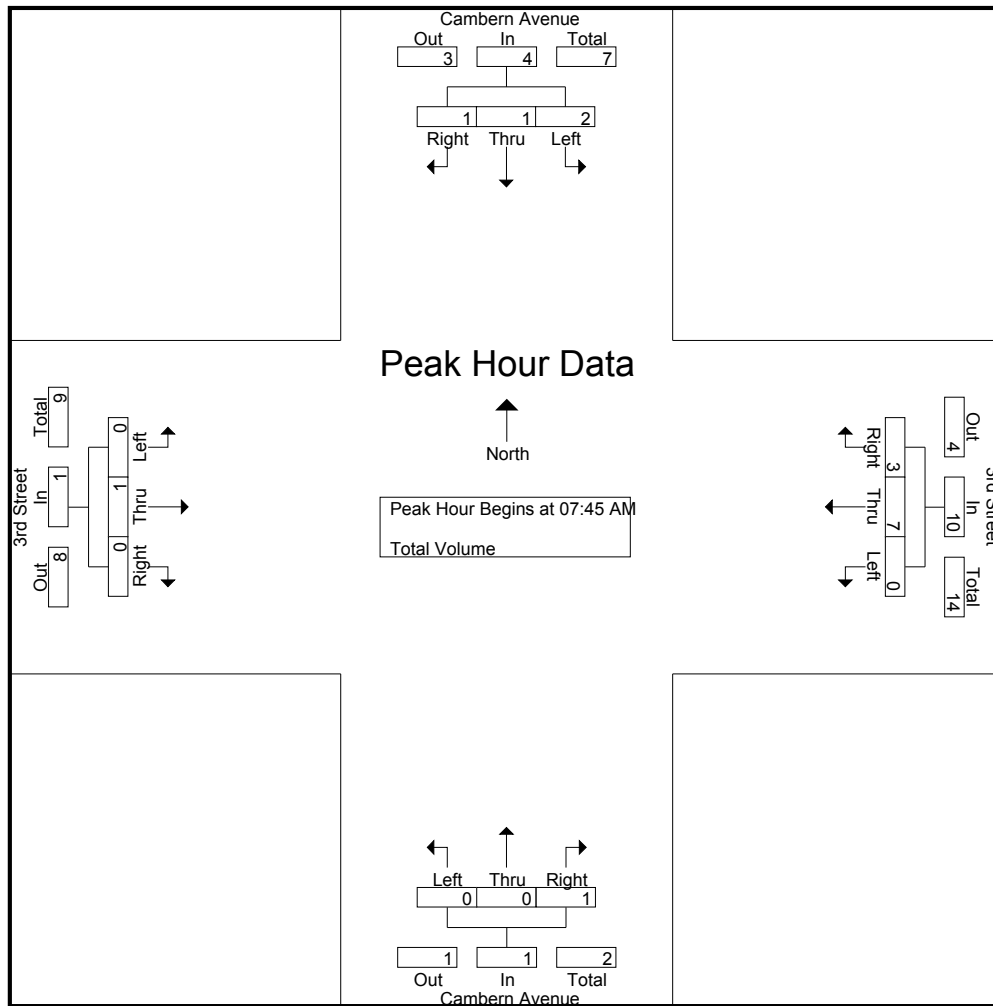
Groups Printed- Total Volume

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	2	0	2	0	0	0	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	1	2	3	0	7	0	7	0	0	0	0	0	2	0	2	12
08:00 AM	0	0	0	0	0	3	1	4	0	0	1	1	0	0	0	0	5
08:15 AM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
08:30 AM	1	1	1	3	0	1	1	2	0	0	0	0	0	1	0	1	6
08:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	2	1	2	5	0	6	3	9	0	0	1	1	0	1	0	1	16
Grand Total	2	2	4	8	0	13	3	16	0	0	1	1	0	3	0	3	28
Apprch %	25	25	50		0	81.2	18.8		0	0	100		0	100	0		
Total %	7.1	7.1	14.3	28.6	0	46.4	10.7	57.1	0	0	3.6	3.6	0	10.7	0	10.7	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	3	1	4	0	0	1	1	0	0	0	0	5
08:15 AM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
08:30 AM	1	1	1	3	0	1	1	2	0	0	0	0	0	1	0	1	6
Total Volume	2	1	1	4	0	7	3	10	0	0	1	1	0	1	0	1	16
% App. Total	50	25	25		0	70	30		0	0	100		0	100	0		
PHF	.500	.250	.250	.333	.000	.583	.750	.625	.000	.000	.250	.250	.000	.250	.000	.250	.667

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKECA3AM
Site Code : 00003333
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:15 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	3	1	4	0	0	0	0	0	0	0	0
+30 mins.	1	1	1	3	0	1	1	2	0	0	0	0	0	2	0	2
+45 mins.	0	0	1	1	0	1	1	2	0	0	1	1	0	0	0	0
Total Volume	2	1	2	5	0	7	3	10	0	0	1	1	0	2	0	2
% App. Total	40	20	40		0	70	30		0	0	100		0	100	0	
PHF	.500	.250	.500	.417	.000	.583	.750	.625	.000	.000	.250	.250	.000	.250	.000	.250

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKECA3PM
Site Code : 00003333
Start Date : 5/23/2013
Page No : 1

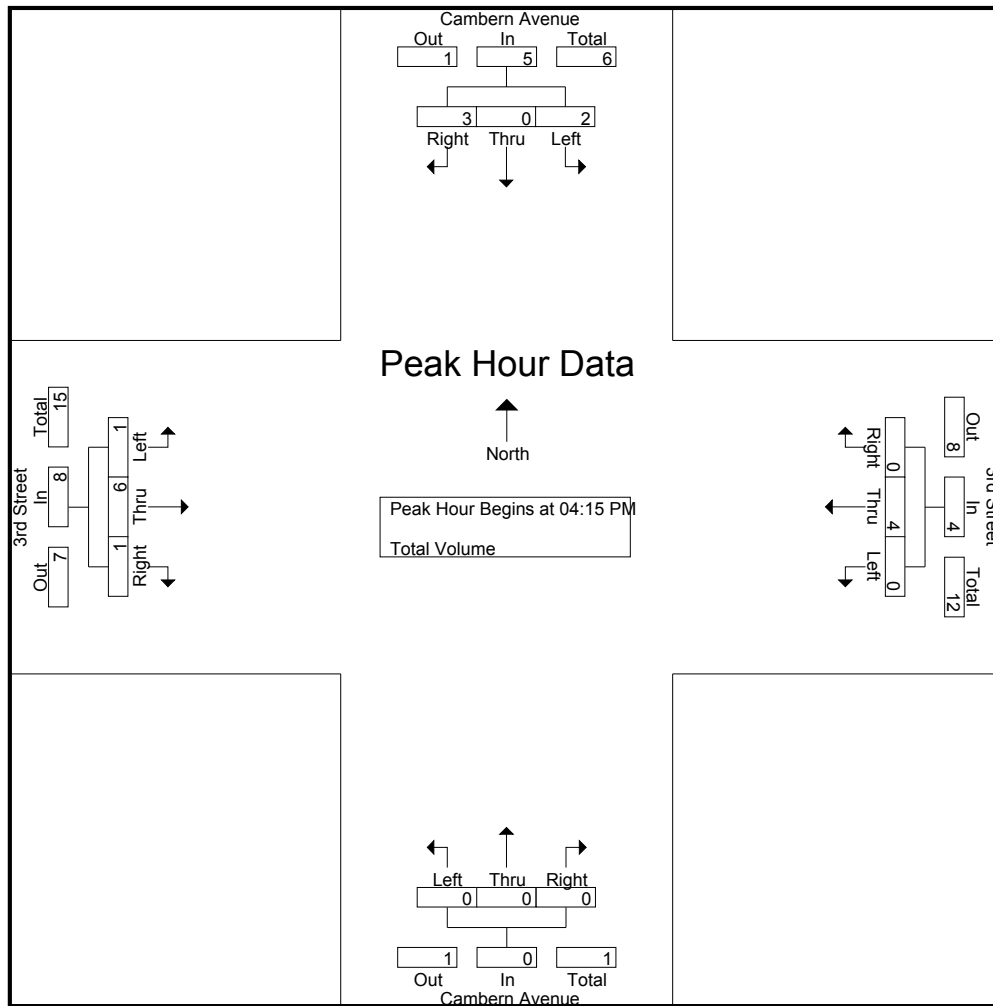
Groups Printed- Total Volume

Start Time	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	2	2	0	3	0	3	0	0	0	0	0	2	0	2	7
04:30 PM	2	0	1	3	0	0	0	0	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
Total	2	0	3	5	0	4	0	4	0	0	0	0	0	6	1	7	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	2	2	0	1	0	1	0	0	0	0	1	2	0	3	6
05:30 PM	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
05:45 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	1	0	1	3
Total	1	0	4	5	0	1	1	2	0	0	0	0	3	3	0	6	13
Grand Total	3	0	7	10	0	5	1	6	0	0	0	0	3	9	1	13	29
Apprch %	30	0	70		0	83.3	16.7		0	0	0		23.1	69.2	7.7		
Total %	10.3	0	24.1	34.5	0	17.2	3.4	20.7	0	0	0	0	10.3	31	3.4	44.8	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	2	2	0	3	0	3	0	0	0	0	0	2	0	2	7
04:30 PM	2	0	1	3	0	0	0	0	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	2	0	3	5	0	4	0	4	0	0	0	0	1	6	1	8	17
% App. Total	40	0	60		0	100	0		0	0	0		12.5	75	12.5		
PHF	.250	.000	.375	.417	.000	.333	.000	.333	.000	.000	.000	.000	.250	.500	.250	.667	.607

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKECA3PM
Site Code : 00003333
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+15 mins.	0	0	2	2	0	3	0	3	0	0	0	0	0	1	1	2
+30 mins.	2	0	1	3	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3
Total Volume	2	0	3	5	0	4	0	4	0	0	0	0	2	6	1	9
% App. Total	40	0	60		0	100	0		0	0	0		22.2	66.7	11.1	
PHF	.250	.000	.375	.417	.000	.333	.000	.333	.000	.000	.000	.000	.500	.500	.250	.750

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKECA3SAT
Site Code : 00001111
Start Date : 6/8/2013
Page No : 1

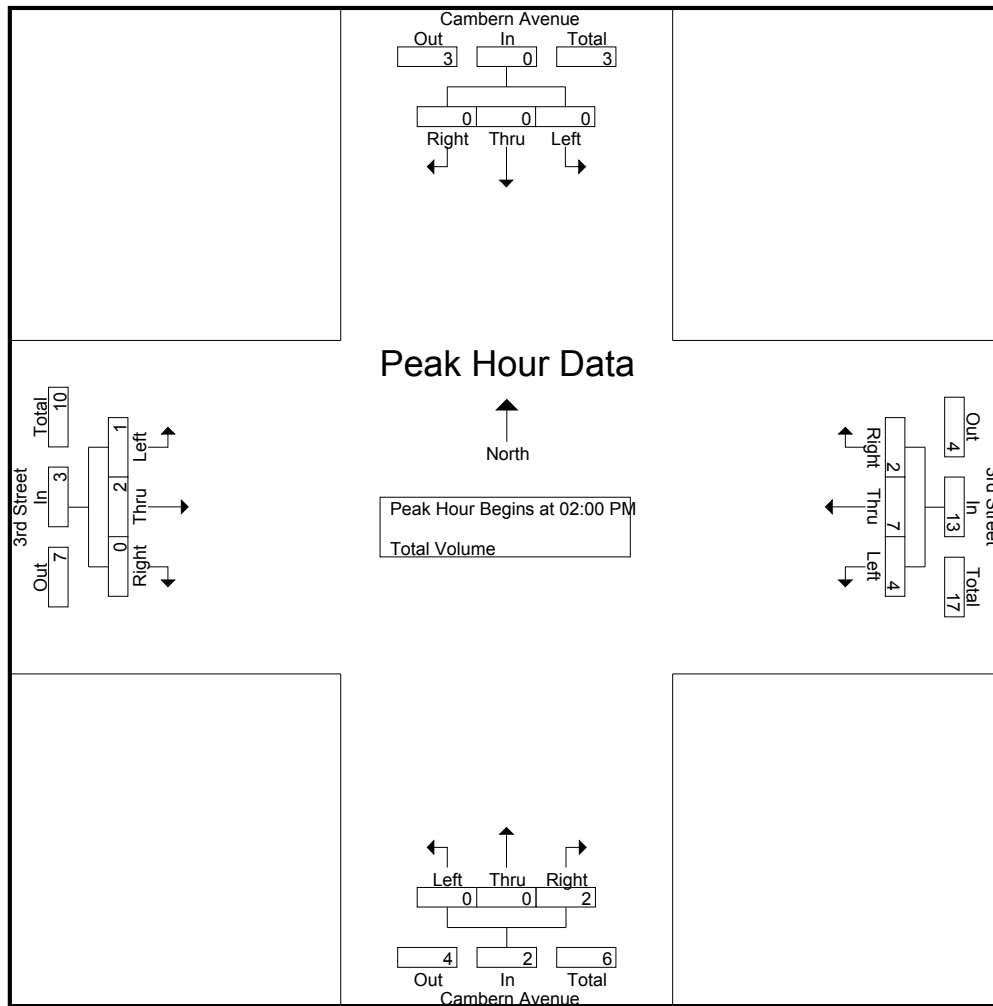
Groups Printed- Total Volume

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
12:15 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	1	1	0	1	1	2	0	0	0	0	0	1	0	1	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	1	4	5	0	0	0	0	0	2	0	2	9
01:00 PM	1	0	0	1	1	2	0	3	0	0	1	1	0	0	0	0	5
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
01:30 PM	0	1	0	1	0	2	0	2	1	0	0	1	0	0	0	0	4
01:45 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
Total	1	1	0	2	2	6	0	8	1	0	1	2	0	3	0	3	15
02:00 PM	0	0	0	0	0	3	0	3	0	0	1	1	1	0	0	1	5
02:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
02:30 PM	0	0	0	0	1	1	1	3	0	0	0	0	0	1	0	1	4
02:45 PM	0	0	0	0	3	0	1	4	0	0	1	1	0	1	0	1	6
Total	0	0	0	0	4	7	2	13	0	0	2	2	1	2	0	3	18
Grand Total	1	2	1	4	6	14	6	26	1	0	3	4	1	7	0	8	42
Apprch %	25	50	25		23.1	53.8	23.1		25	0	75		12.5	87.5	0		
Total %	2.4	4.8	2.4	9.5	14.3	33.3	14.3	61.9	2.4	0	7.1	9.5	2.4	16.7	0	19	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	3	0	3	0	0	1	1	1	0	0	1	5
02:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
02:30 PM	0	0	0	0	1	1	1	3	0	0	0	0	0	1	0	1	4
02:45 PM	0	0	0	0	3	0	1	4	0	0	1	1	0	1	0	1	6
Total Volume	0	0	0	0	4	7	2	13	0	0	2	2	1	2	0	3	18
% App. Total	0	0	0		30.8	53.8	15.4		0	0	100		33.3	66.7	0		
PHF	.000	.000	.000	.000	.333	.583	.500	.813	.000	.000	.500	.500	.250	.500	.000	.750	.750

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKECA3SAT
Site Code : 00001111
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				02:00 PM				12:45 PM				01:15 PM			
+0 mins.	0	1	0	1	0	3	0	3	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	3	0	3	0	0	1	1	0	0	0	0
+30 mins.	0	0	1	1	1	1	1	3	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	3	0	1	4	1	0	0	1	1	0	0	1
Total Volume	0	1	1	2	4	7	2	13	1	0	1	2	1	3	0	4
% App. Total	0	50	50		30.8	53.8	15.4		50	0	50		25	75	0	
PHF	.000	.250	.250	.500	.333	.583	.500	.813	.250	.000	.250	.500	.250	.375	.000	.500

City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKECOCEAM
Site Code : 00000044
Start Date : 5/23/2013
Page No : 1

Groups Printed- Total Volume

	Conard Avenue Southbound				Central Avenue (SR-74) Westbound				Conard Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	0	5	17	0	328	33	361	14	6	1	21	1	222	0	223	622
07:15 AM	17	2	7	26	0	446	40	486	25	7	3	35	2	230	6	238	785
07:30 AM	21	1	2	24	0	299	15	314	9	1	1	11	2	289	9	300	649
07:45 AM	5	0	5	10	0	284	2	286	10	0	0	10	1	239	9	249	555
Total	55	3	19	77	0	1357	90	1447	58	14	5	77	6	980	24	1010	2611
08:00 AM	7	0	7	14	0	252	2	254	5	0	0	5	4	156	2	162	435
08:15 AM	2	0	3	5	1	249	4	254	8	0	0	8	4	151	2	157	424
08:30 AM	4	3	2	9	1	254	4	259	3	1	0	4	2	164	3	169	441
08:45 AM	7	0	3	10	0	239	2	241	9	0	2	11	3	189	6	198	460
Total	20	3	15	38	2	994	12	1008	25	1	2	28	13	660	13	686	1760
Grand Total	75	6	34	115	2	2351	102	2455	83	15	7	105	19	1640	37	1696	4371
Apprch %	65.2	5.2	29.6		0.1	95.8	4.2		79	14.3	6.7		1.1	96.7	2.2		
Total %	1.7	0.1	0.8	2.6	0	53.8	2.3	56.2	1.9	0.3	0.2	2.4	0.4	37.5	0.8	38.8	

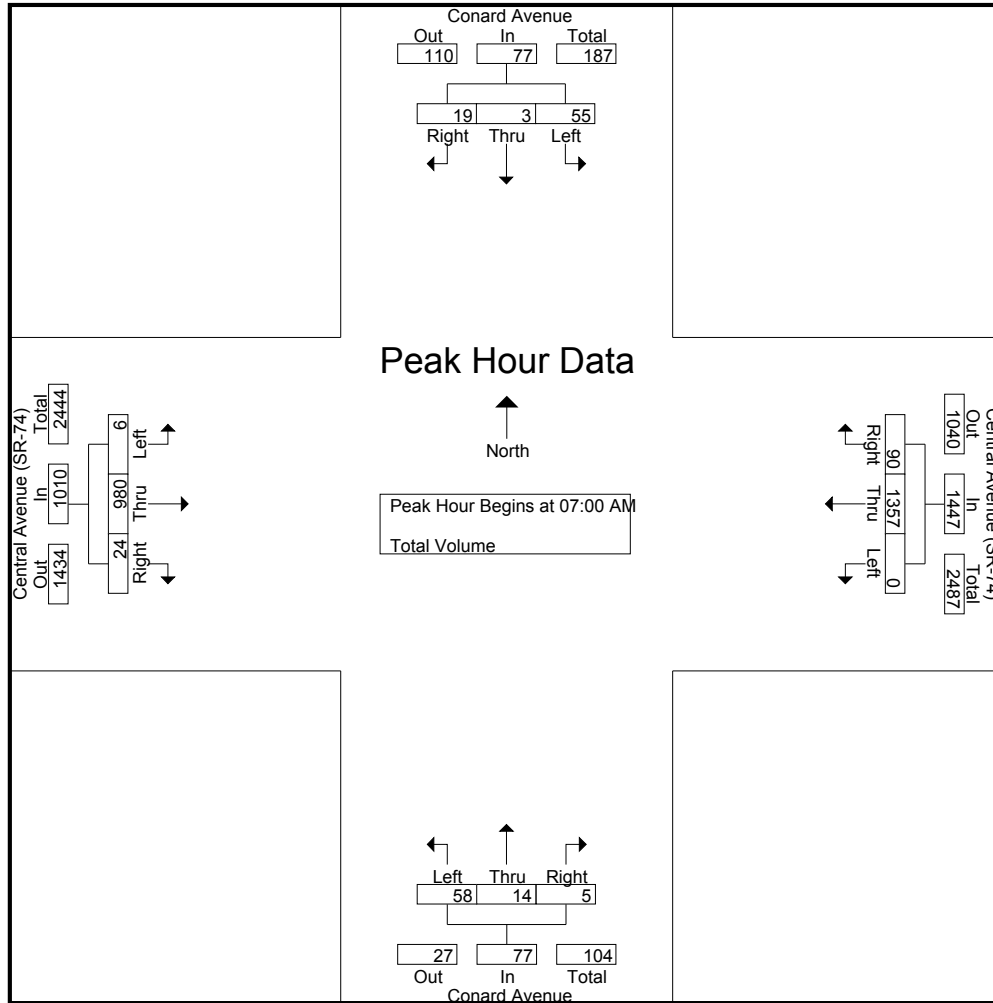
	Conard Avenue Southbound				Central Avenue (SR-74) Westbound				Conard Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	0	5	17	0	328	33	361	14	6	1	21	1	222	0	223	622
07:15 AM	17	2	7	26	0	446	40	486	25	7	3	35	2	230	6	238	785
07:30 AM	21	1	2	24	0	299	15	314	9	1	1	11	2	289	9	300	649
07:45 AM	5	0	5	10	0	284	2	286	10	0	0	10	1	239	9	249	555
Total Volume	55	3	19	77	0	1357	90	1447	58	14	5	77	6	980	24	1010	2611
% App. Total	71.4	3.9	24.7		0	93.8	6.2		75.3	18.2	6.5		0.6	97	2.4		
PHF	.655	.375	.679	.740	.000	.761	.563	.744	.580	.500	.417	.550	.750	.848	.667	.842	.832

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKECOCEAM
Site Code : 00000044
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	12	0	5	17	0	328	33	361	14	6	1	21	1	222	0	223
+15 mins.	17	2	7	26	0	446	40	486	25	7	3	35	2	230	6	238
+30 mins.	21	1	2	24	0	299	15	314	9	1	1	11	2	289	9	300
+45 mins.	5	0	5	10	0	284	2	286	10	0	0	10	1	239	9	249
Total Volume	55	3	19	77	0	1357	90	1447	58	14	5	77	6	980	24	1010
% App. Total	71.4	3.9	24.7		0	93.8	6.2		75.3	18.2	6.5		0.6	97	2.4	
PHF	.655	.375	.679	.740	.000	.761	.563	.744	.580	.500	.417	.550	.750	.848	.667	.842

City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKECOCEPM
Site Code : 00000044
Start Date : 5/23/2013
Page No : 1

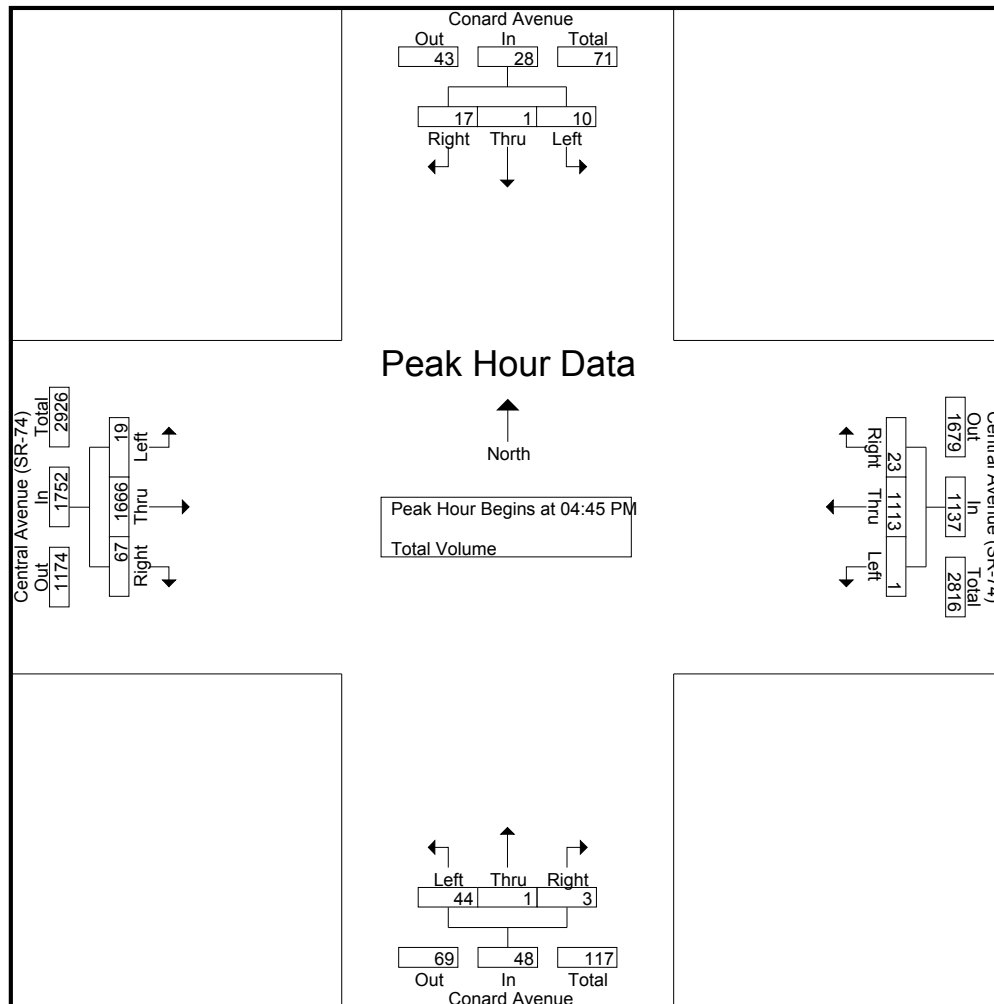
Groups Printed- Total Volume

	Conard Avenue Southbound				Central Avenue (SR-74) Westbound				Conard Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	10	12	0	282	5	287	8	3	0	11	3	341	9	353	663
04:15 PM	2	0	3	5	1	291	1	293	9	1	0	10	3	353	14	370	678
04:30 PM	6	1	4	11	1	251	3	255	10	0	0	10	4	396	16	416	692
04:45 PM	3	0	4	7	0	274	7	281	10	0	0	10	1	404	14	419	717
Total	12	2	21	35	2	1098	16	1116	37	4	0	41	11	1494	53	1558	2750
05:00 PM	1	1	6	8	0	268	4	272	5	1	0	6	4	434	16	454	740
05:15 PM	3	0	5	8	0	289	9	298	14	0	0	14	8	407	20	435	755
05:30 PM	3	0	2	5	1	282	3	286	15	0	3	18	6	421	17	444	753
05:45 PM	2	1	6	9	1	281	3	285	6	1	1	8	2	355	15	372	674
Total	9	2	19	30	2	1120	19	1141	40	2	4	46	20	1617	68	1705	2922
Grand Total	21	4	40	65	4	2218	35	2257	77	6	4	87	31	3111	121	3263	5672
Apprch %	32.3	6.2	61.5		0.2	98.3	1.6		88.5	6.9	4.6		1	95.3	3.7		
Total %	0.4	0.1	0.7	1.1	0.1	39.1	0.6	39.8	1.4	0.1	0.1	1.5	0.5	54.8	2.1	57.5	

	Conard Avenue Southbound				Central Avenue (SR-74) Westbound				Conard Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	0	4	7	0	274	7	281	10	0	0	10	1	404	14	419	717
05:00 PM	1	1	6	8	0	268	4	272	5	1	0	6	4	434	16	454	740
05:15 PM	3	0	5	8	0	289	9	298	14	0	0	14	8	407	20	435	755
05:30 PM	3	0	2	5	1	282	3	286	15	0	3	18	6	421	17	444	753
Total Volume	10	1	17	28	1	1113	23	1137	44	1	3	48	19	1666	67	1752	2965
% App. Total	35.7	3.6	60.7		0.1	97.9	2		91.7	2.1	6.2		1.1	95.1	3.8		
PHF	.833	.250	.708	.875	.250	.963	.639	.954	.733	.250	.250	.667	.594	.960	.838	.965	.982

City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKECOCEPM
Site Code : 00000044
Start Date : 5/23/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:45 PM				04:45 PM			
+0 mins.	1	1	10	12	0	268	4	272	10	0	0	10	1	404	14	419
+15 mins.	2	0	3	5	0	289	9	298	5	1	0	6	4	434	16	454
+30 mins.	6	1	4	11	1	282	3	286	14	0	0	14	8	407	20	435
+45 mins.	3	0	4	7	1	281	3	285	15	0	3	18	6	421	17	444
Total Volume	12	2	21	35	2	1120	19	1141	44	1	3	48	19	1666	67	1752
% App. Total	34.3	5.7	60		0.2	98.2	1.7		91.7	2.1	6.2		1.1	95.1	3.8	
PHF	.500	.500	.525	.729	.500	.969	.528	.957	.733	.250	.250	.667	.594	.960	.838	.965

City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKECOCESAT
Site Code : 00000262
Start Date : 6/8/2013
Page No : 1

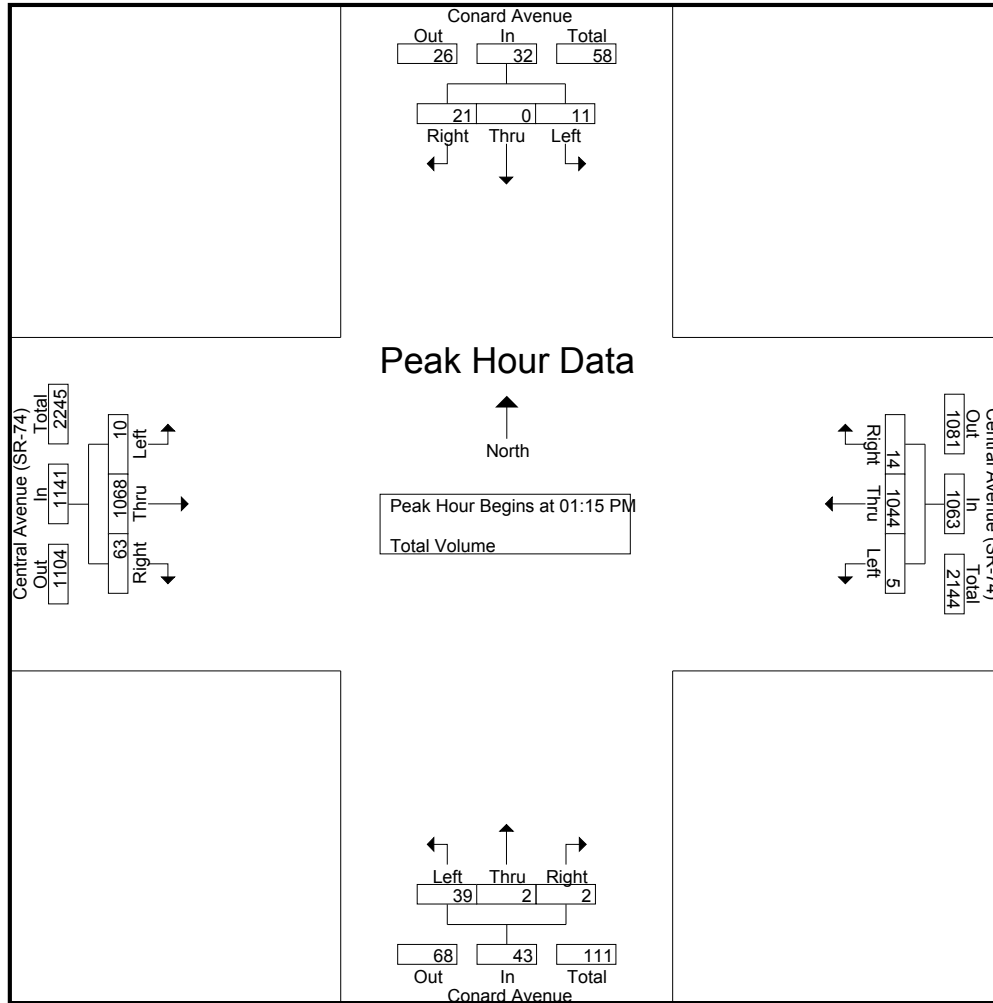
Groups Printed- Total Volume

	Conard Avenue Southbound				Central Avenue (SR-74) Westbound				Conard Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	3	1	5	9	0	228	5	233	8	0	0	8	2	238	6	246	496
12:15 PM	3	0	8	11	1	233	4	238	12	0	1	13	2	257	11	270	532
12:30 PM	4	0	9	13	2	245	6	253	13	0	0	13	3	262	12	277	556
12:45 PM	5	0	5	10	2	265	2	269	9	0	0	9	3	273	9	285	573
Total	15	1	27	43	5	971	17	993	42	0	1	43	10	1030	38	1078	2157
01:00 PM	5	0	4	9	1	245	1	247	13	0	0	13	4	250	12	266	535
01:15 PM	4	0	2	6	2	255	3	260	8	0	1	9	5	304	5	314	589
01:30 PM	1	0	8	9	1	266	1	268	9	0	0	9	1	239	25	265	551
01:45 PM	3	0	6	9	1	268	6	275	13	1	0	14	1	267	17	285	583
Total	13	0	20	33	5	1034	11	1050	43	1	1	45	11	1060	59	1130	2258
02:00 PM	3	0	5	8	1	255	4	260	9	1	1	11	3	258	16	277	556
02:15 PM	4	0	8	12	1	211	3	215	9	0	1	10	2	252	16	270	507
02:30 PM	1	0	3	4	1	211	3	215	9	0	0	9	4	245	19	268	496
02:45 PM	4	3	0	7	0	246	2	248	8	0	0	8	1	230	19	250	513
Total	12	3	16	31	3	923	12	938	35	1	2	38	10	985	70	1065	2072
Grand Total	40	4	63	107	13	2928	40	2981	120	2	4	126	31	3075	167	3273	6487
Apprch %	37.4	3.7	58.9		0.4	98.2	1.3		95.2	1.6	3.2		0.9	94	5.1		
Total %	0.6	0.1	1	1.6	0.2	45.1	0.6	46	1.8	0	0.1	1.9	0.5	47.4	2.6	50.5	

	Conard Avenue Southbound				Central Avenue (SR-74) Westbound				Conard Avenue Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	4	0	2	6	2	255	3	260	8	0	1	9	5	304	5	314	589
01:30 PM	1	0	8	9	1	266	1	268	9	0	0	9	1	239	25	265	551
01:45 PM	3	0	6	9	1	268	6	275	13	1	0	14	1	267	17	285	583
02:00 PM	3	0	5	8	1	255	4	260	9	1	1	11	3	258	16	277	556
Total Volume	11	0	21	32	5	1044	14	1063	39	2	2	43	10	1068	63	1141	2279
% App. Total	34.4	0	65.6		0.5	98.2	1.3		90.7	4.7	4.7		0.9	93.6	5.5		
PHF	.688	.000	.656	.889	.625	.974	.583	.966	.750	.500	.500	.768	.500	.878	.630	.908	.967

City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Sunny

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Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				01:15 PM				12:15 PM				12:30 PM			
+0 mins.	3	1	5	9	2	255	3	260	12	0	1	13	3	262	12	277
+15 mins.	3	0	8	11	1	266	1	268	13	0	0	13	3	273	9	285
+30 mins.	4	0	9	13	1	268	6	275	9	0	0	9	4	250	12	266
+45 mins.	5	0	5	10	1	255	4	260	13	0	0	13	5	304	5	314
Total Volume	15	1	27	43	5	1044	14	1063	47	0	1	48	15	1089	38	1142
% App. Total	34.9	2.3	62.8		0.5	98.2	1.3		97.9	0	2.1		1.3	95.4	3.3	
PHF	.750	.250	.750	.827	.625	.974	.583	.966	.904	.000	.250	.923	.750	.896	.792	.909

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKEROCEAM
Site Code : 00000037
Start Date : 5/23/2013
Page No : 1

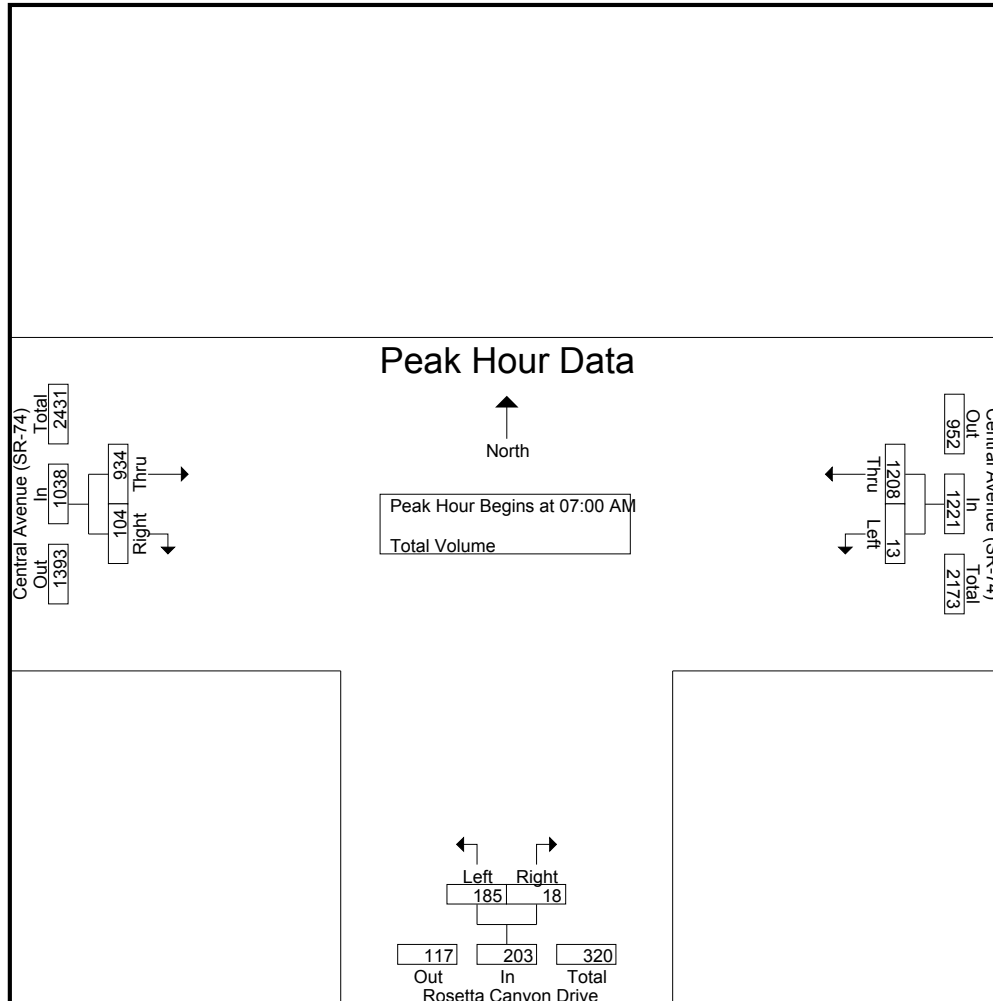
Groups Printed- Total Volume

	Central Avenue (SR-74) Westbound			Rosetta Canyon Drive Northbound			Central Avenue (SR-74) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	321	325	52	7	59	219	16	235	619
07:15 AM	3	388	391	76	4	80	234	26	260	731
07:30 AM	2	255	257	30	4	34	265	39	304	595
07:45 AM	4	244	248	27	3	30	216	23	239	517
Total	13	1208	1221	185	18	203	934	104	1038	2462
08:00 AM	13	212	225	32	7	39	146	27	173	437
08:15 AM	15	227	242	33	10	43	140	24	164	449
08:30 AM	19	193	212	42	3	45	115	38	153	410
08:45 AM	74	191	265	62	34	96	144	72	216	577
Total	121	823	944	169	54	223	545	161	706	1873
Grand Total	134	2031	2165	354	72	426	1479	265	1744	4335
Apprch %	6.2	93.8		83.1	16.9		84.8	15.2		
Total %	3.1	46.9	49.9	8.2	1.7	9.8	34.1	6.1	40.2	

	Central Avenue (SR-74) Westbound			Rosetta Canyon Drive Northbound			Central Avenue (SR-74) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	4	321	325	52	7	59	219	16	235	619
07:15 AM	3	388	391	76	4	80	234	26	260	731
07:30 AM	2	255	257	30	4	34	265	39	304	595
07:45 AM	4	244	248	27	3	30	216	23	239	517
Total Volume	13	1208	1221	185	18	203	934	104	1038	2462
% App. Total	1.1	98.9		91.1	8.9		90	10		
PHF	.813	.778	.781	.609	.643	.634	.881	.667	.854	.842

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKEROCEAM
Site Code : 00000037
Start Date : 5/23/2013
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			08:00 AM			07:00 AM		
+0 mins.	4	321	325	32	7	39	219	16	235
+15 mins.	3	388	391	33	10	43	234	26	260
+30 mins.	2	255	257	42	3	45	265	39	304
+45 mins.	4	244	248	62	34	96	216	23	239
Total Volume	13	1208	1221	169	54	223	934	104	1038
% App. Total	1.1	98.9		75.8	24.2		90	10	
PHF	.813	.778	.781	.681	.397	.581	.881	.667	.854

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKEROCEPM
Site Code : 00000037
Start Date : 5/23/2013
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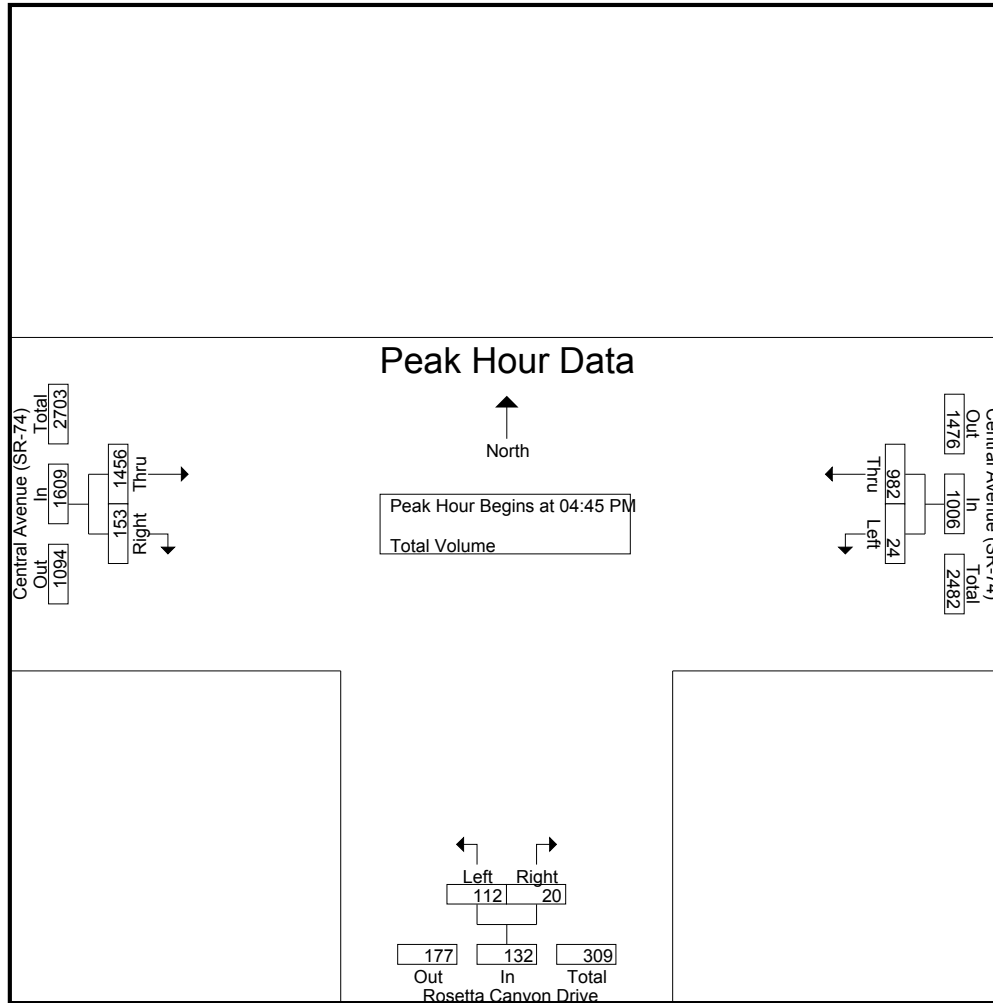
Groups Printed- Total Volume

Start Time	Central Avenue (SR-74) Westbound			Rosetta Canyon Drive Northbound			Central Avenue (SR-74) Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	4	237	241	36	14	50	322	30	352	643
04:15 PM	4	249	253	22	3	25	300	23	323	601
04:30 PM	2	215	217	22	3	25	338	32	370	612
04:45 PM	7	249	256	22	4	26	365	40	405	687
Total	17	950	967	102	24	126	1325	125	1450	2543
05:00 PM	2	224	226	34	2	36	382	37	419	681
05:15 PM	6	273	279	23	5	28	355	38	393	700
05:30 PM	9	236	245	33	9	42	354	38	392	679
05:45 PM	9	224	233	46	4	50	299	33	332	615
Total	26	957	983	136	20	156	1390	146	1536	2675
Grand Total	43	1907	1950	238	44	282	2715	271	2986	5218
Apprch %	2.2	97.8		84.4	15.6		90.9	9.1		
Total %	0.8	36.5	37.4	4.6	0.8	5.4	52	5.2	57.2	

	Central Avenue (SR-74) Westbound			Rosetta Canyon Drive Northbound			Central Avenue (SR-74) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	7	249	256	22	4	26	365	40	405	687
05:00 PM	2	224	226	34	2	36	382	37	419	681
05:15 PM	6	273	279	23	5	28	355	38	393	700
05:30 PM	9	236	245	33	9	42	354	38	392	679
Total Volume	24	982	1006	112	20	132	1456	153	1609	2747
% App. Total	2.4	97.6		84.8	15.2		90.5	9.5		
PHF	.667	.899	.901	.824	.556	.786	.953	.956	.960	.981

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKEROCEPM
Site Code : 00000037
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			04:45 PM		
+0 mins.	7	249	256	34	2	36	365	40	405
+15 mins.	2	224	226	23	5	28	382	37	419
+30 mins.	6	273	279	33	9	42	355	38	393
+45 mins.	9	236	245	46	4	50	354	38	392
Total Volume	24	982	1006	136	20	156	1456	153	1609
% App. Total	2.4	97.6		87.2	12.8		90.5	9.5	
PHF	.667	.899	.901	.739	.556	.780	.953	.956	.960

City of Lake Elsinore
N/S: Roseta Canyon Drive
E/W: Central Avenue
Weather: Sunny

File Name : LKEROCESAT
Site Code : 00000037
Start Date : 6/8/2013
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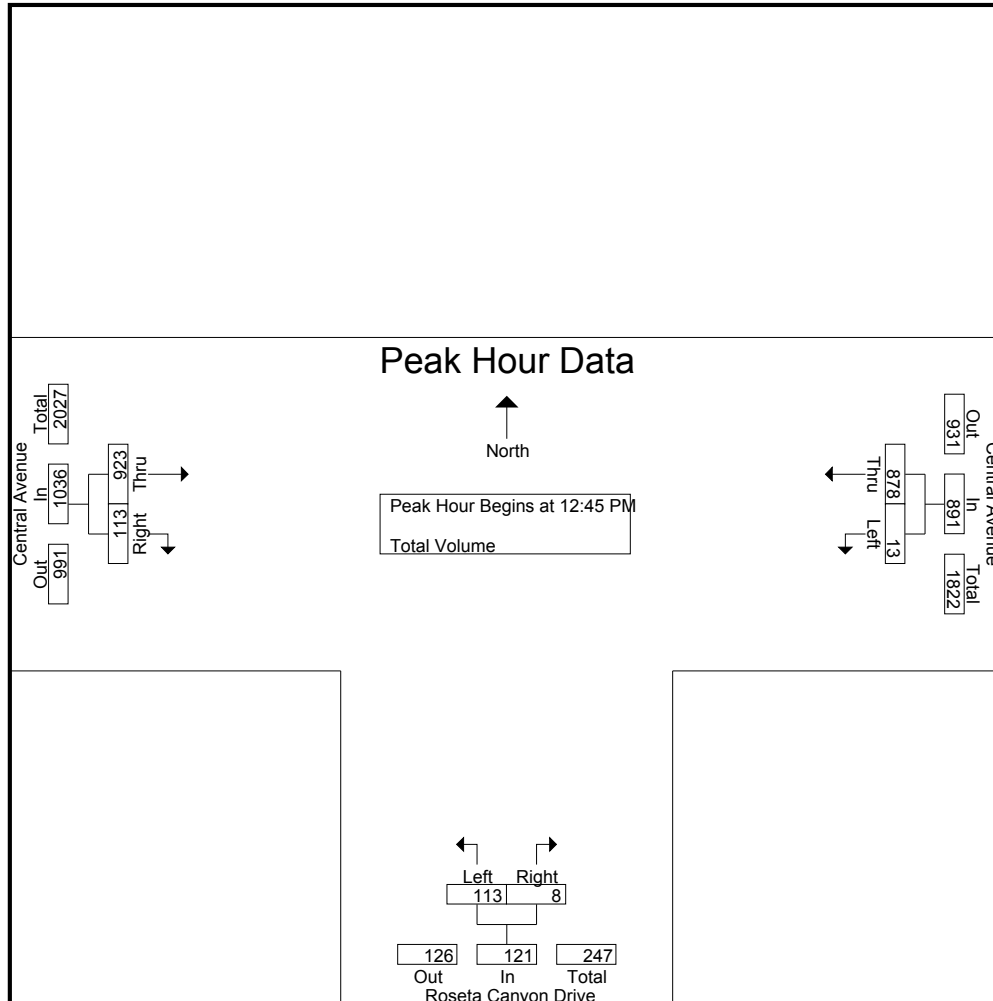
Groups Printed- Total Volume

Start Time	Central Avenue Westbound			Roseta Canyon Drive Northbound			Central Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
12:00 PM	2	158	160	32	1	33	222	18	240	433
12:15 PM	0	209	209	20	1	21	218	27	245	475
12:30 PM	1	207	208	29	3	32	209	23	232	472
12:45 PM	2	239	241	34	0	34	233	34	267	542
Total	5	813	818	115	5	120	882	102	984	1922
01:00 PM	5	218	223	18	4	22	209	21	230	475
01:15 PM	3	187	190	34	3	37	273	32	305	532
01:30 PM	3	234	237	27	1	28	208	26	234	499
01:45 PM	4	235	239	26	5	31	239	23	262	532
Total	15	874	889	105	13	118	929	102	1031	2038
02:00 PM	1	199	200	33	3	36	213	27	240	476
02:15 PM	3	193	196	23	2	25	213	29	242	463
02:30 PM	1	202	203	25	4	29	211	35	246	478
02:45 PM	2	209	211	35	1	36	217	32	249	496
Total	7	803	810	116	10	126	854	123	977	1913
Grand Total	27	2490	2517	336	28	364	2665	327	2992	5873
Apprch %	1.1	98.9		92.3	7.7		89.1	10.9		
Total %	0.5	42.4	42.9	5.7	0.5	6.2	45.4	5.6	50.9	

	Central Avenue Westbound			Roseta Canyon Drive Northbound			Central Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:45 PM										
12:45 PM	2	239	241	34	0	34	233	34	267	542
01:00 PM	5	218	223	18	4	22	209	21	230	475
01:15 PM	3	187	190	34	3	37	273	32	305	532
01:30 PM	3	234	237	27	1	28	208	26	234	499
Total Volume	13	878	891	113	8	121	923	113	1036	2048
% App. Total	1.5	98.5		93.4	6.6		89.1	10.9		
PHF	.650	.918	.924	.831	.500	.818	.845	.831	.849	.945

City of Lake Elsinore
N/S: Roseta Canyon Drive
E/W: Central Avenue
Weather: Sunny

File Name : LKEROCESAT
Site Code : 00000037
Start Date : 6/8/2013
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Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM			01:15 PM			01:15 PM		
+0 mins.	2	239	241	34	3	37	273	32	305
+15 mins.	5	218	223	27	1	28	208	26	234
+30 mins.	3	187	190	26	5	31	239	23	262
+45 mins.	3	234	237	33	3	36	213	27	240
Total Volume	13	878	891	120	12	132	933	108	1041
% App. Total	1.5	98.5		90.9	9.1		89.6	10.4	
PHF	.650	.918	.924	.882	.600	.892	.854	.844	.853

City of Lake Elsinore
N/S: Riverside Street
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKERICEAM
Site Code : 00000017
Start Date : 5/23/2013
Page No : 1

Groups Printed- Total Volume

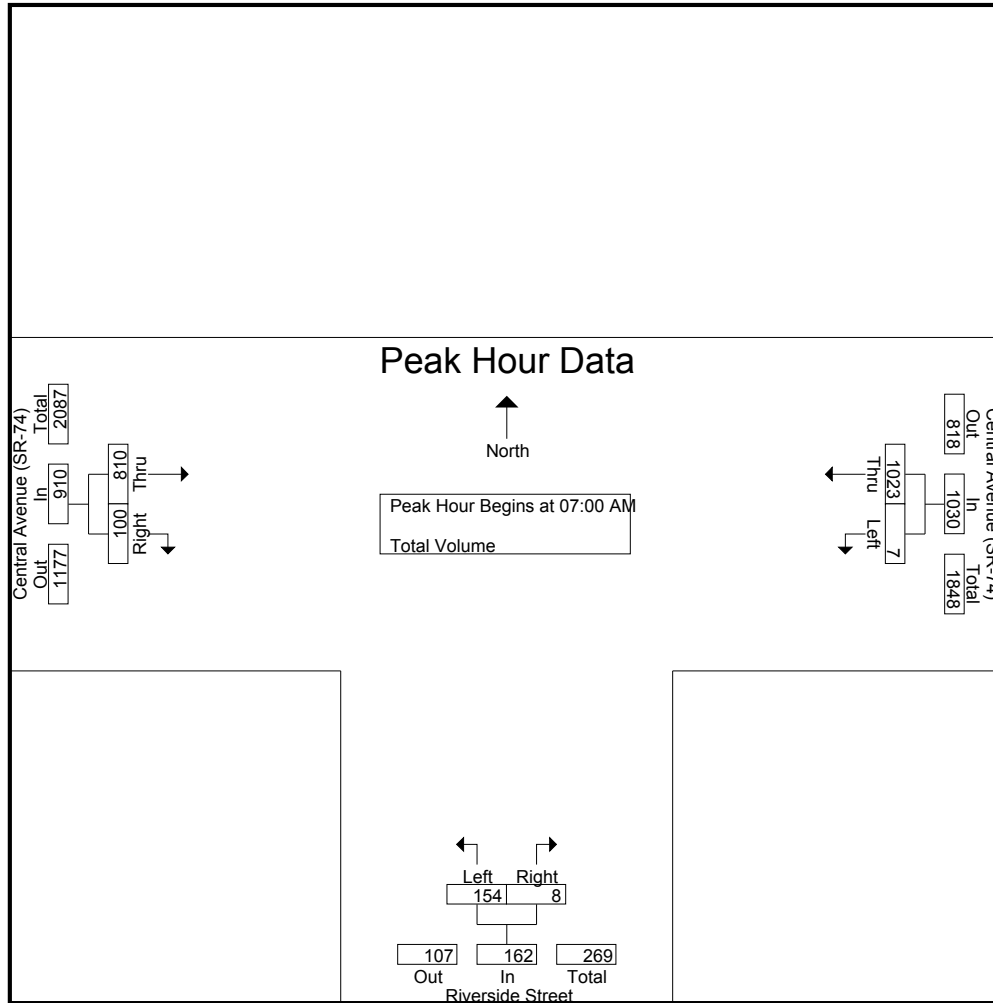
Start Time	Central Avenue (SR-74) Westbound			Riverside Street Northbound			Central Avenue (SR-74) Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	4	270	274	56	4	60	194	22	216	550
07:15 AM	1	306	307	56	1	57	207	24	231	595
07:30 AM	0	219	219	26	2	28	212	32	244	491
07:45 AM	2	228	230	16	1	17	197	22	219	466
Total	7	1023	1030	154	8	162	810	100	910	2102
08:00 AM	0	185	185	28	1	29	131	13	144	358
08:15 AM	2	210	212	21	0	21	129	18	147	380
08:30 AM	4	176	180	33	0	33	95	9	104	317
08:45 AM	1	206	207	84	1	85	146	38	184	476
Total	7	777	784	166	2	168	501	78	579	1531
Grand Total	14	1800	1814	320	10	330	1311	178	1489	3633
Apprch %	0.8	99.2		97	3		88	12		
Total %	0.4	49.5	49.9	8.8	0.3	9.1	36.1	4.9	41	

Start Time	Central Avenue (SR-74) Westbound			Riverside Street Northbound			Central Avenue (SR-74) Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	4	270	274	56	4	60	194	22	216	550
07:15 AM	1	306	307	56	1	57	207	24	231	595
07:30 AM	0	219	219	26	2	28	212	32	244	491
07:45 AM	2	228	230	16	1	17	197	22	219	466
Total Volume	7	1023	1030	154	8	162	810	100	910	2102
% App. Total	0.7	99.3		95.1	4.9		89	11		
PHF	.438	.836	.839	.688	.500	.675	.955	.781	.932	.883

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00 AM

City of Lake Elsinore
N/S: Riverside Street
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKERICEAM
Site Code : 00000017
Start Date : 5/23/2013
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			08:00 AM			07:00 AM		
+0 mins.	4	270	274	28	1	29	194	22	216
+15 mins.	1	306	307	21	0	21	207	24	231
+30 mins.	0	219	219	33	0	33	212	32	244
+45 mins.	2	228	230	84	1	85	197	22	219
Total Volume	7	1023	1030	166	2	168	810	100	910
% App. Total	0.7	99.3		98.8	1.2		89	11	
PHF	.438	.836	.839	.494	.500	.494	.955	.781	.932

City of Lake Elsinore
N/S: Riverside Street
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKERICEPM
Site Code : 00000017
Start Date : 5/23/2013
Page No : 1

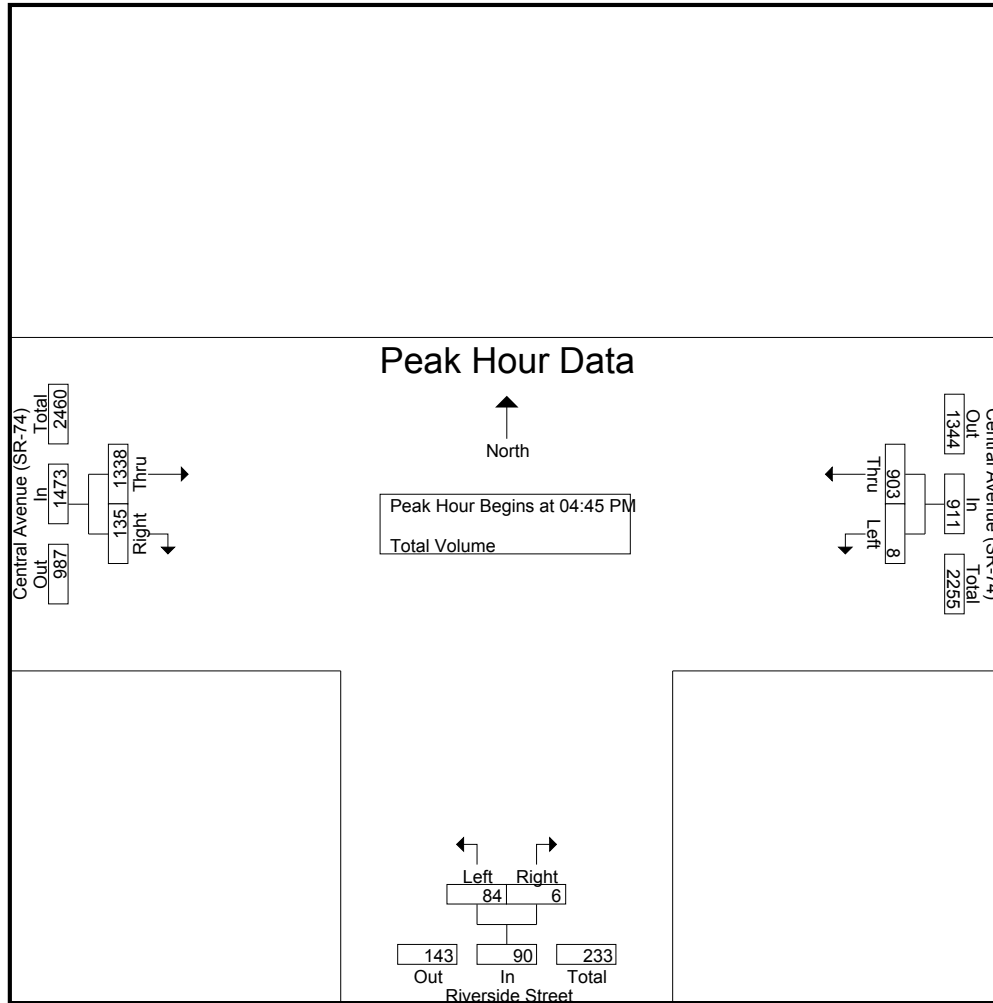
Groups Printed- Total Volume

	Central Avenue (SR-74) Westbound			Riverside Street Northbound			Central Avenue (SR-74) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	208	209	28	3	31	267	48	315	555
04:15 PM	2	241	243	18	4	22	286	35	321	586
04:30 PM	2	186	188	31	1	32	313	21	334	554
04:45 PM	1	231	232	25	3	28	325	34	359	619
Total	6	866	872	102	11	113	1191	138	1329	2314
05:00 PM	4	199	203	16	1	17	329	32	361	581
05:15 PM	3	251	254	17	1	18	338	37	375	647
05:30 PM	0	222	222	26	1	27	346	32	378	627
05:45 PM	3	198	201	24	0	24	288	26	314	539
Total	10	870	880	83	3	86	1301	127	1428	2394
Grand Total	16	1736	1752	185	14	199	2492	265	2757	4708
Apprch %	0.9	99.1		93	7		90.4	9.6		
Total %	0.3	36.9	37.2	3.9	0.3	4.2	52.9	5.6	58.6	

	Central Avenue (SR-74) Westbound			Riverside Street Northbound			Central Avenue (SR-74) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	231	232	25	3	28	325	34	359	619
05:00 PM	4	199	203	16	1	17	329	32	361	581
05:15 PM	3	251	254	17	1	18	338	37	375	647
05:30 PM	0	222	222	26	1	27	346	32	378	627
Total Volume	8	903	911	84	6	90	1338	135	1473	2474
% App. Total	0.9	99.1		93.3	6.7		90.8	9.2		
PHF	.500	.899	.897	.808	.500	.804	.967	.912	.974	.956

City of Lake Elsinore
N/S: Riverside Street
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKERICEPM
Site Code : 00000017
Start Date : 5/23/2013
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:45 PM		
+0 mins.	1	231	232	28	3	31	325	34	359
+15 mins.	4	199	203	18	4	22	329	32	361
+30 mins.	3	251	254	31	1	32	338	37	375
+45 mins.	0	222	222	25	3	28	346	32	378
Total Volume	8	903	911	102	11	113	1338	135	1473
% App. Total	0.9	99.1		90.3	9.7		90.8	9.2	
PHF	.500	.899	.897	.823	.688	.883	.967	.912	.974

City of Lake Elsinore
N/S: Riverside Street
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKERICESAT
Site Code : 00000017
Start Date : 6/8/2013
Page No : 1

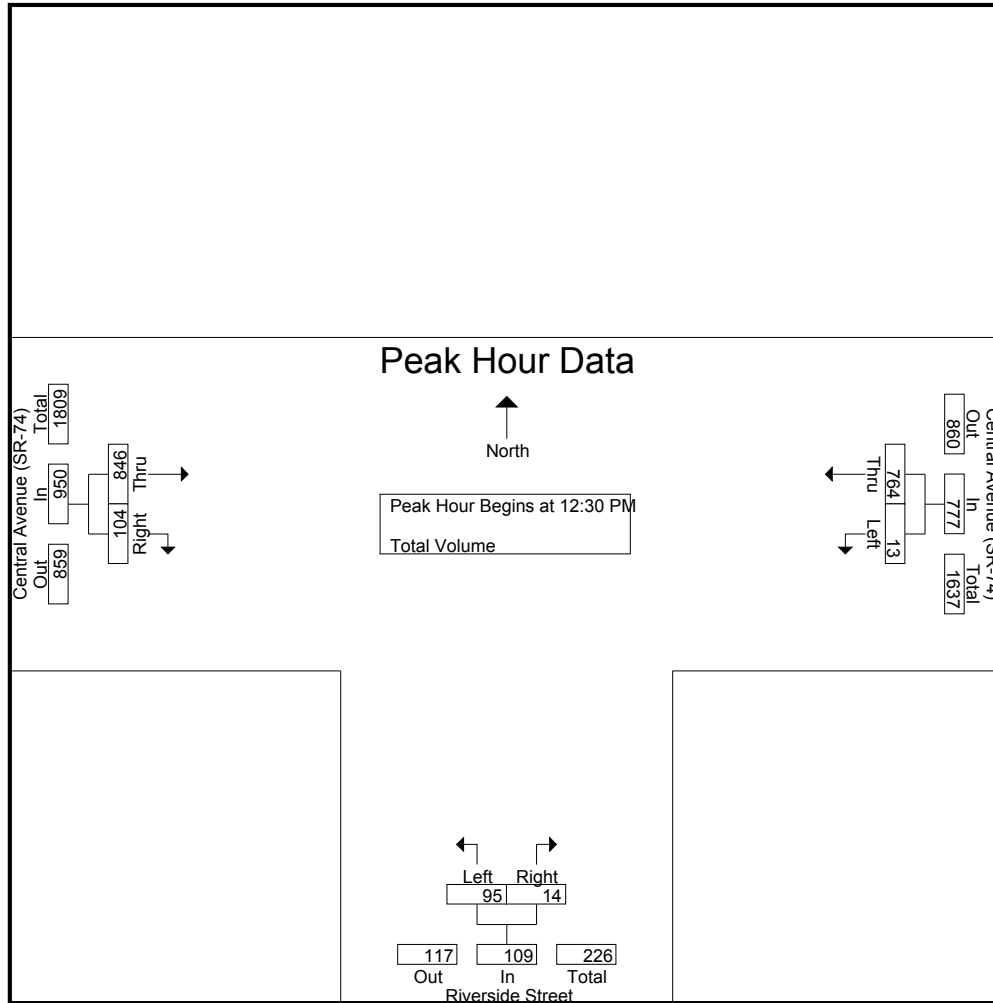
Groups Printed- Total Volume

Start Time	Central Avenue (SR-74) Westbound			Riverside Street Northbound			Central Avenue (SR-74) Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
12:00 PM	1	173	174	17	5	22	206	33	239	435
12:15 PM	4	168	172	28	5	33	170	25	195	400
12:30 PM	2	190	192	21	4	25	197	26	223	440
12:45 PM	3	198	201	27	4	31	220	26	246	478
Total	10	729	739	93	18	111	793	110	903	1753
01:00 PM	1	190	191	27	3	30	197	28	225	446
01:15 PM	7	186	193	20	3	23	232	24	256	472
01:30 PM	3	187	190	26	1	27	187	23	210	427
01:45 PM	3	206	209	27	3	30	214	23	237	476
Total	14	769	783	100	10	110	830	98	928	1821
02:00 PM	1	176	177	21	4	25	198	19	217	419
02:15 PM	0	183	183	15	2	17	193	24	217	417
02:30 PM	5	167	172	21	3	24	202	18	220	416
02:45 PM	2	172	174	32	4	36	178	28	206	416
Total	8	698	706	89	13	102	771	89	860	1668
Grand Total	32	2196	2228	282	41	323	2394	297	2691	5242
Apprch %	1.4	98.6		87.3	12.7		89	11		
Total %	0.6	41.9	42.5	5.4	0.8	6.2	45.7	5.7	51.3	

	Central Avenue (SR-74) Westbound			Riverside Street Northbound			Central Avenue (SR-74) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	2	190	192	21	4	25	197	26	223	440
12:45 PM	3	198	201	27	4	31	220	26	246	478
01:00 PM	1	190	191	27	3	30	197	28	225	446
01:15 PM	7	186	193	20	3	23	232	24	256	472
Total Volume	13	764	777	95	14	109	846	104	950	1836
% App. Total	1.7	98.3		87.2	12.8		89.1	10.9		
PHF	.464	.965	.966	.880	.875	.879	.912	.929	.928	.960

City of Lake Elsinore
N/S: Riverside Street
E/W: Central Avenue (SR-74)
Weather: Sunny

File Name : LKERICESAT
Site Code : 00000017
Start Date : 6/8/2013
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Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:00 PM			12:15 PM			12:30 PM		
+0 mins.	1	190	191	28	5	33	197	26	223
+15 mins.	7	186	193	21	4	25	220	26	246
+30 mins.	3	187	190	27	4	31	197	28	225
+45 mins.	3	206	209	27	3	30	232	24	256
Total Volume	14	769	783	103	16	119	846	104	950
% App. Total	1.8	98.2		86.6	13.4		89.1	10.9	
PHF	.500	.933	.937	.920	.800	.902	.912	.929	.928

County of Riverside
N/S: Greenwald Avenue/Meadowlark Drive
E/W: SR-74
Weather: Sunny

File Name : CRVGR74AM
Site Code : 00000041
Start Date : 5/23/2013
Page No : 1

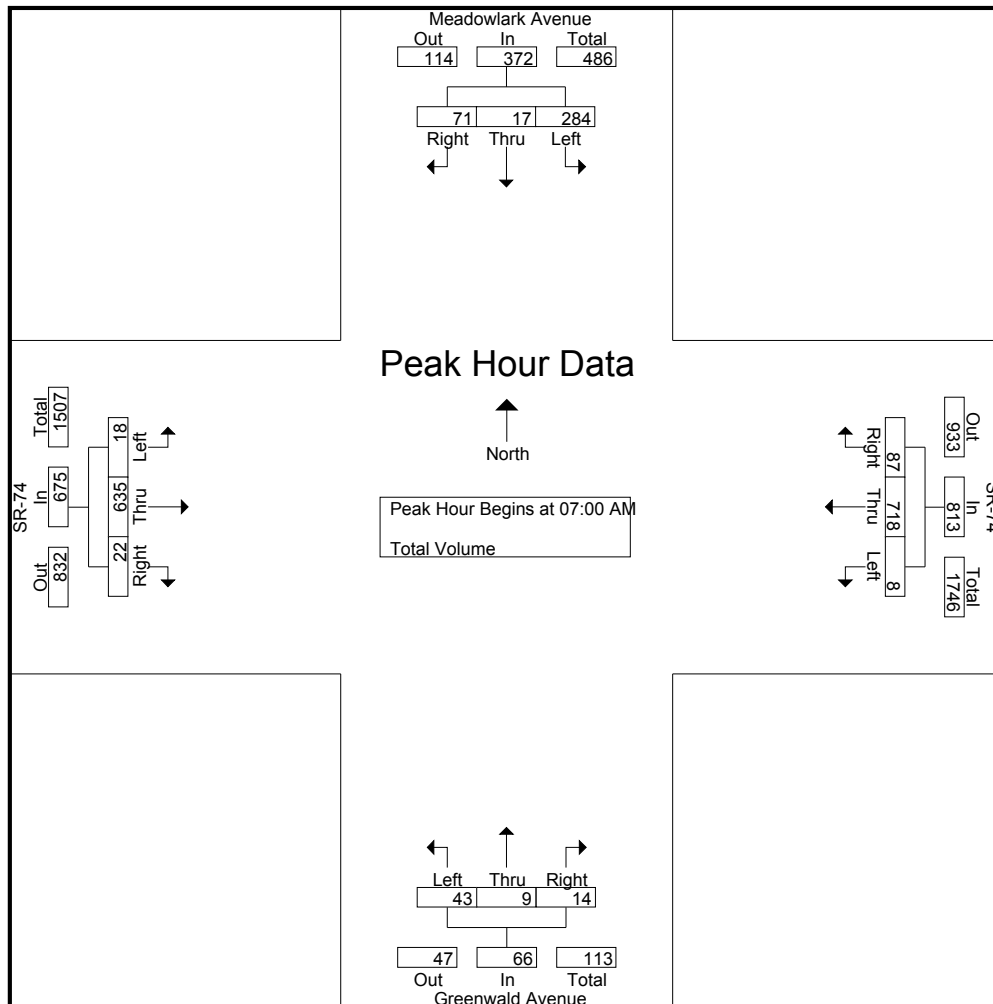
Groups Printed- Total Volume

	Meadowlark Avenue Southbound				SR-74 Westbound				Greenwald Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	118	7	20	145	0	197	17	214	11	2	5	18	2	160	5	167	544
07:15 AM	59	7	20	86	1	186	14	201	6	1	3	10	6	185	6	197	494
07:30 AM	49	3	19	71	3	180	33	216	12	3	3	18	5	149	6	160	465
07:45 AM	58	0	12	70	4	155	23	182	14	3	3	20	5	141	5	151	423
Total	284	17	71	372	8	718	87	813	43	9	14	66	18	635	22	675	1926
08:00 AM	37	1	11	49	3	105	30	138	4	5	2	11	4	143	8	155	353
08:15 AM	36	3	10	49	1	100	16	117	4	3	7	14	3	135	6	144	324
08:30 AM	50	0	8	58	7	85	15	107	7	3	8	18	4	117	5	126	309
08:45 AM	58	1	17	76	2	88	14	104	4	0	3	7	3	136	2	141	328
Total	181	5	46	232	13	378	75	466	19	11	20	50	14	531	21	566	1314
Grand Total	465	22	117	604	21	1096	162	1279	62	20	34	116	32	1166	43	1241	3240
Apprch %	77	3.6	19.4		1.6	85.7	12.7		53.4	17.2	29.3		2.6	94	3.5		
Total %	14.4	0.7	3.6	18.6	0.6	33.8	5	39.5	1.9	0.6	1	3.6	1	36	1.3	38.3	

	Meadowlark Avenue Southbound				SR-74 Westbound				Greenwald Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	118	7	20	145	0	197	17	214	11	2	5	18	2	160	5	167	544
07:15 AM	59	7	20	86	1	186	14	201	6	1	3	10	6	185	6	197	494
07:30 AM	49	3	19	71	3	180	33	216	12	3	3	18	5	149	6	160	465
07:45 AM	58	0	12	70	4	155	23	182	14	3	3	20	5	141	5	151	423
Total Volume	284	17	71	372	8	718	87	813	43	9	14	66	18	635	22	675	1926
% App. Total	76.3	4.6	19.1		1	88.3	10.7		65.2	13.6	21.2		2.7	94.1	3.3		
PHF	.602	.607	.888	.641	.500	.911	.659	.941	.768	.750	.700	.825	.750	.858	.917	.857	.885

County of Riverside
N/S: Greenwald Avenue/Meadowlark Drive
E/W: SR-74
Weather: Sunny

File Name : CRVGR74AM
Site Code : 00000041
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	118	7	20	145	0	197	17	214	11	2	5	18	2	160	5	167
+15 mins.	59	7	20	86	1	186	14	201	6	1	3	10	6	185	6	197
+30 mins.	49	3	19	71	3	180	33	216	12	3	3	18	5	149	6	160
+45 mins.	58	0	12	70	4	155	23	182	14	3	3	20	5	141	5	151
Total Volume	284	17	71	372	8	718	87	813	43	9	14	66	18	635	22	675
% App. Total	76.3	4.6	19.1		1	88.3	10.7		65.2	13.6	21.2		2.7	94.1	3.3	
PHF	.602	.607	.888	.641	.500	.911	.659	.941	.768	.750	.700	.825	.750	.858	.917	.857

County of Riverside
N/S: Greenwald Avenue/Meadowlark Drive
E/W: SR-74
Weather: Sunny

File Name : CRVGR74PM
Site Code : 00000041
Start Date : 5/23/2013
Page No : 1

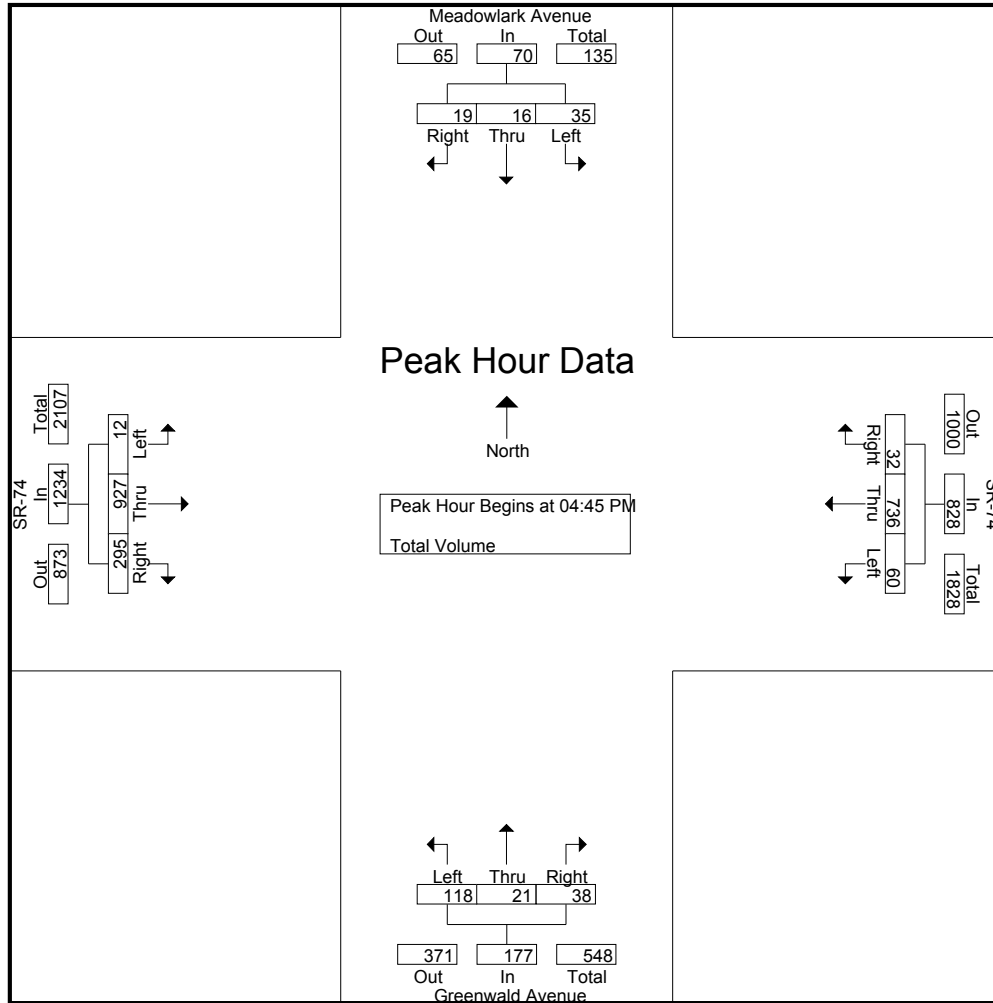
Groups Printed- Total Volume

	Meadowlark Avenue Southbound				SR-74 Westbound				Greenwald Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	8	3	20	12	169	9	190	32	3	8	43	14	182	52	248	501
04:15 PM	8	7	1	16	18	187	15	220	45	1	12	58	6	210	41	257	551
04:30 PM	11	4	5	20	18	145	10	173	22	4	12	38	7	226	63	296	527
04:45 PM	6	4	2	12	12	185	9	206	30	4	10	44	3	246	76	325	587
Total	34	23	11	68	60	686	43	789	129	12	42	183	30	864	232	1126	2166
05:00 PM	9	4	4	17	18	167	5	190	30	7	7	44	5	207	68	280	531
05:15 PM	11	3	7	21	13	218	6	237	30	6	10	46	3	248	74	325	629
05:30 PM	9	5	6	20	17	166	12	195	28	4	11	43	1	226	77	304	562
05:45 PM	2	7	1	10	14	170	11	195	27	1	5	33	7	239	82	328	566
Total	31	19	18	68	62	721	34	817	115	18	33	166	16	920	301	1237	2288
Grand Total	65	42	29	136	122	1407	77	1606	244	30	75	349	46	1784	533	2363	4454
Apprch %	47.8	30.9	21.3		7.6	87.6	4.8		69.9	8.6	21.5		1.9	75.5	22.6		
Total %	1.5	0.9	0.7	3.1	2.7	31.6	1.7	36.1	5.5	0.7	1.7	7.8	1	40.1	12	53.1	

	Meadowlark Avenue Southbound				SR-74 Westbound				Greenwald Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	4	2	12	12	185	9	206	30	4	10	44	3	246	76	325	587
05:00 PM	9	4	4	17	18	167	5	190	30	7	7	44	5	207	68	280	531
05:15 PM	11	3	7	21	13	218	6	237	30	6	10	46	3	248	74	325	629
05:30 PM	9	5	6	20	17	166	12	195	28	4	11	43	1	226	77	304	562
Total Volume	35	16	19	70	60	736	32	828	118	21	38	177	12	927	295	1234	2309
% App. Total	50	22.9	27.1		7.2	88.9	3.9		66.7	11.9	21.5		1	75.1	23.9		
PHF	.795	.800	.679	.833	.833	.844	.667	.873	.983	.750	.864	.962	.600	.934	.958	.949	.918

County of Riverside
N/S: Greenwald Avenue/Meadowlark Drive
E/W: SR-74
Weather: Sunny

File Name : CRVGR74PM
Site Code : 00000041
Start Date : 5/23/2013
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:15 PM				05:00 PM			
+0 mins.	11	4	5	20	12	185	9	206	45	1	12	58	5	207	68	280
+15 mins.	6	4	2	12	18	167	5	190	22	4	12	38	3	248	74	325
+30 mins.	9	4	4	17	13	218	6	237	30	4	10	44	1	226	77	304
+45 mins.	11	3	7	21	17	166	12	195	30	7	7	44	7	239	82	328
Total Volume	37	15	18	70	60	736	32	828	127	16	41	184	16	920	301	1237
% App. Total	52.9	21.4	25.7		7.2	88.9	3.9		69	8.7	22.3		1.3	74.4	24.3	
PHF	.841	.938	.643	.833	.833	.844	.667	.873	.706	.571	.854	.793	.571	.927	.918	.943

County of Riverside
N/S: Greenwald Avenue/Meadowbrook Ave
E/W: SR-74
Weather: Sunny

File Name : CRVGR74SAT
Site Code : 00000044
Start Date : 6/8/2013
Page No : 1

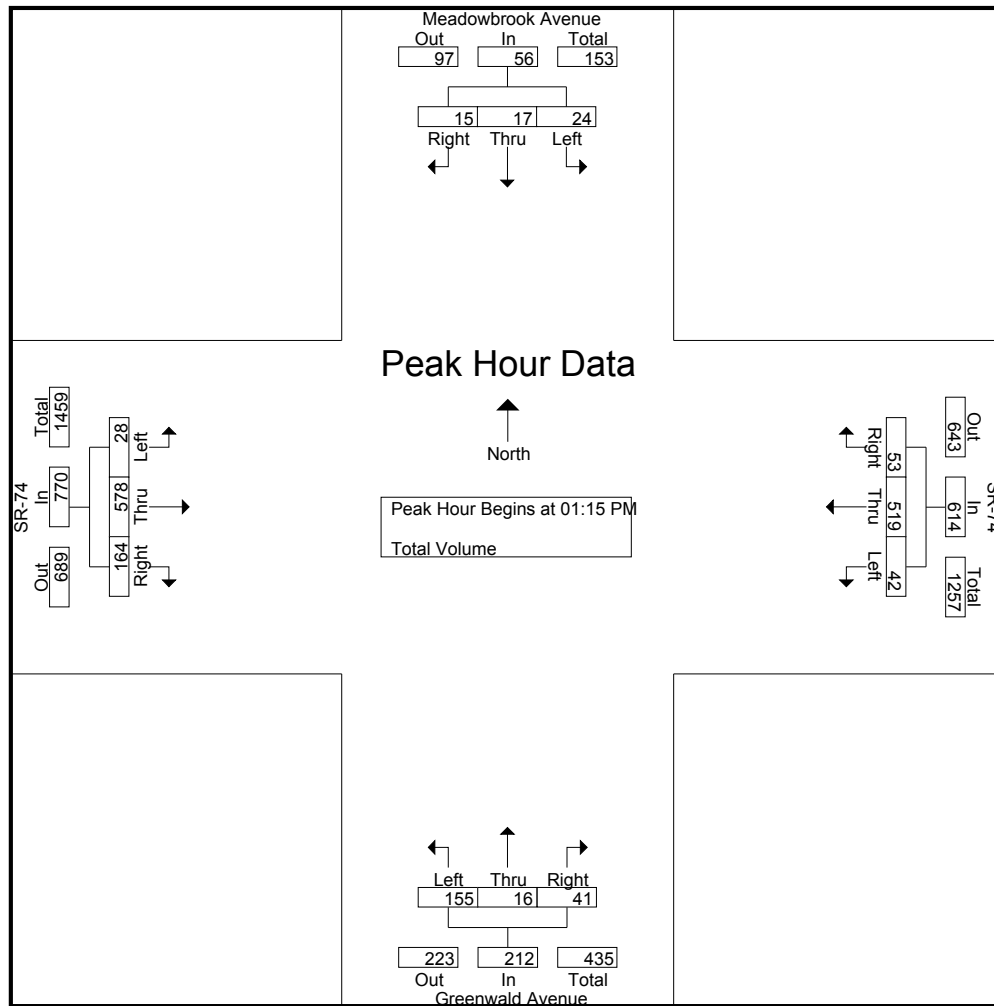
Groups Printed- Total Volume

	Meadowbrook Avenue Southbound				SR-74 Westbound				Greenwald Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	12	6	2	20	15	94	12	121	31	1	7	39	5	143	48	196	376
12:15 PM	12	3	7	22	10	122	10	142	37	1	8	46	3	114	41	158	368
12:30 PM	8	3	0	11	13	125	3	141	41	4	6	51	7	140	42	189	392
12:45 PM	9	3	4	16	5	145	8	158	39	5	1	45	4	172	40	216	435
Total	41	15	13	69	43	486	33	562	148	11	22	181	19	569	171	759	1571
01:00 PM	7	3	2	12	19	138	11	168	31	2	2	35	6	107	50	163	378
01:15 PM	9	4	2	15	12	126	25	163	34	5	9	48	6	166	46	218	444
01:30 PM	6	2	2	10	15	133	9	157	43	3	11	57	7	126	32	165	389
01:45 PM	2	5	4	11	6	147	12	165	45	3	7	55	5	137	45	187	418
Total	24	14	10	48	52	544	57	653	153	13	29	195	24	536	173	733	1629
02:00 PM	7	6	7	20	9	113	7	129	33	5	14	52	10	149	41	200	401
02:15 PM	11	3	6	20	8	133	10	151	31	4	8	43	4	135	32	171	385
02:30 PM	5	7	2	14	8	133	5	146	37	3	12	52	7	147	42	196	408
02:45 PM	15	4	1	20	10	118	11	139	30	3	11	44	10	126	30	166	369
Total	38	20	16	74	35	497	33	565	131	15	45	191	31	557	145	733	1563
Grand Total	103	49	39	191	130	1527	123	1780	432	39	96	567	74	1662	489	2225	4763
Apprch %	53.9	25.7	20.4		7.3	85.8	6.9		76.2	6.9	16.9		3.3	74.7	22		
Total %	2.2	1	0.8	4	2.7	32.1	2.6	37.4	9.1	0.8	2	11.9	1.6	34.9	10.3	46.7	

	Meadowbrook Avenue Southbound				SR-74 Westbound				Greenwald Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	9	4	2	15	12	126	25	163	34	5	9	48	6	166	46	218	444
01:30 PM	6	2	2	10	15	133	9	157	43	3	11	57	7	126	32	165	389
01:45 PM	2	5	4	11	6	147	12	165	45	3	7	55	5	137	45	187	418
02:00 PM	7	6	7	20	9	113	7	129	33	5	14	52	10	149	41	200	401
Total Volume	24	17	15	56	42	519	53	614	155	16	41	212	28	578	164	770	1652
% App. Total	42.9	30.4	26.8		6.8	84.5	8.6		73.1	7.5	19.3		3.6	75.1	21.3		
PHF	.667	.708	.536	.700	.700	.883	.530	.930	.861	.800	.732	.930	.700	.870	.891	.883	.930

County of Riverside
N/S: Greenwald Avenue/Meadowbrook Ave
E/W: SR-74
Weather: Sunny

File Name : CRVGR74SAT
Site Code : 00000044
Start Date : 6/8/2013
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Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				01:00 PM				01:15 PM				12:30 PM			
+0 mins.	7	6	7	20	19	138	11	168	34	5	9	48	7	140	42	189
+15 mins.	11	3	6	20	12	126	25	163	43	3	11	57	4	172	40	216
+30 mins.	5	7	2	14	15	133	9	157	45	3	7	55	6	107	50	163
+45 mins.	15	4	1	20	6	147	12	165	33	5	14	52	6	166	46	218
Total Volume	38	20	16	74	52	544	57	653	155	16	41	212	23	585	178	786
% App. Total	51.4	27	21.6		8	83.3	8.7		73.1	7.5	19.3		2.9	74.4	22.6	
PHF	.633	.714	.571	.925	.684	.925	.570	.972	.861	.800	.732	.930	.821	.850	.890	.901

APPENDIX 3.2

Existing (2013) Conditions Intersection Operations Analysis Worksheets

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Lakeshore Drive / Riverside Drive (SR-74)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 16 Average Delay (sec/veh): 41.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	33	33	10	33	33	10	31	31	10	31	31
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	0	1	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	172	130	15	213	223	93	123	471	276	30	442	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:	172	130	15	213	223	93	123	471	276	30	442	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:	181	137	16	224	235	98	129	496	291	32	465	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	137	16	224	235	98	129	496	291	32	465	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
Final Volume:	181	137	16	224	235	98	129	496	291	32	465	117

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3188	368	1805	3610	1615	1805	3610	1615	1805	1900	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.04	0.04	0.12	0.07	0.06	0.07	0.14	0.18	0.02	0.24	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.30	0.30	0.16	0.34	0.34	0.09	0.30	0.30	0.10	0.31	0.31
Volume/Cap:	0.88	0.14	0.14	0.80	0.19	0.18	0.79	0.46	0.60	0.18	0.80	0.24
Delay/Veh:	79.9	28.2	28.2	59.3	25.6	25.5	71.1	31.4	34.8	46.1	42.4	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.9	28.2	28.2	59.3	25.6	25.5	71.1	31.4	34.8	46.1	42.4	28.7
LOS by Move:	E	C	C	E	C	C	E	C	C	D	D	C
HCM2kAvgQ:	9	2	2	9	3	2	6	7	9	1	16	3

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 W. Graham Avenue / N. Main Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 0 Average Delay (sec/veh): 9.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	1	0	0 1 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	7	12	2	87	7	84	97	92	4	5	72	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	12	2	87	7	84	97	92	4	5	72	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	8	14	2	99	8	96	111	105	5	6	82	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	14	2	99	8	96	111	105	5	6	82	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	8	14	2	99	8	96	111	105	5	6	82	61

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.57	0.10	1.00	0.08	0.92	0.50	0.48	0.02	0.04	0.55	0.41
Final Sat.:	217	372	62	588	56	668	371	352	15	30	425	313

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.17	0.14	0.14	0.30	0.30	0.30	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Delay/Veh:	8.3	8.3	8.3	9.7	8.2	8.2	9.6	9.6	9.6	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	8.3	9.7	8.2	8.2	9.6	9.6	9.6	8.5	8.5	8.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.3			8.9			9.6			8.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.3			8.9			9.6			8.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2

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

HCM Signalized Intersection Capacity Analysis

3: Mission Trail & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	36	5	285	117	167	17	197	216	126	178	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5082		3072	3260		1805	3610	1406	1805	3610	1589
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5082		3072	3260		1805	3610	1406	1805	3610	1589
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	26	43	6	339	139	199	20	235	257	150	212	37
RTOR Reduction (vph)	0	3	0	0	103	0	0	0	0	0	0	27
Lane Group Flow (vph)	26	46	0	339	235	0	20	235	257	150	212	10
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	14%	0%	0%	0%	0%	13%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	3.2	51.4		7.3	55.5		5.6	30.3	30.3	5.0	29.7	29.7
Effective Green, g (s)	3.2	51.4		7.3	55.5		5.6	30.3	30.3	5.0	29.7	29.7
Actuated g/C Ratio	0.03	0.45		0.06	0.48		0.05	0.26	0.26	0.04	0.26	0.26
Clearance Time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	50	2271		195	1573		87	951	370	78	932	410
v/s Ratio Prot	0.01	0.01		c0.11	c0.07		0.01	0.07		c0.08	0.06	
v/s Ratio Perm									c0.18			0.01
v/c Ratio	0.52	0.02		1.74	0.15		0.23	0.25	0.69	1.92	0.23	0.02
Uniform Delay, d1	55.1	17.7		53.9	16.6		52.6	33.4	38.2	55.0	33.6	31.8
Progression Factor	1.00	1.00		0.92	0.30		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.4	0.0		351.7	0.2		0.5	0.0	4.5	458.9	0.0	0.0
Delay (s)	59.6	17.8		401.4	5.1		53.1	33.4	42.7	513.9	33.7	31.8
Level of Service	E	B		F	A		D	C	D	F	C	C
Approach Delay (s)		32.3			203.5			38.8			214.0	
Approach LOS		C			F			D			F	
Intersection Summary												
HCM 2000 Control Delay			147.6			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			71.3%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Gunnerson Street / Riverside Drive (SR-74)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: E[40.9]

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	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1	3	15	35	3	8	3	718	7	2	541	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	3	15	35	3	8	3	718	7	2	541	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	1	3	16	36	3	8	3	746	7	2	562	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	1	3	16	36	3	8	3	746	7	2	562	32

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gap:	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:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1343	1354	749	1347	1341	578	594	xxxx	xxxxx	753	xxxx	xxxxx
Potent Cap.:	130	151	415	130	154	519	992	xxxx	xxxxx	866	xxxx	xxxxx
Move Cap.:	126	150	415	122	153	519	992	xxxx	xxxxx	866	xxxx	xxxxx
Volume/Cap:	0.01	0.02	0.04	0.30	0.02	0.02	0.00	xxxx	xxxxx	0.00	xxxx	xxxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.0	xxxxx	xxxx	12.0	8.6	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	143	xxxx	xxxxx	124	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	0.1	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	30.9	xxxx	xxxxx	47.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	E	*	*	*	*	*	*	*	*
ApproachDel:	17.6			40.9			xxxxxx			xxxxxx		
ApproachLOS:	C			E			*			*		

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Collier Avenue / Riverside Drive (SR-74)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 12 Average Delay (sec/veh): 12.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	511	44	11	2	47	54	78	4	692	5	4	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	511	44	11	2	47	54	78	4	692	5	4	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	521	45	11	2	48	55	80	4	705	5	4	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	45	11	2	48	55	80	4	705	5	4	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	521	45	11	2	48	55	80	4	705	5	4	4

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	0.85	0.72	0.72	0.85	0.87	0.87	0.87
Lanes:	1.00	0.80	0.20	1.00	1.00	1.00	0.95	0.05	1.00	0.38	0.31	0.31
Final Sat.:	1805	1474	369	1805	1900	1615	1292	66	1615	632	506	506

Capacity Analysis Module:

Vol/Sat:	0.29	0.03	0.03	0.00	0.03	0.03	0.06	0.06	0.44	0.01	0.01	0.01
Crit Moves:	****			****			****					
Green/Cycle:	0.47	0.47	0.47	0.17	0.17	0.17	0.17	0.17	0.63	0.17	0.17	0.17
Volume/Cap:	0.62	0.07	0.07	0.01	0.15	0.20	0.37	0.37	0.69	0.05	0.05	0.05
Delay/Veh:	13.4	8.8	8.8	20.9	21.6	21.9	23.2	23.2	9.2	21.1	21.1	21.1
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:	13.4	8.8	8.8	20.9	21.6	21.9	23.2	23.2	9.2	21.1	21.1	21.1
LOS by Move:	B	A	A	C	C	C	C	C	A	C	C	C
HCM2kAvgQ:	8	1	1	0	1	1	2	2	10	0	0	0

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

HCM Signalized Intersection Capacity Analysis

6: Collier Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

7/10/2013

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	23	91	16	443	161	529	18	38	263	655	46	12	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3	
Lane Util. Factor	0.97	0.95		0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	3502	3071		3242	1759	2803	1805	1900	1392	3502	3610	1586	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	3502	3071		3242	1759	2803	1805	1900	1392	3502	3610	1586	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	24	97	17	471	171	563	19	40	280	697	49	13	
RTOR Reduction (vph)	0	14	0	0	0	289	0	0	141	0	0	6	
Lane Group Flow (vph)	24	100	0	471	171	274	19	40	139	697	49	7	
Confl. Peds. (#/hr)			5			5						5	
Heavy Vehicles (%)	0%	17%	0%	8%	8%	0%	0%	0%	16%	0%	0%	0%	
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	
Protected Phases	7	4		3	8	1	5	2	3	1	6		
Permitted Phases						8			2			6	
Actuated Green, G (s)	3.5	12.7		21.3	29.8	58.5	2.8	38.2	59.5	28.7	64.1	64.1	
Effective Green, g (s)	3.5	12.7		21.3	29.8	58.5	2.8	38.2	59.5	28.7	64.1	64.1	
Actuated g/C Ratio	0.03	0.11		0.18	0.25	0.49	0.02	0.32	0.50	0.24	0.53	0.53	
Clearance Time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	102	325		575	436	1366	42	604	690	837	1928	847	
v/s Ratio Prot	0.01	0.03		c0.15	c0.10	0.05	0.01	0.02	c0.04	c0.20	0.01		
v/s Ratio Perm						0.05			0.06			0.00	
v/c Ratio	0.24	0.31		0.82	0.39	0.20	0.45	0.07	0.20	0.83	0.03	0.01	
Uniform Delay, d1	56.9	49.6		47.5	37.6	17.5	57.8	28.5	16.9	43.4	13.2	13.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	0.2		8.5	0.2	0.0	2.8	0.2	0.1	6.8	0.0	0.0	
Delay (s)	57.4	49.8		55.9	37.8	17.5	60.6	28.7	17.0	50.2	13.2	13.1	
Level of Service	E	D		E	D	B	E	C	B	D	B	B	
Approach Delay (s)		51.1			35.4			20.8			47.2		
Approach LOS		D			D			C			D		
Intersection Summary													
HCM 2000 Control Delay			37.9									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.55										
Actuated Cycle Length (s)			120.0									Sum of lost time (s)	19.8
Intersection Capacity Utilization			54.7%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

7: Auto Center Dr. & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	340	13	112	505	210	12	44	63	195	52	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.91		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	4786		3502	3249		1798	3260		1798	3312	
Flt Permitted	0.95	1.00		0.95	1.00		0.67	1.00		0.67	1.00	
Satd. Flow (perm)	1805	4786		3502	3249		1277	3260		1272	3312	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	29	400	15	132	594	247	14	52	74	229	61	61
RTOR Reduction (vph)	0	3	0	0	28	0	0	57	0	0	47	0
Lane Group Flow (vph)	29	412	0	132	813	0	14	69	0	229	75	0
Confl. Peds. (#/hr)			5			5	5		5	5		5
Heavy Vehicles (%)	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	4.5	60.2		12.4	68.1		25.9	25.9		25.9	25.9	
Effective Green, g (s)	4.5	60.2		12.4	68.1		25.9	25.9		25.9	25.9	
Actuated g/C Ratio	0.04	0.52		0.11	0.59		0.23	0.23		0.23	0.23	
Clearance Time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	70	2505		377	1923		287	734		286	745	
v/s Ratio Prot	c0.02	0.09		0.04	c0.25			0.02			0.02	
v/s Ratio Perm							0.01			c0.18		
v/c Ratio	0.41	0.16		0.35	0.42		0.05	0.09		0.80	0.10	
Uniform Delay, d1	54.0	14.3		47.6	12.8		34.9	35.3		42.1	35.3	
Progression Factor	0.80	0.42		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.1		0.2	0.7		0.0	0.0		14.0	0.0	
Delay (s)	43.5	6.1		47.8	13.4		34.9	35.3		56.1	35.3	
Level of Service	D	A		D	B		C	D		E	D	
Approach Delay (s)		8.6			18.1			35.2			48.9	
Approach LOS		A			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			22.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			16.5			
Intersection Capacity Utilization			60.8%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
8: I-15 SB On Ramp/I-15 SB Off Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	238	192	26	172	0	0	0	0	132	3	76
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	0	290	234	32	210	0	0	0	0	161	4	93
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total (vph)	290	234	32	210	257							
Volume Left (vph)	0	0	32	0	161							
Volume Right (vph)	0	234	0	0	93							
Hadj (s)	0.05	-0.48	0.64	0.09	-0.02							
Departure Headway (s)	5.1	3.2	6.2	5.6	5.2							
Degree Utilization, x	0.41	0.21	0.05	0.33	0.37							
Capacity (veh/h)	666	1122	552	607	634							
Control Delay (s)	11.7	7.0	8.4	10.2	11.3							
Approach Delay (s)	9.6		9.9		11.3							
Approach LOS	A		A		B							
Intersection Summary												
Delay			10.1									
Level of Service			B									
Intersection Capacity Utilization			38.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Volume (vph)	0	579	430	589	1087	0	0	0	0	256	1	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.97	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (prot)		3406	1553	3367	3471					1491	1417	1434
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (perm)		3406	1553	3367	3471					1491	1417	1434
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	651	483	662	1221	0	0	0	0	288	1	176
RTOR Reduction (vph)	0	0	250	0	0	0	0	0	0	0	9	84
Lane Group Flow (vph)	0	651	233	662	1221	0	0	0	0	161	151	60
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	6%	4%	4%	4%	0%	0%	0%	0%	15%	0%	7%
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		2		1	6					4	4	4
Permitted Phases			2									
Actuated Green, G (s)		53.0	53.0	25.0	82.6					16.4	16.4	16.4
Effective Green, g (s)		53.0	53.0	25.0	82.6					16.4	16.4	16.4
Actuated g/C Ratio		0.48	0.48	0.23	0.75					0.15	0.15	0.15
Clearance Time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1641	748	765	2606					222	211	213
v/s Ratio Prot		0.19		c0.20	c0.35					c0.11	0.11	0.04
v/s Ratio Perm			0.15									
v/c Ratio		0.40	0.31	0.87	0.47					0.73	0.71	0.28
Uniform Delay, d1		18.3	17.4	40.9	5.3					44.7	44.6	41.6
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		0.7	1.1	9.7	0.6					9.5	9.1	0.3
Delay (s)		19.0	18.5	50.6	5.9					54.2	53.7	41.8
Level of Service		B	B	D	A					D	D	D
Approach Delay (s)		18.8			21.6			0.0			50.2	
Approach LOS		B			C			A			D	
Intersection Summary												
HCM 2000 Control Delay			24.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				15.6		
Intersection Capacity Utilization			65.2%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	162	260	52	416	0	0	0	0	4	1	50
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	195	313	63	501	0	0	0	0	5	1	60
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												8
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	501			508			852	822	195	822	1135	501
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	501			508			852	822	195	822	1135	501
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.6	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	4.0	4.0	3.3
p0 queue free %	100			94			100	100	100	98	99	90
cM capacity (veh/h)	1073			1026			239	292	851	233	192	574
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	195	313	63	501	66							
Volume Left	0	0	63	0	5							
Volume Right	0	313	0	0	60							
cSH	1700	1700	1026	1700	631							
Volume to Capacity	0.11	0.18	0.06	0.29	0.10							
Queue Length 95th (ft)	0	0	5	0	9							
Control Delay (s)	0.0	0.0	8.7	0.0	12.9							
Lane LOS			A		B							
Approach Delay (s)	0.0		1.0		12.9							
Approach LOS					B							
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			45.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑↑	↑	↑
Volume (vph)	0	449	149	591	574	0	0	0	0	549	2	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97	0.95	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	0.98	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.85	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		3471	1538	1770	3505					3335	1398	1393
Flt Permitted		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)		3471	1538	1770	3505					3335	1398	1393
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	548	182	721	700	0	0	0	0	670	2	309
RTOR Reduction (vph)	0	0	129	0	0	0	0	0	0	0	123	122
Lane Group Flow (vph)	0	548	53	721	700	0	0	0	0	670	34	32
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	4%	5%	2%	3%	0%	0%	0%	0%	5%	0%	8%
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Effective Green, g (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Actuated g/C Ratio		0.29	0.29	0.38	0.71					0.21	0.21	0.21
Clearance Time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1003	444	669	2473					686	287	286
v/s Ratio Prot		c0.16		c0.41	0.20					c0.20	0.02	
v/s Ratio Perm			0.03									0.02
v/c Ratio		0.55	0.12	1.08	0.28					0.98	0.12	0.11
Uniform Delay, d1		36.0	31.4	37.3	6.5					47.4	38.8	38.7
Progression Factor		1.00	1.00	0.94	1.10					1.00	1.00	1.00
Incremental Delay, d2		2.1	0.5	51.3	0.2					28.2	0.1	0.1
Delay (s)		38.1	31.9	86.3	7.3					75.6	38.9	38.8
Level of Service		D	C	F	A					E	D	D
Approach Delay (s)		36.6			47.4			0.0			63.9	
Approach LOS		D			D			A			E	
Intersection Summary												
HCM 2000 Control Delay			50.1			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				15.2		
Intersection Capacity Utilization			83.2%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	296	0	0	98	83	100	2	98	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	106	423	0	0	140	119	143	3	140	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	259			423			834	893	423	975	834	199
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	259			423			834	893	423	975	834	199
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			47	99	78	100	100	100
cM capacity (veh/h)	1272			1147			267	260	635	168	281	847
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	106	423	259	286								
Volume Left	106	0	0	143								
Volume Right	0	0	119	140								
cSH	1272	1700	1700	373								
Volume to Capacity	0.08	0.25	0.15	0.77								
Queue Length 95th (ft)	7	0	0	156								
Control Delay (s)	8.1	0.0	0.0	40.1								
Lane LOS	A			E								
Approach Delay (s)	1.6		0.0	40.1								
Approach LOS				E								
Intersection Summary												
Average Delay			11.5									
Intersection Capacity Utilization			38.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Volume (vph)	69	766	0	0	1256	432	420	0	470	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Lane Util. Factor	1.00	0.91			0.91	1.00	0.95	0.91	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	0.91	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.98	1.00			
Satd. Flow (prot)	1597	4759			4940	1467	1698	1503	1490			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.98	1.00			
Satd. Flow (perm)	1597	4759			4940	1467	1698	1503	1490			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	78	870	0	0	1427	491	477	0	534	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	248	0	72	124	0	0	0
Lane Group Flow (vph)	78	870	0	0	1427	243	353	266	196	0	0	0
Confl. Peds. (#/hr)						5						
Heavy Vehicles (%)	13%	9%	0%	0%	5%	8%	1%	0%	3%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	7.8	56.9			44.5	44.5	22.1	22.1	22.1			
Effective Green, g (s)	7.8	56.9			44.5	44.5	22.1	22.1	22.1			
Actuated g/C Ratio	0.09	0.63			0.49	0.49	0.25	0.25	0.25			
Clearance Time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Vehicle Extension (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lane Grp Cap (vph)	138	3008			2442	725	416	369	365			
v/s Ratio Prot	c0.05	0.18			c0.29		c0.21	0.18	0.13			
v/s Ratio Perm						0.17						
v/c Ratio	0.57	0.29			0.58	0.33	0.85	0.72	0.54			
Uniform Delay, d1	39.5	7.4			16.2	13.8	32.4	31.1	29.5			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	3.1	0.2			1.0	1.2	14.3	5.8	0.8			
Delay (s)	42.6	7.7			17.2	15.0	46.6	36.9	30.3			
Level of Service	D	A			B	B	D	D	C			
Approach Delay (s)		10.6			16.6			38.2			0.0	
Approach LOS		B			B			D			A	
Intersection Summary												
HCM 2000 Control Delay			20.8									C
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			90.0								15.6	
Intersection Capacity Utilization			65.2%									C
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	84	82	0	0	127	2	341	6	79	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	101	99	0	0	153	2	411	7	95	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	155			99			455	457	99	554	455	154
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	155			99			455	457	99	554	455	154
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			100			15	98	90	100	100	100
cM capacity (veh/h)	1407			1507			485	467	963	375	468	897
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	101	99	155	513								
Volume Left	101	0	0	411								
Volume Right	0	0	2	95								
cSH	1407	1700	1700	534								
Volume to Capacity	0.07	0.06	0.09	0.96								
Queue Length 95th (ft)	6	0	0	316								
Control Delay (s)	7.8	0.0	0.0	57.7								
Lane LOS	A			F								
Approach Delay (s)	3.9		0.0	57.7								
Approach LOS				F								
Intersection Summary												
Average Delay			35.0									
Intersection Capacity Utilization			45.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	241	757	0	0	979	1289	186	2	355	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Lane Util. Factor	0.97	0.91			0.91	0.91		1.00	0.88			
Frt	1.00	1.00			0.94	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	3303	4988			3245	1470		1647	2760			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	3303	4988			3245	1470		1647	2760			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	274	860	0	0	1112	1465	211	2	403	0	0	0
RTOR Reduction (vph)	0	0	0	0	61	260	0	0	343	0	0	0
Lane Group Flow (vph)	274	860	0	0	1710	546	0	213	60	0	0	0
Heavy Vehicles (%)	6%	4%	0%	0%	1%	0%	10%	0%	3%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Actuated Green, G (s)	15.4	91.4			71.4	71.4		18.0	18.0			
Effective Green, g (s)	15.4	91.4			71.4	71.4		18.0	18.0			
Actuated g/C Ratio	0.13	0.76			0.60	0.60		0.15	0.15			
Clearance Time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Vehicle Extension (s)	4.0	2.0			2.0	2.0		2.0	2.0			
Lane Grp Cap (vph)	423	3799			1930	874		247	414			
v/s Ratio Prot	c0.08	0.17			c0.53			c0.13				
v/s Ratio Perm						0.37			0.02			
v/c Ratio	0.65	0.23			0.89	0.62		0.86	0.15			
Uniform Delay, d1	49.7	4.1			20.8	15.7		49.8	44.3			
Progression Factor	1.95	1.30			1.10	3.56		1.00	1.00			
Incremental Delay, d2	6.4	0.1			1.9	0.9		24.5	0.1			
Delay (s)	103.2	5.4			24.8	56.6		74.3	44.4			
Level of Service	F	A			C	E		E	D			
Approach Delay (s)		29.0			34.7			54.7			0.0	
Approach LOS		C			C			D			A	
Intersection Summary												
HCM 2000 Control Delay			36.1				HCM 2000 Level of Service		D			
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)		15.2			
Intersection Capacity Utilization			83.2%				ICU Level of Service		E			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Dexter Avenue / 11th Street

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[9.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L - T - R					L - T - R					L - T - R					L - T - R				
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	1	0	1	0	0	1	0	0	1! 0	0	0	1! 0	0	0		
Volume Module:																				
Base Vol:	0	56		9		3	64		0		0	0	0		19	0		1		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00		
Initial Bse:	0	56		9		3	64		0		0	0	0		19	0		1		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00		
PHF Adj:	0.57	0.57	0.57			0.57	0.57	0.57			0.57	0.57	0.57		0.57	0.57		0.57		
PHF Volume:	0	99		16		5	113		0		0	0	0		34	0		2		
Reduct Vol:	0	0		0		0	0		0		0	0	0		0	0		0		
FinalVolume:	0	99		16		5	113		0		0	0	0		34	0		2		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx			7.1	6.5	6.2		6.4	6.5		6.2		
FollowUpTim:	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5	4.0	3.3		3.5	4.0		3.3		
Capacity Module:																				
Cnflct Vol:	xxxx	xxxx	xxxxx			115	xxxx	xxxxx			231	238	113		222	222		99		
Potent Cap.:	xxxx	xxxx	xxxxx			1487	xxxx	xxxxx			728	666	945		770	680		963		
Move Cap.:	xxxx	xxxx	xxxxx			1487	xxxx	xxxxx			725	664	945		768	678		963		
Volume/Cap:	xxxx	xxxx	xxxx			0.00	xxxx	xxxx			0.00	0.00	0.00		0.04	0.00		0.00		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			7.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx		
LOS by Move:	*	*	*			A	*	*			*	*	*		*	*		*		
Movement:	LT -	LTR -	RT			LT -	LTR -	RT			LT -	LTR -	RT		LT -	LTR -		RT		
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	0	xxxxx		xxxx	776		xxxxx		
SharedQueue:	0.0	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	0.1		xxxxx		
Shrd ConDel:	7.2	xxxx	xxxxx			7.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	9.9		xxxxx		
Shared LOS:	A	*	*			A	*	*			*	*	*		*	A		*		
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					9.9				
ApproachLOS:	*					*					*					A				

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

HCM Signalized Intersection Capacity Analysis

17: Dexter Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	300	821	115	102	1169	167	82	107	66	66	80	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	4715	1583	1805	6052	1583	1805	1900	1586	1805	1900	1602
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.70	1.00	1.00	0.64	1.00	1.00
Satd. Flow (perm)	1805	4715	1583	1805	6052	1583	1323	1900	1586	1215	1900	1602
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	353	966	135	120	1375	196	96	126	78	78	94	514
RTOR Reduction (vph)	0	0	65	0	0	120	0	0	57	0	0	12
Lane Group Flow (vph)	353	966	70	120	1375	76	96	126	21	78	94	502
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	10%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			6	8		8	4		4
Actuated Green, G (s)	29.1	67.3	67.3	12.4	50.6	50.6	34.7	34.7	34.7	34.7	34.7	63.8
Effective Green, g (s)	29.1	67.3	67.3	12.4	50.6	50.6	34.7	34.7	34.7	34.7	34.7	63.8
Actuated g/C Ratio	0.22	0.52	0.52	0.10	0.39	0.39	0.27	0.27	0.27	0.27	0.27	0.49
Clearance Time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	404	2440	819	172	2355	616	353	507	423	324	507	786
v/s Ratio Prot	c0.20	0.20		0.07	c0.23			0.07			0.05	c0.14
v/s Ratio Perm			0.04			0.05	0.07		0.01	0.06		0.17
v/c Ratio	0.87	0.40	0.09	0.70	0.58	0.12	0.27	0.25	0.05	0.24	0.19	0.64
Uniform Delay, d1	48.7	19.0	15.8	57.0	31.4	25.5	37.7	37.4	35.4	37.3	36.7	24.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	18.0	0.5	0.2	9.5	1.1	0.4	1.9	1.2	0.2	1.8	0.8	1.3
Delay (s)	66.6	19.5	16.0	66.5	32.4	25.9	39.6	38.6	35.6	39.1	37.6	25.8
Level of Service	E	B	B	E	C	C	D	D	D	D	D	C
Approach Delay (s)		30.6			34.1			38.1			28.9	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			32.3		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				15.6			
Intersection Capacity Utilization			78.0%		ICU Level of Service				D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 18: Dexter Av. & Allan St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	0	3	6	1	3	1	198	3	7	190	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	14	0	4	7	1	4	1	236	4	8	226	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage veh								2			2	
Upstream signal (ft)											211	
pX, platoon unblocked	0.98	0.98	0.98	0.98	0.98		0.98					
vC, conflicting volume	485	485	226	485	487	236	232			239		
vC1, stage 1 conf vol	243	243		238	238							
vC2, stage 2 conf vol	242	242		246	249							
vCu, unblocked vol	468	467	205	467	470	236	211			239		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	99	100	100	100			99		
cM capacity (veh/h)	655	616	827	659	617	808	1349			1339		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	18	12	1	236	4	8	226	6				
Volume Left	14	7	1	0	0	8	0	0				
Volume Right	4	4	0	0	4	0	0	6				
cSH	684	692	1349	1700	1700	1339	1700	1700				
Volume to Capacity	0.03	0.02	0.00	0.14	0.00	0.01	0.13	0.00				
Queue Length 95th (ft)	2	1	0	0	0	0	0	0				
Control Delay (s)	10.4	10.3	7.7	0.0	0.0	7.7	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	10.4	10.3	0.0			0.3						
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			20.4%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 19: Dexter Av. & Crane St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	0	6	0	0	29	1	151	1	54	137	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	4	0	8	0	0	39	1	204	1	73	185	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage (veh)								2			2	
Upstream signal (ft)											649	
pX, platoon unblocked												
vC, conflicting volume	577	539	185	546	539	204	186			205		
vC1, stage 1 conf vol	331	331		207	207							
vC2, stage 2 conf vol	246	208		339	332							
vCu, unblocked vol	577	539	185	546	539	204	186			205		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	100	100	95	100			95		
cM capacity (veh/h)	552	552	862	587	564	842	1400			1378		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	12	39	1	204	1	73	185	1				
Volume Left	4	0	1	0	0	73	0	0				
Volume Right	8	39	0	0	1	0	0	1				
cSH	726	842	1400	1700	1700	1378	1700	1700				
Volume to Capacity	0.02	0.05	0.00	0.12	0.00	0.05	0.11	0.00				
Queue Length 95th (ft)	1	4	0	0	0	4	0	0				
Control Delay (s)	10.0	9.5	7.6	0.0	0.0	7.8	0.0	0.0				
Lane LOS	B	A	A			A						
Approach Delay (s)	10.0	9.5	0.0			2.2						
Approach LOS	B	A										
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			24.6%			ICU Level of Service			A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

20: Dexter Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	1	7	1	4	0	155	5	0	141	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	1	0	1	10	1	6	0	218	7	0	199	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	427	425	199	423	422	222	200			225		
vC1, stage 1 conf vol	199	199		222	222							
vC2, stage 2 conf vol	228	225		201	200							
vCu, unblocked vol	427	425	199	423	422	222	200			225		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	99	100			100		
cM capacity (veh/h)	687	646	847	694	647	823	1384			1355		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	3	17	225	200								
Volume Left	1	10	0	0								
Volume Right	1	6	7	1								
cSH	759	728	1384	1355								
Volume to Capacity	0.00	0.02	0.00	0.00								
Queue Length 95th (ft)	0	2	0	0								
Control Delay (s)	9.8	10.1	0.0	0.0								
Lane LOS	A	B										
Approach Delay (s)	9.8	10.1	0.0	0.0								
Approach LOS	A	B										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			18.5%		ICU Level of Service				A			
Analysis Period (min)			15									

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #21 Dexter Avenue / 2nd Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.285
Loss Time (sec): 0 Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1	0	2	0	155	154	5	0	0	5	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	1	0	2	0	155	154	5	0	0	5	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:	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
PHF Volume:	0	1	0	3	0	214	212	7	0	0	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	3	0	214	212	7	0	0	7	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	1	0	3	0	214	212	7	0	0	7	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.01	0.01	0.98	0.97	0.03	0.00	0.00	1.00	0.00
Final Sat.:	0	734	0	11	0	887	744	24	0	0	745	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.00	xxxx	0.24	0.00	0.24	0.29	0.29	xxxx	xxxx	0.01	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	7.6	0.0	8.0	8.0	8.0	9.2	9.2	0.0	0.0	7.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	0.0	8.0	8.0	8.0	9.2	9.2	0.0	0.0	7.6	0.0
LOS by Move:	*	A	*	A	A	A	A	A	*	*	A	*
ApproachDel:	7.6			8.0			9.2			7.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.6			8.0			9.2			7.6		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.4	0.0	0.0	0.0

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

HCM Unsignalized Intersection Capacity Analysis

22: Camino del Norte & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	160	1	2	0	0	127
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	216	1	3	0	0	172
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	91	86	172			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	91	86	172			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	76	100	100			
cM capacity (veh/h)	907	979	1418			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	216	1	3	172		
Volume Left	216	0	3	0		
Volume Right	0	1	0	172		
cSH	907	979	1418	1700		
Volume to Capacity	0.24	0.00	0.00	0.10		
Queue Length 95th (ft)	23	0	0	0		
Control Delay (s)	10.2	8.7	7.5	0.0		
Lane LOS	B	A	A			
Approach Delay (s)	10.2		7.5	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			5.7			
Intersection Capacity Utilization			23.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
23: Grape St./Summerhill Dr. & Railroad Canyon Rd.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	186	732	194	149	1531	63	271	48	129	139	71	466
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		0.97	0.95		1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	0.99		1.00	0.98	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89		1.00	0.89	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3406	1587	1805	5104		3502	3176		1805	1577	1513
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3406	1587	1805	5104		3502	3176		1805	1577	1513
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	204	804	213	164	1682	69	298	53	142	153	78	512
RTOR Reduction (vph)	0	0	151	0	3	0	0	98	0	0	0	0
Lane Group Flow (vph)	204	804	62	164	1748	0	298	97	0	153	303	287
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	6%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases			2									4
Actuated Green, G (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Effective Green, g (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Actuated g/C Ratio	0.05	0.29	0.29	0.07	0.31		0.31	0.31		0.14	0.14	0.20
Clearance Time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	189	993	462	127	1573		1079	979		255	223	296
v/s Ratio Prot	0.06	0.24		c0.09	c0.34		c0.09	0.03		0.08	c0.19	0.05
v/s Ratio Perm			0.04									0.14
v/c Ratio	1.08	0.81	0.13	1.29	1.11		0.28	0.10		0.60	1.36	0.97
Uniform Delay, d1	56.8	39.4	31.3	55.8	41.5		31.4	29.6		48.3	51.5	47.9
Progression Factor	0.78	0.77	1.60	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	87.0	6.9	0.6	177.5	59.5		0.6	0.2		2.5	187.7	43.2
Delay (s)	131.4	37.1	50.9	233.3	101.0		32.0	29.8		50.8	239.2	91.1
Level of Service	F	D	D	F	F		C	C		D	F	F
Approach Delay (s)		55.3			112.4			31.1			143.2	
Approach LOS		E			F			C			F	
Intersection Summary												
HCM 2000 Control Delay			92.5			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			22.5			
Intersection Capacity Utilization			93.6%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 25: Cambern Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	91	860	2	1	1384	122	1	1	2	121	1	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			0.99	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.90			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3502	3281		1805	3374	1586	1805	1691			1801	1580
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.58	1.00			0.73	1.00
Satd. Flow (perm)	3502	3281		1805	3374	1586	1104	1691			1373	1580
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	103	977	2	1	1573	139	1	1	2	138	1	60
RTOR Reduction (vph)	0	0	0	0	0	54	0	2	0	0	0	51
Lane Group Flow (vph)	103	979	0	1	1573	85	1	1	0	0	139	9
Confl. Peds. (#/hr)			5			5			5	5		5
Heavy Vehicles (%)	0%	10%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	8.5	71.6		1.2	64.3	64.3	16.3	16.3			16.3	16.3
Effective Green, g (s)	8.5	71.6		1.2	64.3	64.3	16.3	16.3			16.3	16.3
Actuated g/C Ratio	0.08	0.68		0.01	0.61	0.61	0.16	0.16			0.16	0.16
Clearance Time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	283	2237		20	2066	971	171	262			213	245
v/s Ratio Prot	c0.03	c0.30		0.00	c0.47			0.00				
v/s Ratio Perm						0.05	0.00				c0.10	0.01
v/c Ratio	0.36	0.44		0.05	0.76	0.09	0.01	0.01			0.65	0.04
Uniform Delay, d1	45.7	7.6		51.3	14.8	8.3	37.5	37.5			41.7	37.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.8	0.6		1.0	2.7	0.2	0.0	0.0			7.0	0.1
Delay (s)	46.5	8.2		52.4	17.5	8.5	37.5	37.5			48.7	37.8
Level of Service	D	A		D	B	A	D	D			D	D
Approach Delay (s)		11.8			16.8			37.5			45.4	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			16.9			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)				15.9		
Intersection Capacity Utilization			63.8%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
28: Cambern Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	1	0	0	7	3	0	0	1	2	1	1
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	0	1	0	0	10	4	0	0	1	3	1	1
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	1	15	1	6								
Volume Left (vph)	0	0	0	3								
Volume Right (vph)	0	4	1	1								
Hadj (s)	0.00	-0.18	-0.60	-0.05								
Departure Headway (s)	3.9	3.7	3.3	3.9								
Degree Utilization, x	0.00	0.02	0.00	0.01								
Capacity (veh/h)	907	956	1069	917								
Control Delay (s)	6.9	6.8	6.3	6.9								
Approach Delay (s)	6.9	6.8	6.3	6.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				6.8								
Level of Service				A								
Intersection Capacity Utilization				13.3%	ICU Level of Service		A					
Analysis Period (min)				15								

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Conard Avenue / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.579

Loss Time (sec): 12 Average Delay (sec/veh): 18.1

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	10	10	10	10	26	26	10	26	26
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	1	0	2	0	1	1

Volume Module:

Base Vol:	58	14	5	55	3	19	6	980	24	0	1357	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	14	5	55	3	19	6	980	24	0	1357	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	70	17	6	66	4	23	7	1178	29	0	1631	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	17	6	66	4	23	7	1178	29	0	1631	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	70	17	6	66	4	23	7	1178	29	0	1631	108

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.74	0.74	0.71	0.71	0.85	0.95	0.95	0.85	1.00	0.95	0.85
Lanes:	0.76	0.18	0.06	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1065	257	92	1276	70	1615	1805	3610	1615	1900	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.05	0.05	0.01	0.00	0.33	0.02	0.00	0.45	0.07
Crit Moves:	****						****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.08	0.66	0.66	0.00	0.58	0.58
Volume/Cap:	0.27	0.27	0.27	0.21	0.21	0.06	0.05	0.50	0.03	0.00	0.79	0.12
Delay/Veh:	37.4	37.4	37.4	36.7	36.7	35.1	50.8	10.6	7.1	0.0	21.8	11.7
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:	37.4	37.4	37.4	36.7	36.7	35.1	50.8	10.6	7.1	0.0	21.8	11.7
LOS by Move:	D	D	D	D	D	D	D	B	A	A	C	B
HCM2kAvgQ:	3	3	3	2	2	1	0	11	0	0	25	2

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Rosetta Canyon Drive / Central Avenue (SR-74)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.389

Loss Time (sec): 12 Average Delay (sec/veh): 18.6

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	33	0	33	0	0	0	0	32	32	10	10	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	1

Volume Module:

Base Vol:	185	0	18	0	0	0	0	934	104	13	1208	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:	185	0	18	0	0	0	0	934	104	13	1208	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	220	0	21	0	0	0	0	1109	124	15	1435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	21	0	0	0	0	1109	124	15	1435	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:	220	0	21	0	0	0	0	1109	124	15	1435	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	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.12	0.00	0.01	0.00	0.00	0.00	0.00	0.21	0.08	0.01	0.40	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.48	0.48	0.10	0.57	0.00
Volume/Cap:	0.39	0.00	0.04	0.00	0.00	0.00	0.00	0.45	0.16	0.09	0.70	0.00
Delay/Veh:	28.5	0.0	25.1	0.0	0.0	0.0	0.0	18.5	15.7	43.6	17.1	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:	28.5	0.0	25.1	0.0	0.0	0.0	0.0	18.5	15.7	43.6	17.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	B	A
HCM2kAvgQ:	6	0	0	0	0	0	0	9	2	1	18	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Riverside Street / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 12 Average Delay (sec/veh): 13.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	27	0	27	0	0	0	0	29	29	10	10	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	1

Volume Module:

Base Vol:	154	0	8	0	0	0	0	810	100	7	1023	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	8	0	0	0	0	810	100	7	1023	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	174	0	9	0	0	0	0	917	113	8	1159	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	0	9	0	0	0	0	917	113	8	1159	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:	174	0	9	0	0	0	0	917	113	8	1159	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	0.85	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.01	0.00	0.00	0.00	0.00	0.25	0.07	0.00	0.32	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.59	0.59	0.08	0.68	0.00
Volume/Cap:	0.22	0.00	0.02	0.00	0.00	0.00	0.00	0.43	0.12	0.05	0.48	0.00
Delay/Veh:	38.1	0.0	36.3	0.0	0.0	0.0	0.0	13.5	10.8	50.8	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:	38.1	0.0	36.3	0.0	0.0	0.0	0.0	13.5	10.8	50.8	9.5	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	3	0	0	0	0	0	0	10	2	0	11	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Meadowbrook Avenue/Greenwald Avenue / Central Avenue (SR-74)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.542

Loss Time (sec): 12 Average Delay (sec/veh): 21.8

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	34	34	34	10	10	10	10	25	25	10	25	25
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:	43	9	14	284	17	71	18	635	22	8	718	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	9	14	284	17	71	18	635	22	8	718	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	49	10	16	321	19	80	20	718	25	9	811	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	10	16	321	19	80	20	718	25	9	811	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	49	10	16	321	19	80	20	718	25	9	811	98

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.91	0.91	0.75	0.88	0.88	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.39	0.61	1.00	0.19	0.81	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1311	676	1051	1419	323	1347	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.02	0.02	0.23	0.06	0.06	0.01	0.20	0.02	0.01	0.22	0.06
Crit Moves:				****				****				****
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.12	0.35	0.35	0.14	0.36	0.36
Volume/Cap:	0.10	0.04	0.04	0.62	0.16	0.16	0.09	0.57	0.04	0.04	0.62	0.17
Delay/Veh:	17.0	16.6	16.6	23.4	17.5	17.5	31.7	22.2	17.5	30.2	22.1	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:	17.0	16.6	16.6	23.4	17.5	17.5	31.7	22.2	17.5	30.2	22.1	17.6
LOS by Move:	B	B	B	C	B	B	C	C	B	C	C	B
HCM2kAvgQ:	1	0	0	7	2	2	1	8	0	0	9	2

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Lakeshore Drive / Riverside Drive (SR-74)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.703

Loss Time (sec): 16 Average Delay (sec/veh): 43.7

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	33	33	10	33	33	10	31	31	10	31	31
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	0	1	1	0	1	0

Volume Module:

Base Vol:	212	319	20	192	245	180	143	703	253	53	488	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	319	20	192	245	180	143	703	253	53	488	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	227	342	21	206	262	193	153	753	271	57	522	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	342	21	206	262	193	153	753	271	57	522	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	227	342	21	206	262	193	153	753	271	57	522	330

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	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3366	211	1805	3610	1615	1805	3610	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.13	0.10	0.10	0.11	0.07	0.12	0.08	0.21	0.17	0.03	0.27	0.20
Crit Moves:	****					****	****				****	
Green/Cycle:	0.15	0.31	0.31	0.12	0.29	0.29	0.10	0.32	0.32	0.10	0.33	0.33
Volume/Cap:	0.85	0.33	0.33	0.92	0.25	0.42	0.85	0.65	0.52	0.30	0.85	0.63
Delay/Veh:	68.9	30.5	30.5	88.7	31.7	33.8	79.9	34.7	32.8	48.6	46.6	35.3
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:	68.9	30.5	30.5	88.7	31.7	33.8	79.9	34.7	32.8	48.6	46.6	35.3
LOS by Move:	E	C	C	F	C	C	E	C	C	D	D	D
HCM2kAvgQ:	10	5	5	11	4	6	8	13	8	2	20	11

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 W. Graham Avenue / N. Main Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 Average Delay (sec/veh): 11.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	1	0	0 1 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	10	10	14	150	10	116	168	134	6	15	148	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	14	150	10	116	168	134	6	15	148	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	11	11	15	162	11	126	182	145	6	16	160	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	11	15	162	11	126	182	145	6	16	160	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	11	11	15	162	11	126	182	145	6	16	160	103

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.29	0.42	1.00	0.08	0.92	0.55	0.43	0.02	0.06	0.57	0.37
Final Sat.:	159	159	222	523	50	577	360	287	13	40	391	251

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.07	0.07	0.31	0.22	0.22	0.51	0.51	0.51	0.41	0.41	0.41
Crit Moves:	****			****			****			****		
Delay/Veh:	9.2	9.2	9.2	12.0	9.5	9.5	13.2	13.2	13.2	11.3	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	12.0	9.5	9.5	13.2	13.2	13.2	11.3	11.3	11.3
LOS by Move:	A	A	A	B	A	A	B	B	B	B	B	B
ApproachDel:	9.2			10.8			13.2			11.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			10.8			13.2			11.3		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.2	0.2	0.9	0.9	0.9	0.6	0.6	0.6

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

HCM Signalized Intersection Capacity Analysis

3: Mission Trail & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	89	11	391	115	234	18	341	295	198	339	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5093		3367	3212		1805	3610	1499	1805	3610	1589
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5093		3367	3212		1805	3610	1499	1805	3610	1589
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	54	90	11	395	116	236	18	344	298	200	342	35
RTOR Reduction (vph)	0	6	0	0	128	0	0	0	0	0	0	25
Lane Group Flow (vph)	54	95	0	395	224	0	18	344	298	200	342	10
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	6%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	4.2	50.7		6.3	52.8		5.1	32.0	32.0	5.0	31.9	31.9
Effective Green, g (s)	4.2	50.7		6.3	52.8		5.1	32.0	32.0	5.0	31.9	31.9
Actuated g/C Ratio	0.04	0.44		0.05	0.46		0.04	0.28	0.28	0.04	0.28	0.28
Clearance Time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	65	2245		184	1474		80	1004	417	78	1001	440
v/s Ratio Prot	0.03	0.02		c0.12	c0.07		0.01	0.10		c0.11	0.09	
v/s Ratio Perm									c0.20			0.01
v/c Ratio	0.83	0.04		2.15	0.15		0.23	0.34	0.71	2.56	0.34	0.02
Uniform Delay, d1	55.0	18.3		54.4	18.1		53.0	33.1	37.4	55.0	33.2	30.2
Progression Factor	1.00	1.00		0.93	0.57		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	54.8	0.0		533.0	0.2		0.5	0.1	4.8	739.8	0.1	0.0
Delay (s)	109.9	18.4		583.6	10.4		53.6	33.2	42.2	794.8	33.2	30.2
Level of Service	F	B		F	B		D	C	D	F	C	C
Approach Delay (s)		50.2			313.5			37.8			297.0	
Approach LOS		D			F			D			F	
Intersection Summary												
HCM 2000 Control Delay			204.9			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			82.2%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday PM Peak Hour

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #4 Gunnerson Street / Riverside Drive (SR-74)
*****
Average Delay (sec/veh):      2.9      Worst Case Level Of Service: F[141.9]
*****
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 1 0 0 1      0 1 0 0 1      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      1      2      7      29      2      5      4      923      4      5      850      95
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      1      2      7      29      2      5      4      923      4      5      850      95
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume:      1      2      7      30      2      5      4      957      4      5      882      99
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
FinalVolume:      1      2      7      30      2      5      4      957      4      5      882      99
-----|-----|-----|-----|
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:      1913 1959 960 1914 1911 931 980 xxxx xxxxx 962 xxxx xxxxx
Potent Cap.:      52 64 314 52 69 326 712 xxxx xxxxx 724 xxxx xxxxx
Move Cap.:      50 64 314 49 68 326 712 xxxx xxxxx 724 xxxx xxxxx
Volume/Cap:      0.02 0.03 0.02 0.61 0.03 0.02 0.01 xxxx xxxx 0.01 xxxx xxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:      xxxx xxxx 0.1 xxxx xxxx 0.0 0.0 xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx 16.7 xxxxx xxxx 16.2 10.1 xxxx xxxxx 10.0 xxxx xxxxx
LOS by Move:      * * C * * C B * * B * *
Movement:      LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.:      58 xxxx xxxxx 50 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:      0.2 xxxx xxxxx 2.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:      70.5 xxxx xxxxx 162.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      F * * F * * * * * * * *
ApproachDel:      32.9 141.9 xxxxxx xxxxxx
ApproachLOS:      D F * *
*****
Note: Queue reported is the number of cars per lane.
*****

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LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Collier Avenue / Riverside Drive (SR-74)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.755

Loss Time (sec): 12 Average Delay (sec/veh): 17.3

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	845	194	5	2	146	95	85	9	875	25	14	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:	845	194	5	2	146	95	85	9	875	25	14	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	904	207	5	2	156	102	91	10	936	27	15	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	904	207	5	2	156	102	91	10	936	27	15	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	904	207	5	2	156	102	91	10	936	27	15	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.74	0.74	0.85	0.78	0.78	0.78
Lanes:	1.00	0.97	0.03	1.00	1.00	1.00	0.90	0.10	1.00	0.53	0.30	0.17
Final Sat.:	1805	1845	48	1805	1900	1615	1265	134	1615	789	442	252

Capacity Analysis Module:

Vol/Sat:	0.50	0.11	0.11	0.00	0.08	0.06	0.07	0.07	0.58	0.03	0.03	0.03
Crit Moves:	****			****			****					
Green/Cycle:	0.64	0.64	0.64	0.11	0.11	0.11	0.11	0.11	0.76	0.11	0.11	0.11
Volume/Cap:	0.78	0.17	0.17	0.01	0.74	0.57	0.65	0.65	0.77	0.31	0.31	0.31
Delay/Veh:	14.8	6.5	6.5	35.6	51.7	42.1	47.5	47.5	9.4	37.9	37.9	37.9
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:	14.8	6.5	6.5	35.6	51.7	42.1	47.5	47.5	9.4	37.9	37.9	37.9
LOS by Move:	B	A	A	D	D	D	D	D	A	D	D	D
HCM2kAvgQ:	19	2	2	0	6	4	4	4	17	2	2	2

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

HCM Signalized Intersection Capacity Analysis

6: Collier Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	176	252	42	204	168	699	51	120	394	914	108	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lane Util. Factor	0.97	0.95		0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3433		3367	1827	2817	1805	1900	1568	3502	3610	1586
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3433		3367	1827	2817	1805	1900	1568	3502	3610	1586
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	189	271	45	219	181	752	55	129	424	983	116	23
RTOR Reduction (vph)	0	13	0	0	0	153	0	0	91	0	0	11
Lane Group Flow (vph)	189	303	0	219	181	599	55	129	333	983	116	12
Confl. Peds. (#/hr)			5			5						5
Heavy Vehicles (%)	0%	3%	0%	4%	4%	0%	0%	0%	3%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	9.7	16.9		15.0	21.5	63.9	7.1	26.6	41.6	42.4	61.9	61.9
Effective Green, g (s)	9.7	16.9		15.0	21.5	63.9	7.1	26.6	41.6	42.4	61.9	61.9
Actuated g/C Ratio	0.08	0.14		0.12	0.18	0.53	0.06	0.22	0.35	0.35	0.52	0.52
Clearance Time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	283	483		420	327	1500	106	421	543	1237	1862	818
v/s Ratio Prot	0.05	c0.09		0.07	0.10	0.14	0.03	0.07	c0.08	c0.28	0.03	
v/s Ratio Perm						0.07			0.14			0.01
v/c Ratio	0.67	0.63		0.52	0.55	0.40	0.52	0.31	0.61	0.79	0.06	0.01
Uniform Delay, d1	53.6	48.6		49.1	44.9	16.7	54.8	39.0	32.5	34.9	14.5	14.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.6	1.8		0.5	1.2	0.1	1.8	1.9	1.4	3.4	0.1	0.0
Delay (s)	58.2	50.4		49.7	46.0	16.7	56.6	40.9	34.0	38.3	14.6	14.2
Level of Service	E	D		D	D	B	E	D	C	D	B	B
Approach Delay (s)		53.3			27.6			37.5			35.3	
Approach LOS		D			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			35.8			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			19.8			
Intersection Capacity Utilization			70.4%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	 			 			 	
Volume (vph)	49	502	31	221	626	136	44	94	122	128	143	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	0.92		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	4950		3502	3418		1799	3273		1799	3414	
Flt Permitted	0.95	1.00		0.95	1.00		0.59	1.00		0.58	1.00	
Satd. Flow (perm)	1805	4950		3502	3418		1117	3273		1105	3414	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	52	534	33	235	666	145	47	100	130	136	152	74
RTOR Reduction (vph)	0	4	0	0	11	0	0	107	0	0	61	0
Lane Group Flow (vph)	52	563	0	235	800	0	47	123	0	136	165	0
Confl. Peds. (#/hr)			5			5	5		5	5		5
Heavy Vehicles (%)	0%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	6.8	66.8		11.4	71.4		20.3	20.3		20.3	20.3	
Effective Green, g (s)	6.8	66.8		11.4	71.4		20.3	20.3		20.3	20.3	
Actuated g/C Ratio	0.06	0.58		0.10	0.62		0.18	0.18		0.18	0.18	
Clearance Time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	106	2875		347	2122		197	577		195	602	
v/s Ratio Prot	c0.03	0.11		c0.07	c0.23			0.04			0.05	
v/s Ratio Perm							0.04			c0.12		
v/c Ratio	0.49	0.20		0.68	0.38		0.24	0.21		0.70	0.27	
Uniform Delay, d1	52.4	11.4		50.0	10.8		40.7	40.5		44.5	41.0	
Progression Factor	0.93	0.43		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.0		4.1	0.5		0.2	0.1		8.5	0.1	
Delay (s)	48.6	4.9		54.1	11.3		40.9	40.6		52.9	41.1	
Level of Service	D	A		D	B		D	D		D	D	
Approach Delay (s)		8.6			20.9			40.6			45.5	
Approach LOS		A			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			23.8			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			16.5			
Intersection Capacity Utilization			66.0%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
8: I-15 SB On Ramp/I-15 SB Off Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	206	236	20	267	0	0	0	0	30	4	165
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	229	262	22	297	0	0	0	0	33	4	183
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total (vph)	229	262	22	297	221							
Volume Left (vph)	0	0	22	0	33							
Volume Right (vph)	0	262	0	0	183							
Hadj (s)	0.05	-0.55	0.67	0.02	-0.38							
Departure Headway (s)	5.1	3.2	6.0	5.3	4.9							
Degree Utilization, x	0.32	0.23	0.04	0.44	0.30							
Capacity (veh/h)	671	1122	576	649	671							
Control Delay (s)	10.5	7.2	8.0	11.3	9.9							
Approach Delay (s)	8.7		11.0		9.9							
Approach LOS	A		B		A							
Intersection Summary												
Delay			9.7									
Level of Service			A									
Intersection Capacity Utilization			40.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Volume (vph)	0	1092	468	621	1128	0	0	0	0	562	1	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.99	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3539	1615	3467	3574					1665	1591	1504
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3539	1615	3467	3574					1665	1591	1504
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1149	493	654	1187	0	0	0	0	592	1	144
RTOR Reduction (vph)	0	0	279	0	0	0	0	0	0	0	2	85
Lane Group Flow (vph)	0	1149	214	654	1187	0	0	0	0	302	303	45
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	2%	0%	1%	1%	0%	0%	0%	0%	3%	0%	2%
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		2		1	6					4	4	4
Permitted Phases			2									
Actuated Green, G (s)		47.6	47.6	23.7	75.9					23.1	23.1	23.1
Effective Green, g (s)		47.6	47.6	23.7	75.9					23.1	23.1	23.1
Actuated g/C Ratio		0.43	0.43	0.22	0.69					0.21	0.21	0.21
Clearance Time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1531	698	746	2466					349	334	315
v/s Ratio Prot		c0.32		c0.19	0.33					0.18	c0.19	0.03
v/s Ratio Perm			0.13									
v/c Ratio		0.75	0.31	0.88	0.48					0.87	0.91	0.14
Uniform Delay, d1		26.2	20.4	41.7	7.9					41.9	42.4	35.4
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		3.4	1.1	11.0	0.7					18.9	26.6	0.1
Delay (s)		29.6	21.6	52.7	8.6					60.8	69.0	35.5
Level of Service		C	C	D	A					E	E	D
Approach Delay (s)		27.2			24.3			0.0			59.8	
Approach LOS		C			C			A			E	
Intersection Summary												
HCM 2000 Control Delay			31.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				15.6		
Intersection Capacity Utilization			77.9%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	218	260	58	369	0	0	0	0	7	2	202
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	242	289	64	410	0	0	0	0	8	2	224
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												8
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	410			531			894	781	242	781	1070	410
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	410			531			894	781	242	781	1070	410
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			94			100	100	100	97	99	65
cM capacity (veh/h)	1160			1036			161	308	802	284	209	637
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	242	289	64	410	234							
Volume Left	0	0	64	0	8							
Volume Right	0	289	0	0	224							
cSH	1700	1700	1036	1700	666							
Volume to Capacity	0.14	0.17	0.06	0.24	0.35							
Queue Length 95th (ft)	0	0	5	0	40							
Control Delay (s)	0.0	0.0	8.7	0.0	13.9							
Lane LOS			A		B							
Approach Delay (s)	0.0		1.2		13.9							
Approach LOS					B							
Intersection Summary												
Average Delay			3.1									
Intersection Capacity Utilization			47.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑↑	↑	↑
Volume (vph)	0	618	134	403	655	0	0	0	0	949	6	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97	0.95	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	0.98	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.86	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		3505	1599	1770	3574					3467	1488	1475
Flt Permitted		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)		3505	1599	1770	3574					3467	1488	1475
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	672	146	438	712	0	0	0	0	1032	7	357
RTOR Reduction (vph)	0	0	104	0	0	0	0	0	0	0	139	145
Lane Group Flow (vph)	0	672	42	438	712	0	0	0	0	1032	43	37
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	3%	1%	2%	1%	0%	0%	0%	0%	1%	0%	2%
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Effective Green, g (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Actuated g/C Ratio		0.29	0.29	0.38	0.71					0.21	0.21	0.21
Clearance Time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1013	462	669	2522					713	306	303
v/s Ratio Prot		c0.19		c0.25	0.20					c0.30	0.03	
v/s Ratio Perm			0.03									0.03
v/c Ratio		0.66	0.09	0.65	0.28					1.45	0.14	0.12
Uniform Delay, d1		37.5	31.1	30.8	6.5					47.6	39.0	38.8
Progression Factor		1.00	1.00	0.61	0.60					1.00	1.00	1.00
Incremental Delay, d2		3.4	0.4	1.5	0.2					209.2	0.1	0.1
Delay (s)		40.9	31.5	20.5	4.1					256.8	39.0	38.9
Level of Service		D	C	C	A					F	D	D
Approach Delay (s)		39.3			10.3			0.0			200.0	
Approach LOS		D			B			A			F	
Intersection Summary												
HCM 2000 Control Delay			96.1			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				15.2		
Intersection Capacity Utilization			79.1%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	149	87	0	0	52	16	235	2	17	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	177	104	0	0	62	19	280	2	20	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	81			104			530	539	104	551	530	71
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	81			104			530	539	104	551	530	71
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			100			33	99	98	100	100	100
cM capacity (veh/h)	1504			1501			418	399	957	397	404	997
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	177	104	81	302								
Volume Left	177	0	0	280								
Volume Right	0	0	19	20								
cSH	1504	1700	1700	434								
Volume to Capacity	0.12	0.06	0.05	0.70								
Queue Length 95th (ft)	10	0	0	130								
Control Delay (s)	7.7	0.0	0.0	30.2								
Lane LOS	A			D								
Approach Delay (s)	4.9		0.0	30.2								
Approach LOS				D								
Intersection Summary												
Average Delay			15.8									
Intersection Capacity Utilization			40.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Volume (vph)	112	1542	0	0	1234	348	515	0	631	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Lane Util. Factor	1.00	0.91			0.91	1.00	0.95	0.91	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	0.90	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.98	1.00			
Satd. Flow (prot)	1736	5085			5136	1495	1698	1491	1490			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.98	1.00			
Satd. Flow (perm)	1736	5085			5136	1495	1698	1491	1490			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	115	1590	0	0	1272	359	531	0	651	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	193	0	65	65	0	0	0
Lane Group Flow (vph)	115	1590	0	0	1272	166	409	330	313	0	0	0
Confl. Peds. (#/hr)						5						
Heavy Vehicles (%)	4%	2%	0%	0%	1%	6%	1%	0%	3%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	9.2	55.4			41.6	41.6	23.6	23.6	23.6			
Effective Green, g (s)	9.2	55.4			41.6	41.6	23.6	23.6	23.6			
Actuated g/C Ratio	0.10	0.62			0.46	0.46	0.26	0.26	0.26			
Clearance Time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Vehicle Extension (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lane Grp Cap (vph)	177	3130			2373	691	445	390	390			
v/s Ratio Prot	c0.07	c0.31			0.25		c0.24	0.22	0.21			
v/s Ratio Perm						0.11						
v/c Ratio	0.65	0.51			0.54	0.24	0.92	0.85	0.80			
Uniform Delay, d1	38.9	9.7			17.3	14.6	32.3	31.5	31.0			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	6.0	0.6			0.9	0.8	23.4	14.9	10.7			
Delay (s)	44.9	10.3			18.2	15.5	55.7	46.4	41.8			
Level of Service	D	B			B	B	E	D	D			
Approach Delay (s)		12.6			17.6			48.1			0.0	
Approach LOS		B			B			D			A	
Intersection Summary												
HCM 2000 Control Delay			23.7									C
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			90.0									15.6
Intersection Capacity Utilization			77.9%									D
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	106	119	0	0	154	21	273	6	112	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	120	135	0	0	175	24	310	7	127	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	199			135			563	575	135	694	563	187
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	199			135			563	575	135	694	563	187
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			100			24	98	86	100	100	100
cM capacity (veh/h)	1356			1462			406	393	919	285	399	860
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	120	135	199	444								
Volume Left	120	0	0	310								
Volume Right	0	0	24	127								
cSH	1356	1700	1700	483								
Volume to Capacity	0.09	0.08	0.12	0.92								
Queue Length 95th (ft)	7	0	0	268								
Control Delay (s)	7.9	0.0	0.0	52.9								
Lane LOS	A			F								
Approach Delay (s)	3.7		0.0	52.9								
Approach LOS				F								
Intersection Summary												
Average Delay			27.2									
Intersection Capacity Utilization			47.5%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	242	1325	0	0	793	740	265	3	618	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Lane Util. Factor	0.97	0.91			0.91	0.91		1.00	0.88			
Frt	1.00	1.00			0.96	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	3303	5136			3295	1455		1758	2814			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	3303	5136			3295	1455		1758	2814			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	255	1395	0	0	835	779	279	3	651	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	209	0	0	135	0	0	0
Lane Group Flow (vph)	255	1395	0	0	1090	290	0	282	516	0	0	0
Heavy Vehicles (%)	6%	1%	0%	0%	1%	1%	3%	0%	1%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Actuated Green, G (s)	15.4	89.7			69.7	69.7		19.7	19.7			
Effective Green, g (s)	15.4	89.7			69.7	69.7		19.7	19.7			
Actuated g/C Ratio	0.13	0.75			0.58	0.58		0.16	0.16			
Clearance Time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Vehicle Extension (s)	4.0	2.0			2.0	2.0		2.0	2.0			
Lane Grp Cap (vph)	423	3839			1913	845		288	461			
v/s Ratio Prot	c0.08	0.27			c0.33			0.16				
v/s Ratio Perm						0.20			c0.18			
v/c Ratio	0.60	0.36			0.57	0.34		0.98	1.12			
Uniform Delay, d1	49.4	5.3			15.8	13.2		49.9	50.1			
Progression Factor	1.92	1.17			0.90	4.92		1.00	1.00			
Incremental Delay, d2	4.7	0.0			0.9	0.8		46.6	79.0			
Delay (s)	99.6	6.2			15.1	65.6		96.5	129.2			
Level of Service	F	A			B	E		F	F			
Approach Delay (s)		20.6			30.7			119.3			0.0	
Approach LOS		C			C			F			A	
Intersection Summary												
HCM 2000 Control Delay			46.4				HCM 2000 Level of Service		D			
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)		15.2			
Intersection Capacity Utilization			79.1%				ICU Level of Service		D			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Dexter Avenue / 11th Street

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	54	24	2	55	0	0	0	0	25	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	54	24	2	55	0	0	0	0	25	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	0	72	32	3	73	0	0	0	0	33	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	72	32	3	73	0	0	0	0	33	0	4

Critical Gap Module:

Critical Gp:xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	103	xxxx	xxxxx	168	181	73	150	150	72
Potent Cap.:	xxxx	xxxx	xxxxx	1501	xxxx	xxxxx	801	716	995	847	746	996
Move Cap.:	xxxx	xxxx	xxxxx	1501	xxxx	xxxxx	797	715	995	846	744	996
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.00	0.04	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	860	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx
Shared LOS:	A	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				9.4	
ApproachLOS:	*			*			*				A	

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

HCM Signalized Intersection Capacity Analysis

17: Dexter Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (vph)	401	1567	205	146	1112	76	120	96	153	47	44	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5036	1583	1805	6346	1583	1805	1900	1586	1805	1900	1603
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.73	1.00	1.00	0.69	1.00	1.00
Satd. Flow (perm)	1805	5036	1583	1805	6346	1583	1383	1900	1586	1307	1900	1603
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	413	1615	211	151	1146	78	124	99	158	48	45	361
RTOR Reduction (vph)	0	0	104	0	0	50	0	0	116	0	0	11
Lane Group Flow (vph)	413	1615	107	151	1146	28	124	99	42	48	45	350
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			6	8		8	4		4
Actuated Green, G (s)	32.4	65.9	65.9	13.8	47.3	47.3	34.7	34.7	34.7	34.7	34.7	67.1
Effective Green, g (s)	32.4	65.9	65.9	13.8	47.3	47.3	34.7	34.7	34.7	34.7	34.7	67.1
Actuated g/C Ratio	0.25	0.51	0.51	0.11	0.36	0.36	0.27	0.27	0.27	0.27	0.27	0.52
Clearance Time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	449	2552	802	191	2308	575	369	507	423	348	507	827
v/s Ratio Prot	c0.23	c0.32		0.08	0.18			0.05			0.02	c0.11
v/s Ratio Perm			0.07			0.02	0.09		0.03	0.04		0.11
v/c Ratio	0.92	0.63	0.13	0.79	0.50	0.05	0.34	0.20	0.10	0.14	0.09	0.42
Uniform Delay, d1	47.5	23.3	16.9	56.7	32.1	26.8	38.4	36.9	35.9	36.3	35.8	19.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	23.4	1.2	0.3	18.4	0.8	0.2	2.4	0.9	0.5	0.8	0.3	0.1
Delay (s)	70.9	24.5	17.3	75.1	32.9	26.9	40.8	37.7	36.4	37.1	36.1	19.6
Level of Service	E	C	B	E	C	C	D	D	D	D	D	B
Approach Delay (s)		32.4			37.2			38.2			23.1	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			33.4			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			15.6			
Intersection Capacity Utilization			83.5%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 18: Dexter Av. & Allan St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	0	3	2	1	4	1	262	1	5	215	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	24	0	3	2	1	5	1	305	1	6	250	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage (veh)								2			2	
Upstream signal (ft)											211	
pX, platoon unblocked												
vC, conflicting volume	574	570	250	572	577	305	258			306		
vC1, stage 1 conf vol	262	262		307	307							
vC2, stage 2 conf vol	312	308		265	270							
vCu, unblocked vol	574	570	250	572	577	305	258			306		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	100	100	100	99	100			100		
cM capacity (veh/h)	604	579	794	609	578	740	1318			1266		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	28	8	1	305	1	6	250	8				
Volume Left	24	2	1	0	0	6	0	0				
Volume Right	3	5	0	0	1	0	0	8				
cSH	623	672	1318	1700	1700	1266	1700	1700				
Volume to Capacity	0.04	0.01	0.00	0.18	0.00	0.00	0.15	0.00				
Queue Length 95th (ft)	4	1	0	0	0	0	0	0				
Control Delay (s)	11.1	10.4	7.7	0.0	0.0	7.9	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	11.1	10.4	0.0			0.2						
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			23.9%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 19: Dexter Av. & Crane St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	1	4	2	0	38	3	220	1	92	145	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	11	1	5	2	0	45	4	262	1	110	173	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage (veh)								2			2	
Upstream signal (ft)											649	
pX, platoon unblocked												
vC, conflicting volume	706	662	173	666	667	262	179			263		
vC1, stage 1 conf vol	392	392		269	269							
vC2, stage 2 conf vol	314	270		397	398							
vCu, unblocked vol	706	662	173	666	667	262	179			263		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	99	100	100	94	100			92		
cM capacity (veh/h)	469	484	876	521	503	782	1409			1313		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	17	48	4	262	1	110	173	6				
Volume Left	11	2	4	0	0	110	0	0				
Volume Right	5	45	0	0	1	0	0	6				
cSH	542	763	1409	1700	1700	1313	1700	1700				
Volume to Capacity	0.03	0.06	0.00	0.15	0.00	0.08	0.10	0.00				
Queue Length 95th (ft)	2	5	0	0	0	7	0	0				
Control Delay (s)	11.9	10.0	7.6	0.0	0.0	8.0	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	11.9	10.0	0.1			3.0						
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.5									
Intersection Capacity Utilization			31.3%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 20: Dexter Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	5	0	1	1	223	8	0	148	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	0	6	0	1	1	251	9	0	166	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	425	428	166	424	424	255	166			260		
vC1, stage 1 conf vol	166	166		257	257							
vC2, stage 2 conf vol	258	262		166	166							
vCu, unblocked vol	425	428	166	424	424	255	166			260		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	100			100		
cM capacity (veh/h)	687	640	883	688	642	788	1424			1317		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	7	261	166								
Volume Left	0	6	1	0								
Volume Right	0	1	9	0								
cSH	1700	703	1424	1317								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	0.0	10.2	0.0	0.0								
Lane LOS	A	B	A									
Approach Delay (s)	0.0	10.2	0.0	0.0								
Approach LOS	A	B										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			23.0%	ICU Level of Service						A		
Analysis Period (min)			15									

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #21 Dexter Avenue / 2nd Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.311
Loss Time (sec): 0 Average Delay (sec/veh): 8.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	1	1	3	3	1	138	216	4	1	2	1	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	3	1	138	216	4	1	2	1	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	1	3	3	1	154	241	4	1	2	1	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	3	1	154	241	4	1	2	1	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
Final Volume:	1	1	3	3	1	154	241	4	1	2	1	7

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.20	0.60	0.02	0.01	0.97	0.97	0.02	0.01	0.22	0.11	0.67
Final Sat.:	157	157	470	19	6	852	775	14	4	184	92	553

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.18	0.18	0.18	0.31	0.31	0.31	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	7.3	7.3	7.3	7.7	7.7	7.7	9.3	9.3	9.3	7.2	7.2	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	7.3	7.3	7.7	7.7	7.7	9.3	9.3	9.3	7.2	7.2	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.3			7.7			9.3			7.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.3			7.7			9.3			7.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.4	0.4	0.0	0.0	0.0

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

HCM Unsignalized Intersection Capacity Analysis 22: Camino del Norte & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	231	0	2	0	2	173
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	248	0	2	0	2	186
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	99	95	188			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	99	95	188			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	72	100	100			
cM capacity (veh/h)	903	967	1398			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	248	0	2	188		
Volume Left	248	0	2	0		
Volume Right	0	0	0	186		
cSH	903	1700	1398	1700		
Volume to Capacity	0.28	0.00	0.00	0.11		
Queue Length 95th (ft)	28	0	0	0		
Control Delay (s)	10.5	0.0	7.6	0.0		
Lane LOS	B	A	A			
Approach Delay (s)	10.5		7.6	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			6.0			
Intersection Capacity Utilization			30.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

23: Grape St./Summerhill Dr. & Railroad Canyon Rd.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	345	1248	350	132	815	51	365	143	247	190	153	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		0.97	0.95		1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	0.99		1.00	0.99	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.90		1.00	0.94	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3539	1587	1805	5041		3502	3232		1805	1674	1513
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3539	1587	1805	5041		3502	3232		1805	1674	1513
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	397	1434	402	152	937	59	420	164	284	218	176	406
RTOR Reduction (vph)	0	0	176	0	6	0	0	113	0	0	0	0
Lane Group Flow (vph)	397	1434	226	152	990	0	420	335	0	218	306	276
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases			2									4
Actuated Green, G (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Effective Green, g (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Actuated g/C Ratio	0.05	0.29	0.29	0.07	0.31		0.31	0.31		0.14	0.14	0.20
Clearance Time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	189	1032	462	127	1554		1079	996		255	237	296
v/s Ratio Prot	c0.11	c0.41		0.08	0.20		c0.12	0.10		0.12	c0.18	0.05
v/s Ratio Perm			0.14									0.13
v/c Ratio	2.10	1.39	0.49	1.20	0.64		0.39	0.34		0.85	1.29	0.93
Uniform Delay, d1	56.8	42.5	35.1	55.8	35.7		32.6	32.0		50.3	51.5	47.5
Progression Factor	0.97	0.73	0.65	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	510.2	180.4	3.1	142.2	2.0		1.1	0.9		22.6	158.8	34.4
Delay (s)	565.0	211.5	26.0	198.0	37.7		33.7	32.9		72.9	210.3	81.9
Level of Service	F	F	C	F	D		C	C		E	F	F
Approach Delay (s)		241.0			59.0			33.3			128.5	
Approach LOS		F			E			C			F	
Intersection Summary												
HCM 2000 Control Delay			146.1			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			22.5			
Intersection Capacity Utilization			101.9%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

25: Cambern Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	282	1483	2	1	1203	144	1	0	2	233	2	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.98			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			0.99	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.85			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3502	3504		1805	3505	1586	1805	1588			1801	1584
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.39	1.00			0.73	1.00
Satd. Flow (perm)	3502	3504		1805	3505	1586	748	1588			1375	1584
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	294	1545	2	1	1253	150	1	0	2	243	2	135
RTOR Reduction (vph)	0	0	0	0	0	74	0	2	0	0	0	107
Lane Group Flow (vph)	294	1547	0	1	1253	76	1	0	0	0	245	28
Confl. Peds. (#/hr)			5			5			5	5		5
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	14.1	65.8		1.2	52.9	52.9	22.1	22.1			22.1	22.1
Effective Green, g (s)	14.1	65.8		1.2	52.9	52.9	22.1	22.1			22.1	22.1
Actuated g/C Ratio	0.13	0.63		0.01	0.50	0.50	0.21	0.21			0.21	0.21
Clearance Time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	470	2195		20	1765	799	157	334			289	333
v/s Ratio Prot	c0.08	c0.44		0.00	0.36			0.00				
v/s Ratio Perm						0.05	0.00				c0.18	0.02
v/c Ratio	0.63	0.70		0.05	0.71	0.09	0.01	0.00			0.85	0.09
Uniform Delay, d1	43.0	13.1		51.3	20.1	13.6	32.8	32.7			39.8	33.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	2.6	1.9		1.0	2.4	0.2	0.0	0.0			20.0	0.1
Delay (s)	45.6	15.0		52.4	22.6	13.8	32.8	32.7			59.8	33.4
Level of Service	D	B		D	C	B	C	C			E	C
Approach Delay (s)		19.9			21.7			32.8			50.4	
Approach LOS		B			C			C			D	
Intersection Summary												
HCM 2000 Control Delay			23.8									
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			105.0									
Intersection Capacity Utilization			78.2%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
28: Cambern Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	6	1	0	4	0	0	0	0	2	0	3
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Hourly flow rate (vph)	2	10	2	0	7	0	0	0	0	3	0	5
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	13	7	0	8								
Volume Left (vph)	2	0	0	3								
Volume Right (vph)	2	0	0	5								
Hadj (s)	-0.05	0.00	0.00	-0.28								
Departure Headway (s)	3.9	3.9	3.9	3.7								
Degree Utilization, x	0.01	0.01	0.00	0.01								
Capacity (veh/h)	920	909	900	972								
Control Delay (s)	6.9	7.0	6.9	6.7								
Approach Delay (s)	6.9	7.0	0.0	6.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				6.9								
Level of Service				A								
Intersection Capacity Utilization				13.3%	ICU Level of Service	A						
Analysis Period (min)				15								

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Conard Avenue / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 12 Average Delay (sec/veh): 22.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	29	29	29	10	10	10	10	26	26	10	26	26				
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	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	44	1	3	10	1	17	19	1666	67	1	1113	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:	44	1	3	10	1	17	19	1666	67	1	1113	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	45	1	3	10	1	17	19	1697	68	1	1133	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1	3	10	1	17	19	1697	68	1	1133	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	1	3	10	1	17	19	1697	68	1	1133	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.86	0.86	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.92	0.02	0.06	0.91	0.09	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1339	30	91	1482	148	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.01	0.01	0.47	0.04	0.00	0.31	0.01
Crit Moves:	****						****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.14	0.58	0.58	0.08	0.52	0.52
Volume/Cap:	0.14	0.14	0.14	0.03	0.03	0.04	0.08	0.82	0.07	0.01	0.60	0.03
Delay/Veh:	35.9	35.9	35.9	34.8	34.8	34.9	45.2	23.1	11.3	50.5	20.7	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	35.9	35.9	34.8	34.8	34.9	45.2	23.1	11.3	50.5	20.7	14.0
LOS by Move:	D	D	D	C	C	C	D	C	B	D	C	B
HCM2kAvgQ:	1	1	1	0	0	0	1	28	1	0	15	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Rosetta Canyon Drive / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.403

Loss Time (sec): 12 Average Delay (sec/veh): 16.5

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	33	0	33	0	0	0	0	32	32	10	10	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	1

Volume Module:

Base Vol:	112	0	20	0	0	0	0	1456	153	24	982	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:	112	0	20	0	0	0	0	1456	153	24	982	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	114	0	20	0	0	0	0	1484	156	24	1001	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	0	20	0	0	0	0	1484	156	24	1001	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:	114	0	20	0	0	0	0	1484	156	24	1001	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	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.01	0.00	0.00	0.00	0.00	0.29	0.10	0.01	0.28	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.54	0.54	0.08	0.63	0.00
Volume/Cap:	0.23	0.00	0.05	0.00	0.00	0.00	0.00	0.53	0.18	0.16	0.44	0.00
Delay/Veh:	33.9	0.0	32.0	0.0	0.0	0.0	0.0	17.8	14.0	51.6	11.8	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:	33.9	0.0	32.0	0.0	0.0	0.0	0.0	17.8	14.0	51.6	11.8	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	B	A
HCM2kAvgQ:	3	0	1	0	0	0	0	13	3	1	10	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Riverside Street / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.464

Loss Time (sec): 12 Average Delay (sec/veh): 14.5

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	27	0	27	0	0	0	0	29	29	10	10	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	1

Volume Module:

Base Vol:	84	0	6	0	0	0	0	1338	135	8	903	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:	84	0	6	0	0	0	0	1338	135	8	903	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	88	0	6	0	0	0	0	1400	141	8	945	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	6	0	0	0	0	1400	141	8	945	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:	88	0	6	0	0	0	0	1400	141	8	945	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	0.85	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.09	0.00	0.26	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.59	0.59	0.08	0.68	0.00
Volume/Cap:	0.11	0.00	0.02	0.00	0.00	0.00	0.00	0.66	0.15	0.06	0.39	0.00
Delay/Veh:	37.0	0.0	36.2	0.0	0.0	0.0	0.0	17.1	11.0	50.8	8.7	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:	37.0	0.0	36.2	0.0	0.0	0.0	0.0	17.1	11.0	50.8	8.7	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	1	0	0	0	0	0	0	18	2	0	8	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Meadowbrook Avenue/Greenwald Avenue / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.453

Loss Time (sec): 12 Average Delay (sec/veh): 22.5

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	34	34	34	10	10	10	10	25	25	10	25	25
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:	118	21	38	35	16	19	12	927	295	60	736	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:	118	21	38	35	16	19	12	927	295	60	736	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	129	23	41	38	17	21	13	1010	321	65	802	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	23	41	38	17	21	13	1010	321	65	802	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	129	23	41	38	17	21	13	1010	321	65	802	35

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.90	0.90	0.72	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.36	0.64	1.00	0.46	0.54	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1400	611	1105	1360	798	948	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.04	0.04	0.03	0.02	0.02	0.01	0.28	0.20	0.04	0.22	0.02
Crit Moves:	****						****			****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.17	0.53	0.53	0.08	0.45	0.45
Volume/Cap:	0.32	0.13	0.13	0.10	0.08	0.08	0.04	0.52	0.37	0.43	0.50	0.05
Delay/Veh:	34.4	32.1	32.1	31.8	31.6	31.6	41.9	18.4	16.6	54.3	23.7	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:	34.4	32.1	32.1	31.8	31.6	31.6	41.9	18.4	16.6	54.3	23.7	18.7
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	B
HCM2kAvgQ:	4	2	2	1	1	1	0	13	7	3	11	1

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Lakeshore Drive / Riverside Drive (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 16 Average Delay (sec/veh): 43.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	10	33	33	10	33	33	10	31	31	10	31	31	
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	0	1	1	0	1	0	1

Volume Module:

Base Vol:	172	218	41	228	224	156	152	575	222	62	504	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	218	41	228	224	156	152	575	222	62	504	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	177	224	42	234	230	160	156	591	228	64	518	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	224	42	234	230	160	156	591	228	64	518	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	177	224	42	234	230	160	156	591	228	64	518	255

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	0.85	0.95	0.95	0.85	0.95	1.00	0.85
Lanes:	1.00	1.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2966	558	1805	3610	1615	1805	3610	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.08	0.08	0.13	0.06	0.10	0.09	0.16	0.14	0.04	0.27	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.28	0.28	0.16	0.32	0.32	0.10	0.33	0.33	0.11	0.33	0.33
Volume/Cap:	0.86	0.27	0.27	0.83	0.20	0.31	0.83	0.50	0.43	0.33	0.83	0.48
Delay/Veh:	81.6	34.3	34.3	66.8	29.8	31.3	77.5	32.7	32.1	50.7	45.9	32.7
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:	81.6	34.3	34.3	66.8	29.8	31.3	77.5	32.7	32.1	50.7	45.9	32.7
LOS by Move:	F	C	C	E	C	C	E	C	C	D	D	C
HCM2kAvgQ:	9	4	4	11	3	4	8	9	7	2	20	8

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 W. Graham Avenue / N. Main Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 0 Average Delay (sec/veh): 10.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	1	0	0 1 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	11	16	8	122	12	111	162	110	11	12	131	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:	11	16	8	122	12	111	162	110	11	12	131	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	11	16	8	125	12	113	166	112	11	12	134	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	16	8	125	12	113	166	112	11	12	134	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
Final Volume:	11	16	8	125	12	113	166	112	11	12	134	82

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.46	0.23	1.00	0.10	0.90	0.57	0.39	0.04	0.05	0.59	0.36
Final Sat.:	183	267	133	546	64	595	396	269	27	38	420	256

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.23	0.19	0.19	0.42	0.42	0.42	0.32	0.32	0.32
Crit Moves:	****			****			****			****		
Delay/Veh:	8.9	8.9	8.9	10.7	9.0	9.0	11.4	11.4	11.4	9.9	9.9	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.9	8.9	10.7	9.0	9.0	11.4	11.4	11.4	9.9	9.9	9.9
LOS by Move:	A	A	A	B	A	A	B	B	B	A	A	A
ApproachDel:	8.9			9.8			11.4			9.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.9			9.8			11.4			9.9		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.2	0.2	0.6	0.6	0.6	0.4	0.4	0.4

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

HCM Signalized Intersection Capacity Analysis

3: Mission Trail & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	47	87	8	426	68	227	19	288	421	218	249	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5118		3433	3154		1805	3610	1528	1805	3610	1589
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5118		3433	3154		1805	3610	1528	1805	3610	1589
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	92	8	448	72	239	20	303	443	229	262	26
RTOR Reduction (vph)	0	5	0	0	146	0	0	0	0	0	0	18
Lane Group Flow (vph)	49	95	0	448	165	0	20	303	443	229	262	8
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	4%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	4.2	42.5		6.4	44.7		7.7	40.1	40.1	5.0	37.4	37.4
Effective Green, g (s)	4.2	42.5		6.4	44.7		7.7	40.1	40.1	5.0	37.4	37.4
Actuated g/C Ratio	0.04	0.37		0.06	0.39		0.07	0.35	0.35	0.04	0.33	0.33
Clearance Time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	65	1891		191	1225		120	1258	532	78	1174	516
v/s Ratio Prot	0.03	0.02		c0.13	c0.05		0.01	0.08		c0.13	0.07	
v/s Ratio Perm									c0.29			0.01
v/c Ratio	0.75	0.05		2.35	0.13		0.17	0.24	0.83	2.94	0.22	0.02
Uniform Delay, d1	54.9	23.3		54.3	22.7		50.6	26.6	34.4	55.0	28.2	26.3
Progression Factor	1.00	1.00		0.89	0.66		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	34.8	0.1		620.7	0.2		0.2	0.0	10.3	904.8	0.0	0.0
Delay (s)	89.7	23.3		669.1	15.2		50.9	26.7	44.7	959.8	28.3	26.3
Level of Service	F	C		F	B		D	C	D	F	C	C
Approach Delay (s)		45.2			401.2			37.7			440.8	
Approach LOS		D			F			D			F	
Intersection Summary												
HCM 2000 Control Delay			259.2			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			87.2%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Gunnerson Street / Riverside Drive (SR-74)

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: F[156.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	31	0	6	1	0	6	5	852	65	4	889	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	0	6	1	0	6	5	852	65	4	889	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	0	7	1	0	7	5	925	71	4	965	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	34	0	7	1	0	7	5	925	71	4	965	1

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
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:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1949	1946	960	1949	1981	966	966	xxxx	xxxxx	996	xxxx	xxxxx
Potent Cap.:	49	65	314	49	62	312	721	xxxx	xxxxx	703	xxxx	xxxxx
Move Cap.:	48	65	314	48	61	312	721	xxxx	xxxxx	703	xxxx	xxxxx
Volume/Cap:	0.71	0.00	0.02	0.02	0.00	0.02	0.01	xxxx	xxxxx	0.01	xxxx	xxxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.7	xxxxx	xxxx	16.8	10.0	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	C	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	48	xxxx	xxxxx	48	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	2.8	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	183.4	xxxx	xxxxx	82.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	156.3			26.2			xxxxxx			xxxxxx		
ApproachLOS:	F			D			*			*		

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Collier Avenue / Riverside Drive (SR-74)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 12 Average Delay (sec/veh): 20.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	848	226	42	13	194	106	85	23	800	34	16	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	848	226	42	13	194	106	85	23	800	34	16	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	919	245	46	14	210	115	92	25	867	37	17	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	919	245	46	14	210	115	92	25	867	37	17	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	919	245	46	14	210	115	92	25	867	37	17	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.77	0.77	0.85	0.70	0.70	0.70
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	0.79	0.21	1.00	0.56	0.27	0.17
Final Sat.:	1805	1564	291	1805	1900	1615	1157	313	1615	754	355	222

Capacity Analysis Module:

Vol/Sat:	0.51	0.16	0.16	0.01	0.11	0.07	0.08	0.08	0.54	0.05	0.05	0.05
Crit Moves:	****			****			****					
Green/Cycle:	0.61	0.61	0.61	0.13	0.13	0.13	0.12	0.12	0.73	0.12	0.12	0.12
Volume/Cap:	0.84	0.26	0.26	0.06	0.84	0.54	0.68	0.68	0.74	0.42	0.42	0.42
Delay/Veh:	19.0	7.8	7.8	32.4	56.9	37.1	46.1	46.1	9.4	36.6	36.6	36.6
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:	19.0	7.8	7.8	32.4	56.9	37.1	46.1	46.1	9.4	36.6	36.6	36.6
LOS by Move:	B	A	A	C	E	D	D	D	A	D	D	D
HCM2kAvgQ:	22	4	4	0	8	4	4	4	15	2	2	2

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

HCM Signalized Intersection Capacity Analysis

6: Collier Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	188	244	47	107	190	688	48	90	89	983	75	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lane Util. Factor	0.97	0.95		0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3291		3273	1792	2818	1805	1900	1495	3502	3610	1586
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3291		3273	1792	2818	1805	1900	1495	3502	3610	1586
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	204	265	51	116	207	748	52	98	97	1068	82	35
RTOR Reduction (vph)	0	14	0	0	0	181	0	0	73	0	0	17
Lane Group Flow (vph)	204	302	0	116	207	567	52	98	24	1068	82	18
Confl. Peds. (#/hr)			5			5						5
Heavy Vehicles (%)	0%	8%	0%	7%	6%	0%	0%	0%	8%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	9.8	23.7		8.7	21.9	69.8	7.0	20.6	29.3	47.9	61.5	61.5
Effective Green, g (s)	9.8	23.7		8.7	21.9	69.8	7.0	20.6	29.3	47.9	61.5	61.5
Actuated g/C Ratio	0.08	0.20		0.07	0.18	0.58	0.06	0.17	0.24	0.40	0.51	0.51
Clearance Time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	285	649		237	327	1639	105	326	365	1397	1850	812
v/s Ratio Prot	c0.06	0.09		0.04	c0.12	0.14	0.03	c0.05	0.00	c0.30	0.02	
v/s Ratio Perm						0.06			0.01			0.01
v/c Ratio	0.72	0.46		0.49	0.63	0.35	0.50	0.30	0.06	0.76	0.04	0.02
Uniform Delay, d1	53.7	42.5		53.5	45.3	13.1	54.8	43.4	34.8	31.2	14.6	14.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.9	0.2		0.6	2.9	0.0	1.3	2.4	0.0	2.3	0.0	0.1
Delay (s)	60.7	42.7		54.1	48.3	13.2	56.1	45.8	34.9	33.5	14.6	14.5
Level of Service	E	D		D	D	B	E	D	C	C	B	B
Approach Delay (s)		49.8			24.4			43.7			31.6	
Approach LOS		D			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			33.2			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			19.8			
Intersection Capacity Utilization			66.6%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Existing (2013) Conditions - Saturday Mid-Day Peak Hour
Urban Crossroads, Inc.

Synchro 8 Report
Page 2

HCM Signalized Intersection Capacity Analysis

7: Auto Center Dr. & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	633	38	246	634	127	29	47	156	204	88	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	0.88		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	4996		3502	3452		1798	3154		1799	3374	
Flt Permitted	0.95	1.00		0.95	1.00		0.66	1.00		0.62	1.00	
Satd. Flow (perm)	1805	4996		3502	3452		1241	3154		1173	3374	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	57	659	40	256	660	132	30	49	162	212	92	60
RTOR Reduction (vph)	0	5	0	0	11	0	0	126	0	0	46	0
Lane Group Flow (vph)	57	694	0	256	781	0	30	85	0	212	106	0
Confl. Peds. (#/hr)			5			5	5		5	5		5
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	7.1	61.1		11.5	65.5		25.9	25.9		25.9	25.9	
Effective Green, g (s)	7.1	61.1		11.5	65.5		25.9	25.9		25.9	25.9	
Actuated g/C Ratio	0.06	0.53		0.10	0.57		0.23	0.23		0.23	0.23	
Clearance Time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	111	2654		350	1966		279	710		264	759	
v/s Ratio Prot	c0.03	0.14		c0.07	c0.23			0.03			0.03	
v/s Ratio Perm							0.02			c0.18		
v/c Ratio	0.51	0.26		0.73	0.40		0.11	0.12		0.80	0.14	
Uniform Delay, d1	52.3	14.7		50.3	13.8		35.4	35.5		42.1	35.6	
Progression Factor	0.95	0.39		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.0		6.6	0.6		0.1	0.0		15.2	0.0	
Delay (s)	49.8	5.8		56.9	14.4		35.4	35.5		57.3	35.7	
Level of Service	D	A		E	B		D	D		E	D	
Approach Delay (s)		9.1			24.8			35.5			48.3	
Approach LOS		A			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			24.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			16.5			
Intersection Capacity Utilization			70.9%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
8: I-15 SB On Ramp/I-15 SB Off Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	200	215	20	243	0	0	0	0	32	1	172
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	213	229	21	259	0	0	0	0	34	1	183
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total (vph)	213	229	21	259	218							
Volume Left (vph)	0	0	21	0	34							
Volume Right (vph)	0	229	0	0	183							
Hadj (s)	0.07	-0.58	0.50	0.00	-0.43							
Departure Headway (s)	5.0	3.2	5.8	5.3	4.7							
Degree Utilization, x	0.30	0.20	0.03	0.38	0.28							
Capacity (veh/h)	681	1121	597	656	710							
Control Delay (s)	10.1	7.0	7.8	10.2	9.5							
Approach Delay (s)	8.5		10.1		9.5							
Approach LOS	A		B		A							
Intersection Summary												
Delay			9.2									
Level of Service			A									
Intersection Capacity Utilization			39.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑↓	↑
Volume (vph)	0	832	484	566	1122	0	0	0	0	384	2	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.99	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (prot)		3539	1583	3433	3574					1665	1582	1490
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (perm)		3539	1583	3433	3574					1665	1582	1490
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	849	494	578	1145	0	0	0	0	392	2	188
RTOR Reduction (vph)	0	0	251	0	0	0	0	0	0	0	3	97
Lane Group Flow (vph)	0	849	243	578	1145	0	0	0	0	208	202	72
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	2%	2%	2%	1%	0%	0%	0%	0%	3%	0%	3%
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		2		1	6					4	4	4
Permitted Phases			2									
Actuated Green, G (s)		54.0	54.0	22.2	80.8					18.2	18.2	18.2
Effective Green, g (s)		54.0	54.0	22.2	80.8					18.2	18.2	18.2
Actuated g/C Ratio		0.49	0.49	0.20	0.73					0.17	0.17	0.17
Clearance Time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1737	777	692	2625					275	261	246
v/s Ratio Prot		c0.24		c0.17	0.32					0.12	c0.13	0.05
v/s Ratio Perm			0.15									
v/c Ratio		0.49	0.31	0.84	0.44					0.76	0.77	0.29
Uniform Delay, d1		18.8	16.8	42.1	5.7					43.8	43.9	40.3
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		1.0	1.0	8.2	0.5					10.1	12.2	0.2
Delay (s)		19.7	17.9	50.4	6.2					53.8	56.1	40.5
Level of Service		B	B	D	A					D	E	D
Approach Delay (s)		19.1			21.0			0.0			50.8	
Approach LOS		B			C			A			D	
Intersection Summary												
HCM 2000 Control Delay			25.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				15.6		
Intersection Capacity Utilization			71.7%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	185	151	54	212	0	0	0	0	8	3	111
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	193	157	56	221	0	0	0	0	8	3	116
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)	8											
Median type	None			None								
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	221			350			585	526	193	526	683	221
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	221			350			585	526	193	526	683	221
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			100	100	100	98	99	86
cM capacity (veh/h)	1360			1198			350	438	854	449	356	816
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	193	157	56	221	127							
Volume Left	0	0	56	0	8							
Volume Right	0	157	0	0	116							
cSH	1700	1700	1198	1700	897							
Volume to Capacity	0.11	0.09	0.05	0.13	0.14							
Queue Length 95th (ft)	0	0	4	0	12							
Control Delay (s)	0.0	0.0	8.2	0.0	10.5							
Lane LOS			A		B							
Approach Delay (s)	0.0		1.7		10.5							
Approach LOS					B							
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			35.3%	ICU Level of Service		A						
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑↑	↑	↑
Volume (vph)	0	792	201	379	678	0	0	0	0	851	2	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97	0.95	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	0.98	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.85	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		3539	1583	1770	3574					3467	1494	1490
Flt Permitted		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)		3539	1583	1770	3574					3467	1494	1490
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	816	207	391	699	0	0	0	0	877	2	339
RTOR Reduction (vph)	0	0	147	0	0	0	0	0	0	0	135	134
Lane Group Flow (vph)	0	816	60	391	699	0	0	0	0	877	37	35
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	2%	2%	2%	1%	0%	0%	0%	0%	1%	0%	1%
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Effective Green, g (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Actuated g/C Ratio		0.29	0.29	0.38	0.71					0.21	0.21	0.21
Clearance Time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1023	457	669	2522					713	307	306
v/s Ratio Prot		c0.23		c0.22	0.20					c0.25	0.02	
v/s Ratio Perm			0.04									0.02
v/c Ratio		0.80	0.13	0.58	0.28					1.23	0.12	0.11
Uniform Delay, d1		39.4	31.5	29.8	6.5					47.6	38.8	38.7
Progression Factor		1.00	1.00	0.66	0.81					1.00	1.00	1.00
Incremental Delay, d2		6.5	0.6	0.7	0.2					115.6	0.1	0.1
Delay (s)		45.9	32.1	20.5	5.5					163.2	38.9	38.8
Level of Service		D	C	C	A					F	D	D
Approach Delay (s)		43.1			10.9			0.0			128.4	
Approach LOS		D			B			A			F	
Intersection Summary												
HCM 2000 Control Delay			63.7			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				15.2		
Intersection Capacity Utilization			79.8%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	158	74	0	0	44	12	219	4	7	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	161	76	0	0	45	12	223	4	7	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	57			76			449	455	76	458	449	51
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	57			76			449	455	76	458	449	51
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			100			54	99	99	100	100	100
cM capacity (veh/h)	1560			1536			482	452	991	469	456	1023
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	161	76	57	235								
Volume Left	161	0	0	223								
Volume Right	0	0	12	7								
cSH	1560	1700	1700	489								
Volume to Capacity	0.10	0.04	0.03	0.48								
Queue Length 95th (ft)	9	0	0	64								
Control Delay (s)	7.6	0.0	0.0	19.0								
Lane LOS	A			C								
Approach Delay (s)	5.2		0.0	19.0								
Approach LOS				C								
Intersection Summary												
Average Delay			10.7									
Intersection Capacity Utilization			39.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Volume (vph)	72	1144	0	0	1254	409	434	0	615	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Lane Util. Factor	1.00	0.91			0.91	1.00	0.95	0.91	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	0.88	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	1805	5085			5136	1553	1665	1474	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	1805	5085			5136	1553	1665	1474	1504			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	73	1167	0	0	1280	417	443	0	628	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	210	0	66	66	0	0	0
Lane Group Flow (vph)	73	1167	0	0	1280	207	372	288	279	0	0	0
Confl. Peds. (#/hr)						5						
Heavy Vehicles (%)	0%	2%	0%	0%	1%	2%	3%	0%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	7.1	56.3			44.6	44.6	22.7	22.7	22.7			
Effective Green, g (s)	7.1	56.3			44.6	44.6	22.7	22.7	22.7			
Actuated g/C Ratio	0.08	0.63			0.50	0.50	0.25	0.25	0.25			
Clearance Time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Vehicle Extension (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lane Grp Cap (vph)	142	3180			2545	769	419	371	379			
v/s Ratio Prot	c0.04	0.23			c0.25		c0.22	0.20	0.19			
v/s Ratio Perm						0.13						
v/c Ratio	0.51	0.37			0.50	0.27	0.89	0.78	0.74			
Uniform Delay, d1	39.8	8.2			15.3	13.2	32.4	31.3	30.9			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	1.3	0.3			0.7	0.9	19.3	9.0	6.3			
Delay (s)	41.1	8.5			16.0	14.1	51.7	40.3	37.2			
Level of Service	D	A			B	B	D	D	D			
Approach Delay (s)		10.4			15.5			43.3			0.0	
Approach LOS		B			B			D			A	
Intersection Summary												
HCM 2000 Control Delay			21.4				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		15.6			
Intersection Capacity Utilization			71.7%				ICU Level of Service		C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	104	89	0	0	107	0	159	6	79	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	112	96	0	0	115	0	171	6	85	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	115			96			434	434	96	523	434	115
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	115			96			434	434	96	523	434	115
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			66	99	91	100	100	100
cM capacity (veh/h)	1474			1511			499	479	964	398	479	943
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	112	96	115	262								
Volume Left	112	0	0	171								
Volume Right	0	0	0	85								
cSH	1474	1700	1700	591								
Volume to Capacity	0.08	0.06	0.07	0.44								
Queue Length 95th (ft)	6	0	0	57								
Control Delay (s)	7.6	0.0	0.0	15.9								
Lane LOS	A			C								
Approach Delay (s)	4.1		0.0	15.9								
Approach LOS				C								
Intersection Summary												
Average Delay			8.6									
Intersection Capacity Utilization			35.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	304	1339	0	0	904	833	153	4	403	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Lane Util. Factor	0.97	0.91			0.91	0.91		1.00	0.88			
Frt	1.00	1.00			0.96	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	3433	5136			3296	1455		1794	2814			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	3433	5136			3296	1455		1794	2814			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	310	1366	0	0	922	850	156	4	411	0	0	0
RTOR Reduction (vph)	0	0	0	0	22	206	0	0	149	0	0	0
Lane Group Flow (vph)	310	1366	0	0	1206	338	0	160	262	0	0	0
Heavy Vehicles (%)	2%	1%	0%	0%	1%	1%	1%	0%	1%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Actuated Green, G (s)	15.4	94.5			74.5	74.5		14.9	14.9			
Effective Green, g (s)	15.4	94.5			74.5	74.5		14.9	14.9			
Actuated g/C Ratio	0.13	0.79			0.62	0.62		0.12	0.12			
Clearance Time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Vehicle Extension (s)	4.0	2.0			2.0	2.0		2.0	2.0			
Lane Grp Cap (vph)	440	4044			2046	903		222	349			
v/s Ratio Prot	c0.09	0.27			c0.37			0.09				
v/s Ratio Perm						0.23			c0.09			
v/c Ratio	0.70	0.34			0.59	0.37		0.72	0.75			
Uniform Delay, d1	50.1	3.7			13.6	11.2		50.5	50.8			
Progression Factor	1.87	1.42			0.86	4.34		1.00	1.00			
Incremental Delay, d2	5.4	0.0			1.0	0.9		9.3	7.9			
Delay (s)	99.1	5.2			12.7	49.7		59.9	58.6			
Level of Service	F	A			B	D		E	E			
Approach Delay (s)		22.6			24.0			59.0			0.0	
Approach LOS		C			C			E			A	
Intersection Summary												
HCM 2000 Control Delay		28.4			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.63										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			15.2				
Intersection Capacity Utilization		79.8%			ICU Level of Service			D				
Analysis Period (min)		15										
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Dexter Avenue / 11th Street

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	58	16	1	75	0	0	0	0	16	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	58	16	1	75	0	0	0	0	16	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	69	19	1	90	0	0	0	0	19	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	69	19	1	90	0	0	0	0	19	0	1

Critical Gap Module:

Critical Gp:xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	89	xxxx	xxxxx	172	181	90	162	162	69
Potent Cap.:	xxxx	xxxx	xxxxx	1520	xxxx	xxxxx	796	717	974	834	734	999
Move Cap.:	xxxx	xxxx	xxxxx	1520	xxxx	xxxxx	794	716	974	833	734	999
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.00	0.02	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	842	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx
Shared LOS:	A	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				9.4	
ApproachLOS:	*			*			*				A	

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

HCM Signalized Intersection Capacity Analysis

17: Dexter Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (vph)	453	1227	79	91	1127	64	132	94	74	46	29	404
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5036	1583	1805	6408	1583	1805	1900	1586	1805	1900	1603
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.74	1.00	1.00	0.69	1.00	1.00
Satd. Flow (perm)	1805	5036	1583	1805	6408	1583	1401	1900	1586	1318	1900	1603
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	462	1252	81	93	1150	65	135	96	76	47	30	412
RTOR Reduction (vph)	0	0	38	0	0	42	0	0	56	0	0	11
Lane Group Flow (vph)	462	1252	43	93	1150	23	135	96	20	47	30	401
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			6	8		8	4		4
Actuated Green, G (s)	34.6	68.7	68.7	11.0	45.1	45.1	34.7	34.7	34.7	34.7	34.7	69.3
Effective Green, g (s)	34.6	68.7	68.7	11.0	45.1	45.1	34.7	34.7	34.7	34.7	34.7	69.3
Actuated g/C Ratio	0.27	0.53	0.53	0.08	0.35	0.35	0.27	0.27	0.27	0.27	0.27	0.53
Clearance Time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	480	2661	836	152	2223	549	373	507	423	351	507	854
v/s Ratio Prot	c0.26	0.25		0.05	c0.18			0.05			0.02	c0.12
v/s Ratio Perm			0.03			0.01	0.10		0.01	0.04		0.13
v/c Ratio	0.96	0.47	0.05	0.61	0.52	0.04	0.36	0.19	0.05	0.13	0.06	0.47
Uniform Delay, d1	47.1	19.2	14.9	57.4	33.8	28.1	38.7	36.8	35.4	36.2	35.5	18.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00
Incremental Delay, d2	31.3	0.6	0.1	5.0	0.9	0.1	2.7	0.8	0.2	0.8	0.2	0.1
Delay (s)	78.4	19.8	15.0	62.5	34.7	28.3	41.3	37.6	34.9	37.0	35.7	19.1
Level of Service	E	B	B	E	C	C	D	D	C	D	D	B
Approach Delay (s)		34.7			36.3			38.6			21.8	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			33.9			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			15.6			
Intersection Capacity Utilization			86.4%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 18: Dexter Av. & Allan St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	0	8	3	0	2	3	225	0	2	147	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	15	0	9	3	0	2	3	242	0	2	158	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage (veh)								2			2	
Upstream signal (ft)											211	
pX, platoon unblocked												
vC, conflicting volume	413	411	158	419	428	242	175			242		
vC1, stage 1 conf vol	162	162		248	248							
vC2, stage 2 conf vol	251	248		171	180							
vCu, unblocked vol	413	411	158	419	428	242	175			242		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	99	100	100	100	100			100		
cM capacity (veh/h)	691	646	893	687	640	802	1413			1336		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	24	5	3	242	0	2	158	17				
Volume Left	15	3	3	0	0	2	0	0				
Volume Right	9	2	0	0	0	0	0	17				
cSH	753	729	1413	1700	1700	1336	1700	1700				
Volume to Capacity	0.03	0.01	0.00	0.14	0.00	0.00	0.09	0.01				
Queue Length 95th (ft)	2	1	0	0	0	0	0	0				
Control Delay (s)	9.9	10.0	7.6	0.0	0.0	7.7	0.0	0.0				
Lane LOS	A	A	A			A						
Approach Delay (s)	9.9	10.0	0.1			0.1						
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			21.8%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 19: Dexter Av. & Crane St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	0	8	4	0	47	1	165	2	24	116	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	9	0	9	4	0	52	1	181	2	26	127	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage veh)								2			2	
Upstream signal (ft)											649	
pX, platoon unblocked												
vC, conflicting volume	415	366	127	373	369	181	133			184		
vC1, stage 1 conf vol	180	180		184	184							
vC2, stage 2 conf vol	235	186		189	186							
vCu, unblocked vol	415	366	127	373	369	181	133			184		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	99	100	94	100			98		
cM capacity (veh/h)	647	656	928	712	663	866	1464			1404		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	18	56	1	181	2	26	127	5				
Volume Left	9	4	1	0	0	26	0	0				
Volume Right	9	52	0	0	2	0	0	5				
cSH	762	852	1464	1700	1700	1404	1700	1700				
Volume to Capacity	0.02	0.07	0.00	0.11	0.00	0.02	0.07	0.00				
Queue Length 95th (ft)	2	5	0	0	0	1	0	0				
Control Delay (s)	9.8	9.5	7.5	0.0	0.0	7.6	0.0	0.0				
Lane LOS	A	A	A			A						
Approach Delay (s)	9.8	9.5	0.0			1.3						
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			25.5%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 20: Dexter Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	4	0	3	0	163	3	2	104	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	0	0	4	0	3	0	170	3	2	108	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	287	285	108	284	284	171	108			173		
vC1, stage 1 conf vol	112	112		171	171							
vC2, stage 2 conf vol	174	173		112	112							
vCu, unblocked vol	287	285	108	284	284	171	108			173		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	100			100		
cM capacity (veh/h)	772	709	951	778	711	878	1495			1416		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	7	173	110								
Volume Left	0	4	0	2								
Volume Right	0	3	3	0								
cSH	1700	818	1495	1416								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	0.0	9.4	0.0	0.2								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	9.4	0.0	0.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			18.8%	ICU Level of Service						A		
Analysis Period (min)			15									

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #21 Dexter Avenue / 2nd Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.223
Loss Time (sec): 0 Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	4	2	3	100	167	2	1	1	2	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	4	2	3	100	167	2	1	1	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	4	2	3	107	179	2	1	1	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	2	3	107	179	2	1	1	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	4	2	3	107	179	2	1	1	2	2

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.02	0.03	0.95	0.98	0.01	0.01	0.20	0.40	0.40
Final Sat.:	0	0	896	18	26	876	802	10	5	169	338	338

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	xxxx	0.00	0.12	0.12	0.12	0.22	0.22	0.22	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	0.0	6.8	7.2	7.2	7.2	8.5	8.5	8.5	7.1	7.1	7.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	6.8	7.2	7.2	7.2	8.5	8.5	8.5	7.1	7.1	7.1
LOS by Move:	*	*	A	A	A	A	A	A	A	A	A	A
ApproachDel:	6.8			7.2			8.5			7.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	6.8			7.2			8.5			7.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.3	0.3	0.3	0.0	0.0	0.0

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

HCM Unsignalized Intersection Capacity Analysis

22: Camino del Norte & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	168	0	3	1	4	104
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	189	0	3	1	4	117
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	71	63	121			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	71	63	121			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	100	100			
cM capacity (veh/h)	934	1007	1479			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	189	0	4	121		
Volume Left	189	0	3	0		
Volume Right	0	0	0	117		
cSH	934	1700	1479	1700		
Volume to Capacity	0.20	0.00	0.00	0.07		
Queue Length 95th (ft)	19	0	0	0		
Control Delay (s)	9.8	0.0	5.6	0.0		
Lane LOS	A	A	A			
Approach Delay (s)	9.8		5.6	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			6.0			
Intersection Capacity Utilization			22.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

23: Grape St./Summerhill Dr. & Railroad Canyon Rd.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	348	990	404	184	916	85	455	156	227	117	133	366
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		0.97	0.95		1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	0.99		1.00	0.99	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.91		1.00	0.93	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3539	1587	1805	5021		3502	3256		1805	1654	1513
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3539	1587	1805	5021		3502	3256		1805	1654	1513
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	355	1010	412	188	935	87	464	159	232	119	136	373
RTOR Reduction (vph)	0	0	256	0	9	0	0	160	0	0	0	0
Lane Group Flow (vph)	355	1010	156	188	1013	0	464	231	0	119	267	242
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases			2									4
Actuated Green, G (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Effective Green, g (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Actuated g/C Ratio	0.05	0.29	0.29	0.07	0.31		0.31	0.31		0.14	0.14	0.20
Clearance Time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	189	1032	462	127	1548		1079	1003		255	234	296
v/s Ratio Prot	0.10	c0.29		c0.10	0.20		c0.13	0.07		0.07	c0.16	0.04
v/s Ratio Perm			0.10									0.12
v/c Ratio	1.88	0.98	0.34	1.48	0.65		0.43	0.23		0.47	1.14	0.82
Uniform Delay, d1	56.8	42.1	33.4	55.8	36.0		33.1	30.9		47.3	51.5	46.2
Progression Factor	0.92	0.66	1.39	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	413.3	22.3	1.8	253.4	2.2		1.3	0.5		0.5	102.1	15.1
Delay (s)	465.5	50.0	48.4	309.2	38.1		34.3	31.4		47.8	153.6	61.3
Level of Service	F	D	D	F	D		C	C		D	F	E
Approach Delay (s)		132.6			80.2			33.0			98.0	
Approach LOS		F			F			C			F	
Intersection Summary												
HCM 2000 Control Delay			94.5			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			22.5			
Intersection Capacity Utilization			93.8%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

Existing (2013) Conditions - Saturday Mid-Day Peak Hour Volume
Urban Crossroads, Inc.

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HCM Signalized Intersection Capacity Analysis

25: Cambern Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	418	926	3	3	1078	209	0	2	2	237	0	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.0		4.6	6.0	6.0		5.3			5.3	5.3
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00		1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		0.99			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00			0.99	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00			0.95	1.00
Satd. Flow (prot)	3502	3470		1805	3505	1586		1743			1796	1584
Flt Permitted	0.95	1.00		0.95	1.00	1.00		1.00			0.76	1.00
Satd. Flow (perm)	3502	3470		1805	3505	1586		1743			1428	1584
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	440	975	3	3	1135	220	0	2	2	249	0	215
RTOR Reduction (vph)	0	0	0	0	0	117	0	2	0	0	0	170
Lane Group Flow (vph)	440	978	0	3	1135	103	0	2	0	0	249	45
Confl. Peds. (#/hr)			5			5			5	5		5
Heavy Vehicles (%)	0%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	17.8	65.8		1.3	49.3	49.3		22.0			22.0	22.0
Effective Green, g (s)	17.8	65.8		1.3	49.3	49.3		22.0			22.0	22.0
Actuated g/C Ratio	0.17	0.63		0.01	0.47	0.47		0.21			0.21	0.21
Clearance Time (s)	4.6	6.0		4.6	6.0	6.0		5.3			5.3	5.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	593	2174		22	1645	744		365			299	331
v/s Ratio Prot	c0.13	0.28		0.00	c0.32			0.00				
v/s Ratio Perm						0.07					c0.17	0.03
v/c Ratio	0.74	0.45		0.14	0.69	0.14		0.01			0.83	0.14
Uniform Delay, d1	41.4	10.2		51.3	21.9	15.8		32.9			39.7	33.8
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	5.0	0.7		2.8	2.4	0.4		0.0			17.7	0.2
Delay (s)	46.4	10.9		54.1	24.2	16.2		32.9			57.4	34.0
Level of Service	D	B		D	C	B		C			E	C
Approach Delay (s)		21.9			23.0			32.9			46.5	
Approach LOS		C			C			C			D	
Intersection Summary												
HCM 2000 Control Delay			25.9				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			105.0				Sum of lost time (s)			15.9		
Intersection Capacity Utilization			74.8%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Existing (2013) Conditions - Saturday Mid-Day Peak Hour
Urban Crossroads, Inc.

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HCM Unsignalized Intersection Capacity Analysis 28: Cambern Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	2	0	4	7	2	0	0	2	0	0	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	1	3	0	5	9	3	0	0	3	0	0	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	4	17	3	0								
Volume Left (vph)	1	5	0	0								
Volume Right (vph)	0	3	3	0								
Hadj (s)	0.07	-0.03	-0.60	0.00								
Departure Headway (s)	4.0	3.9	3.3	3.9								
Degree Utilization, x	0.00	0.02	0.00	0.00								
Capacity (veh/h)	895	922	1066	900								
Control Delay (s)	7.0	7.0	6.4	6.9								
Approach Delay (s)	7.0	7.0	6.4	0.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				6.9								
Level of Service				A								
Intersection Capacity Utilization				13.3%	ICU Level of Service	A						
Analysis Period (min)				15								

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Conard Avenue / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 12 Average Delay (sec/veh): 18.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	29	29	29	10	10	10	10	26	26	10	26	26	
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	1	0	2	0	1	1	0

Volume Module:

Base Vol:	39	2	2	11	0	21	10	1068	63	5	1044	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:	39	2	2	11	0	21	10	1068	63	5	1044	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	40	2	2	11	0	22	10	1104	65	5	1080	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	2	2	11	0	22	10	1104	65	5	1080	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:	40	2	2	11	0	22	10	1104	65	5	1080	14

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.84	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.91	0.04	0.05	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1345	69	69	1602	0	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.01	0.00	0.01	0.01	0.31	0.04	0.00	0.30	0.01
Crit Moves:	****						****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.00	0.24	0.14	0.58	0.58	0.08	0.51	0.51
Volume/Cap:	0.12	0.12	0.12	0.03	0.00	0.06	0.04	0.53	0.07	0.03	0.58	0.02
Delay/Veh:	35.7	35.7	35.7	34.8	0.0	35.0	44.3	15.9	11.3	50.7	20.6	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	35.7	35.7	34.8	0.0	35.0	44.3	15.9	11.3	50.7	20.6	14.3
LOS by Move:	D	D	D	C	A	D	D	B	B	D	C	B
HCM2kAvgQ:	1	1	1	0	0	1	0	13	1	0	14	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Rosetta Canyon Drive / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.291
Loss Time (sec): 12 Average Delay (sec/veh): 15.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	33	0	33	0	0	0	0	32	32	10	10	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	1

Volume Module:

Base Vol:	113	0	8	0	0	0	0	923	113	13	878	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:	113	0	8	0	0	0	0	923	113	13	878	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:	120	0	8	0	0	0	0	977	120	14	929	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	8	0	0	0	0	977	120	14	929	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:	120	0	8	0	0	0	0	977	120	14	929	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	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.01	0.00	0.00	0.00	0.00	0.19	0.07	0.01	0.26	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.54	0.54	0.08	0.63	0.00
Volume/Cap:	0.24	0.00	0.02	0.00	0.00	0.00	0.00	0.35	0.14	0.09	0.41	0.00
Delay/Veh:	34.0	0.0	31.7	0.0	0.0	0.0	0.0	15.6	13.7	51.1	11.5	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:	34.0	0.0	31.7	0.0	0.0	0.0	0.0	15.6	13.7	51.1	11.5	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	B	A
HCM2kAvgQ:	3	0	0	0	0	0	0	7	2	1	9	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Riverside Street / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.311
Loss Time (sec): 12 Average Delay (sec/veh): 12.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	27	0	27	0	0	0	0	29	29	10	10	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	1

Volume Module:

Base Vol:	95	0	14	0	0	0	0	846	104	13	764	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:	95	0	14	0	0	0	0	846	104	13	764	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	99	0	15	0	0	0	0	881	108	14	796	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	15	0	0	0	0	881	108	14	796	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:	99	0	15	0	0	0	0	881	108	14	796	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	0.85	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.24	0.07	0.01	0.22	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.59	0.59	0.08	0.68	0.00
Volume/Cap:	0.13	0.00	0.04	0.00	0.00	0.00	0.00	0.41	0.11	0.09	0.33	0.00
Delay/Veh:	37.2	0.0	36.4	0.0	0.0	0.0	0.0	13.4	10.8	51.1	8.2	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:	37.2	0.0	36.4	0.0	0.0	0.0	0.0	13.4	10.8	51.1	8.2	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	1	0	0	0	0	0	0	9	2	1	6	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Meadowbrook Avenue/Greenwald Avenue / Central Avenue (SR-74)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.359

Loss Time (sec): 12 Average Delay (sec/veh): 21.7

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	34	34	34	10	10	10	10	25	25	10	25	25
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:	155	16	41	24	17	15	28	578	164	42	519	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	16	41	24	17	15	28	578	164	42	519	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	167	17	44	26	18	16	30	622	176	45	558	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	17	44	26	18	16	30	622	176	45	558	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	17	44	26	18	16	30	622	176	45	558	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.89	0.89	0.72	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.28	0.72	1.00	0.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1406	476	1219	1366	939	828	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.12	0.04	0.04	0.02	0.02	0.02	0.02	0.17	0.11	0.03	0.15	0.04
Crit Moves:	****							****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.15	0.44	0.44	0.10	0.39	0.39
Volume/Cap:	0.35	0.11	0.11	0.06	0.06	0.06	0.11	0.39	0.25	0.25	0.40	0.09
Delay/Veh:	25.2	22.7	22.7	22.2	22.3	22.3	36.5	19.1	17.8	42.3	22.5	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	22.7	22.7	22.2	22.3	22.3	36.5	19.1	17.8	42.3	22.5	19.6
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	B
HCM2kAvgQ:	4	1	1	1	1	1	1	7	3	1	7	1

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

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APPENDIX 3.3

Existing (2013) Conditions Traffic Signal Warrant Analysis Worksheets

Figure 4C-3. Warrant 3, Peak Hour

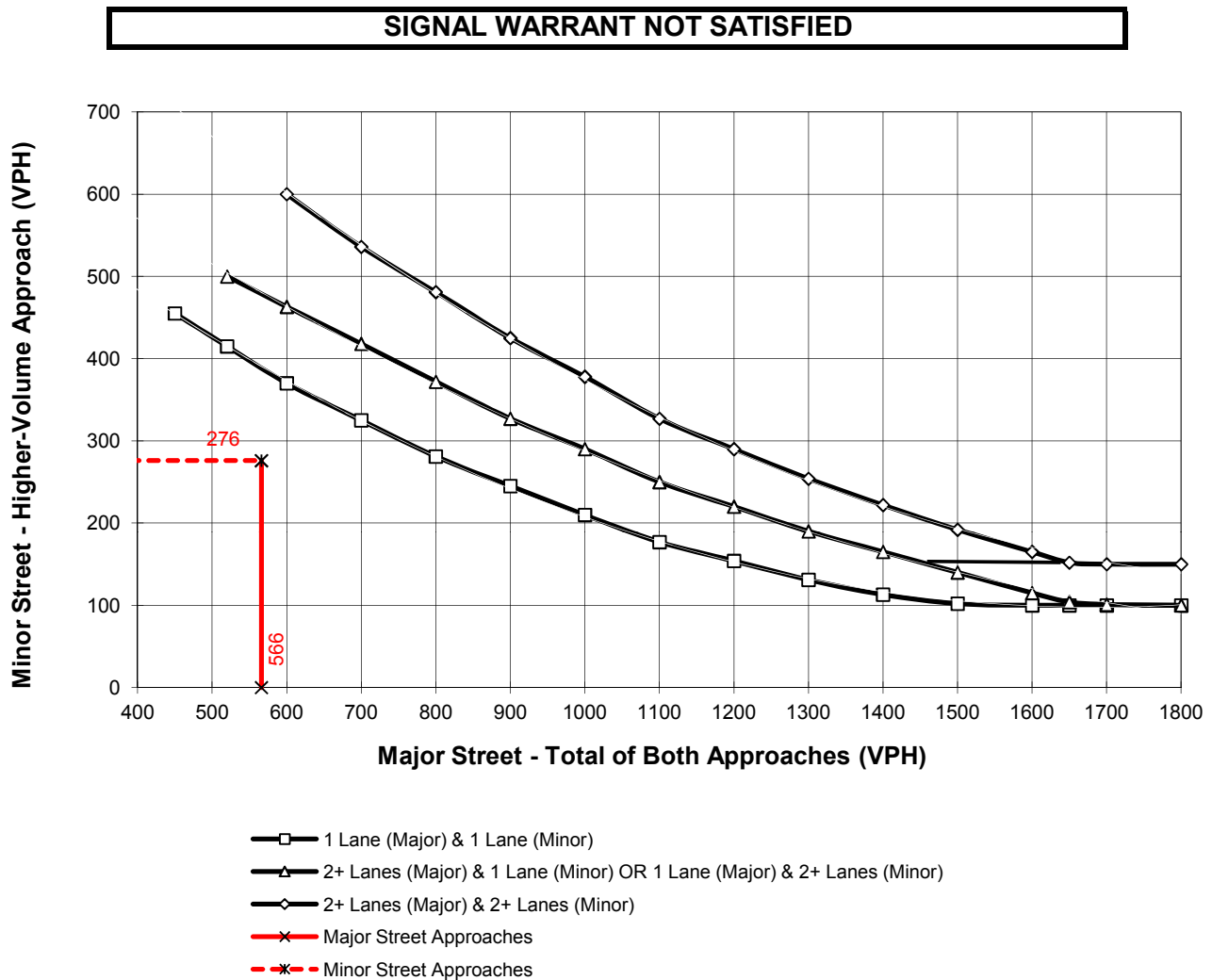
Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

Major Street Name = **N Main Street**

Total of Both Approaches (VPH) = **566**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Graham Avenue**

High Volume Approach (VPH) = **276**
Number of Approach Lanes On Minor Street = **1**



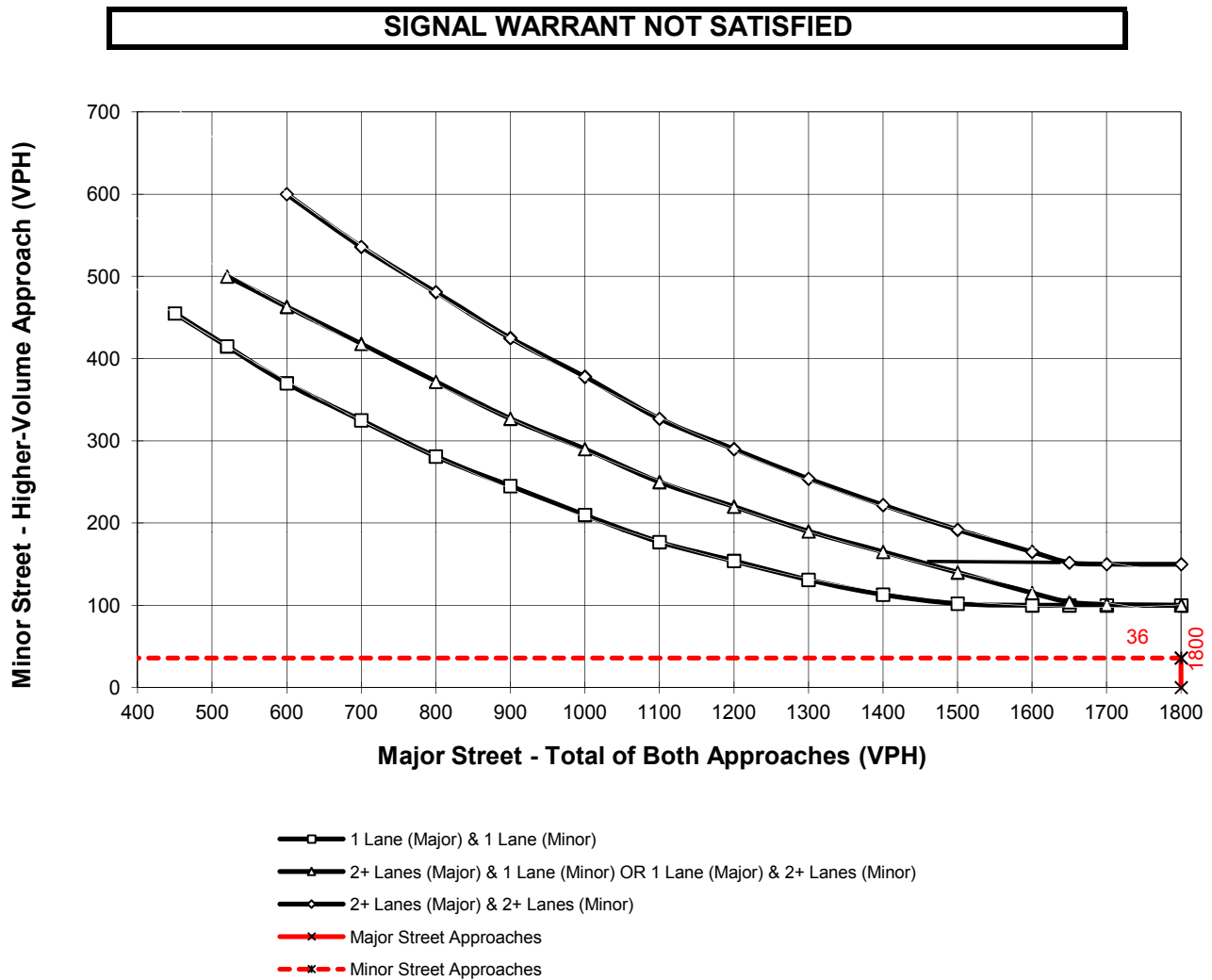
*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

Major Street Name = **Riverside Drive (SR-74)** Total of Both Approaches (VPH) = **1881**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Gunnerson Street** High Volume Approach (VPH) = **36**
Number of Approach Lanes On Minor Street = **1**



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

Major Street Name = **Nichols Road**

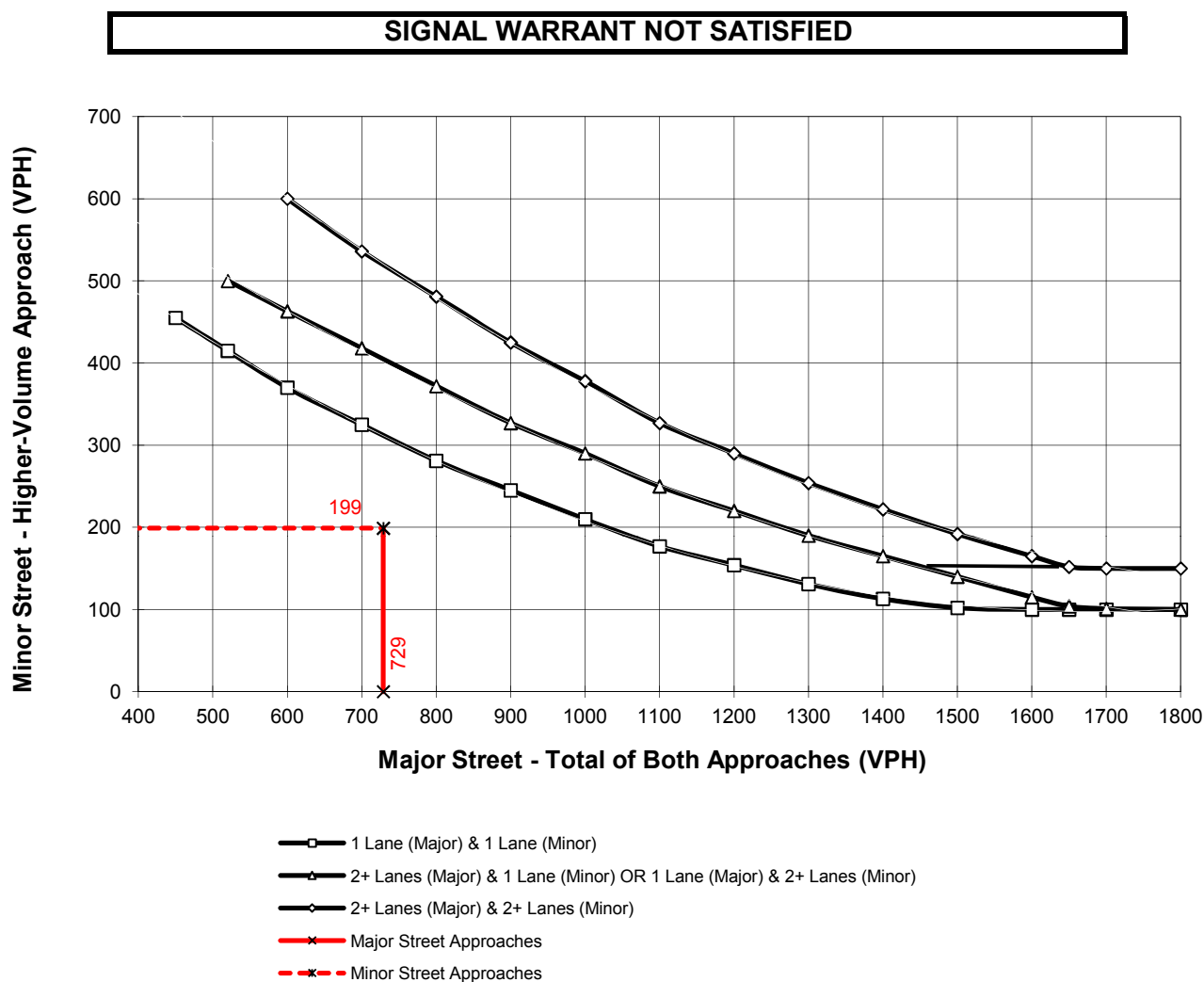
Total of Both Approaches (VPH) = **729**

Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 SB Ramps**

High Volume Approach (VPH) = **199**

Number of Approach Lanes On Minor Street = **1**



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

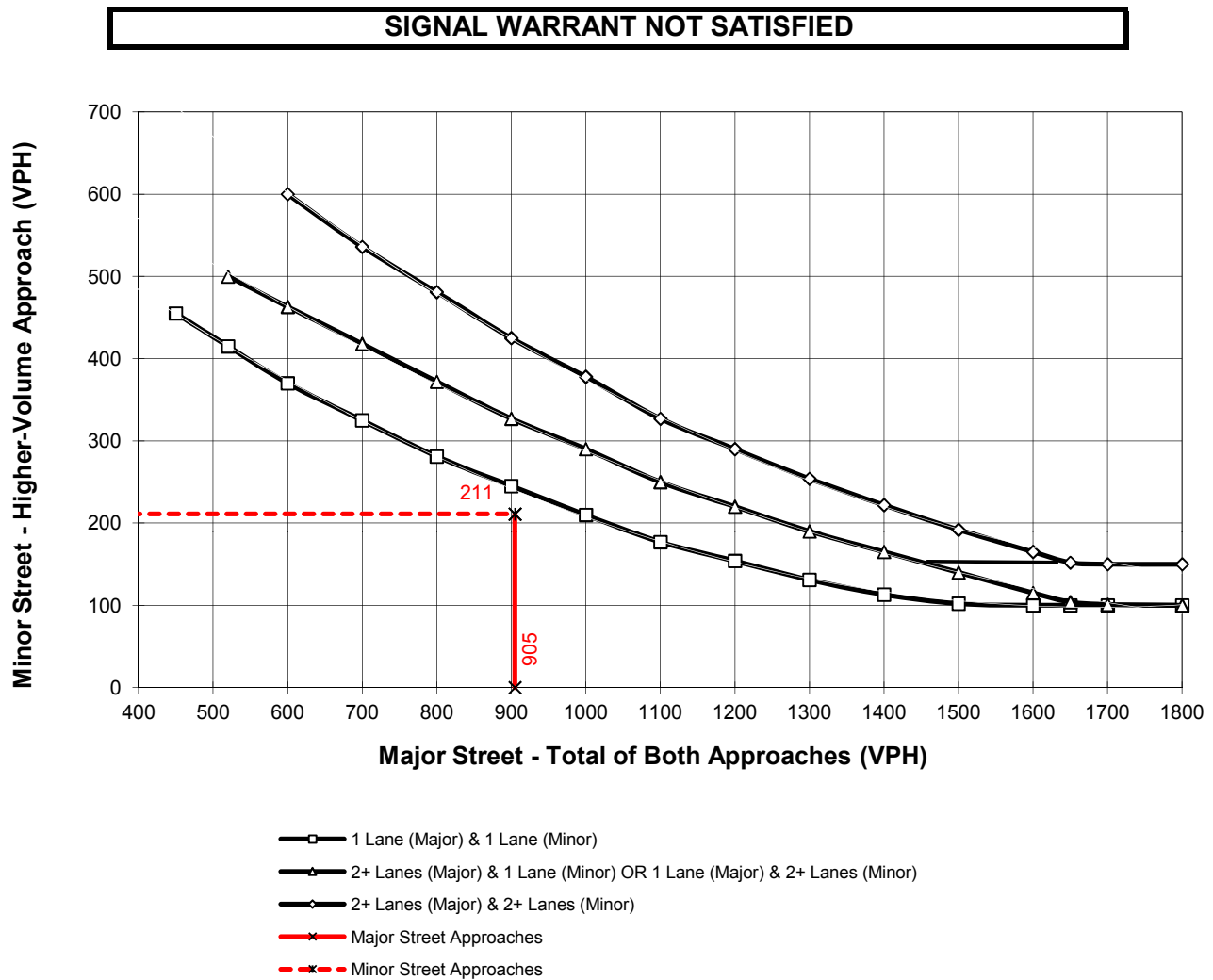
Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

Major Street Name = **N Main Street**

Total of Both Approaches (VPH) = **905**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 SB Ramps**

High Volume Approach (VPH) = **211**
Number of Approach Lanes On Minor Street = **1**



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2013) Conditions - Weekday AM Peak Hour**

Major Street Name = **Nichols Road**

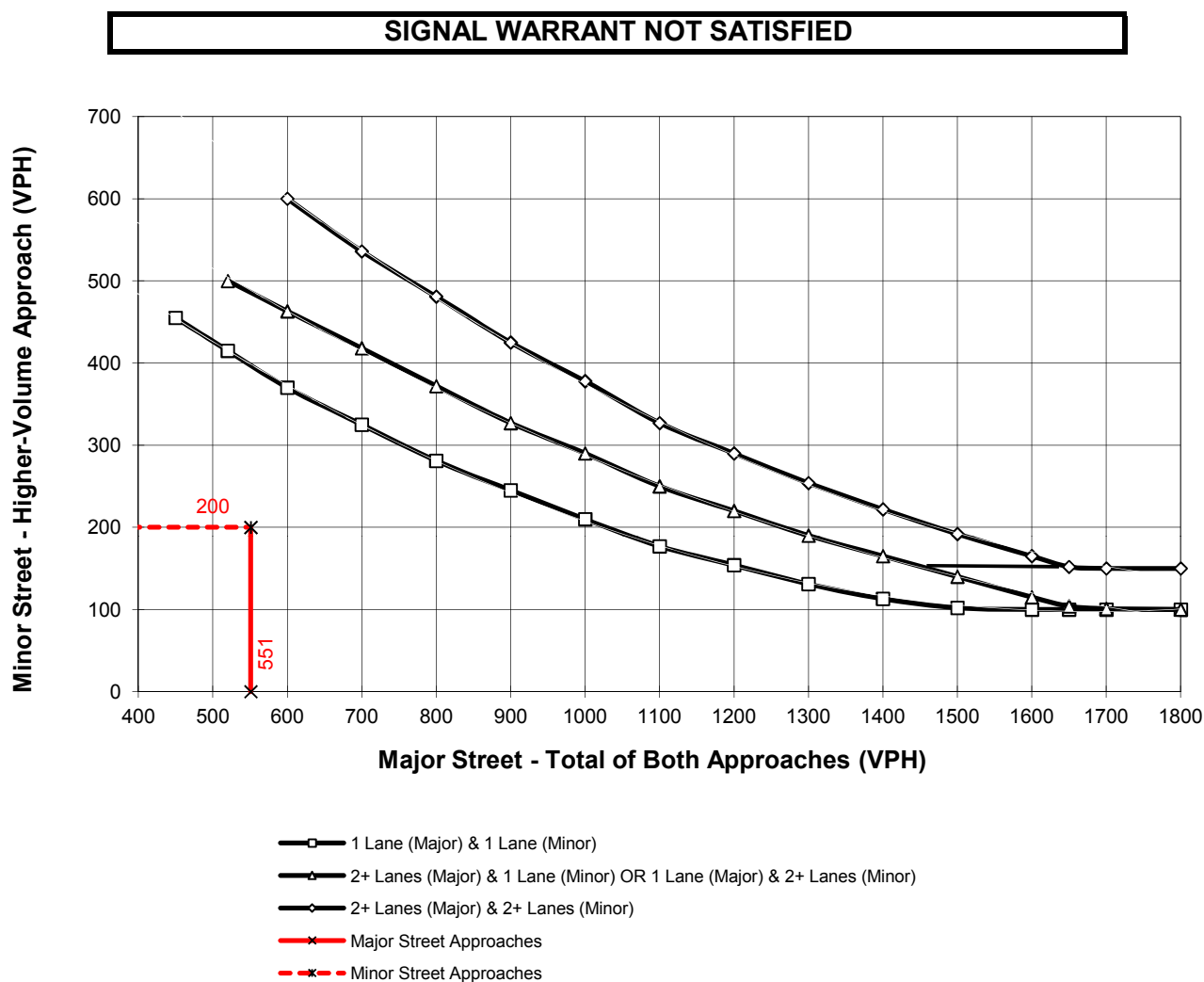
Total of Both Approaches (VPH) = **551**

Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 NB Ramps**

High Volume Approach (VPH) = **200**

Number of Approach Lanes On Minor Street = **1**



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

Major Street Name = **N Main Street**

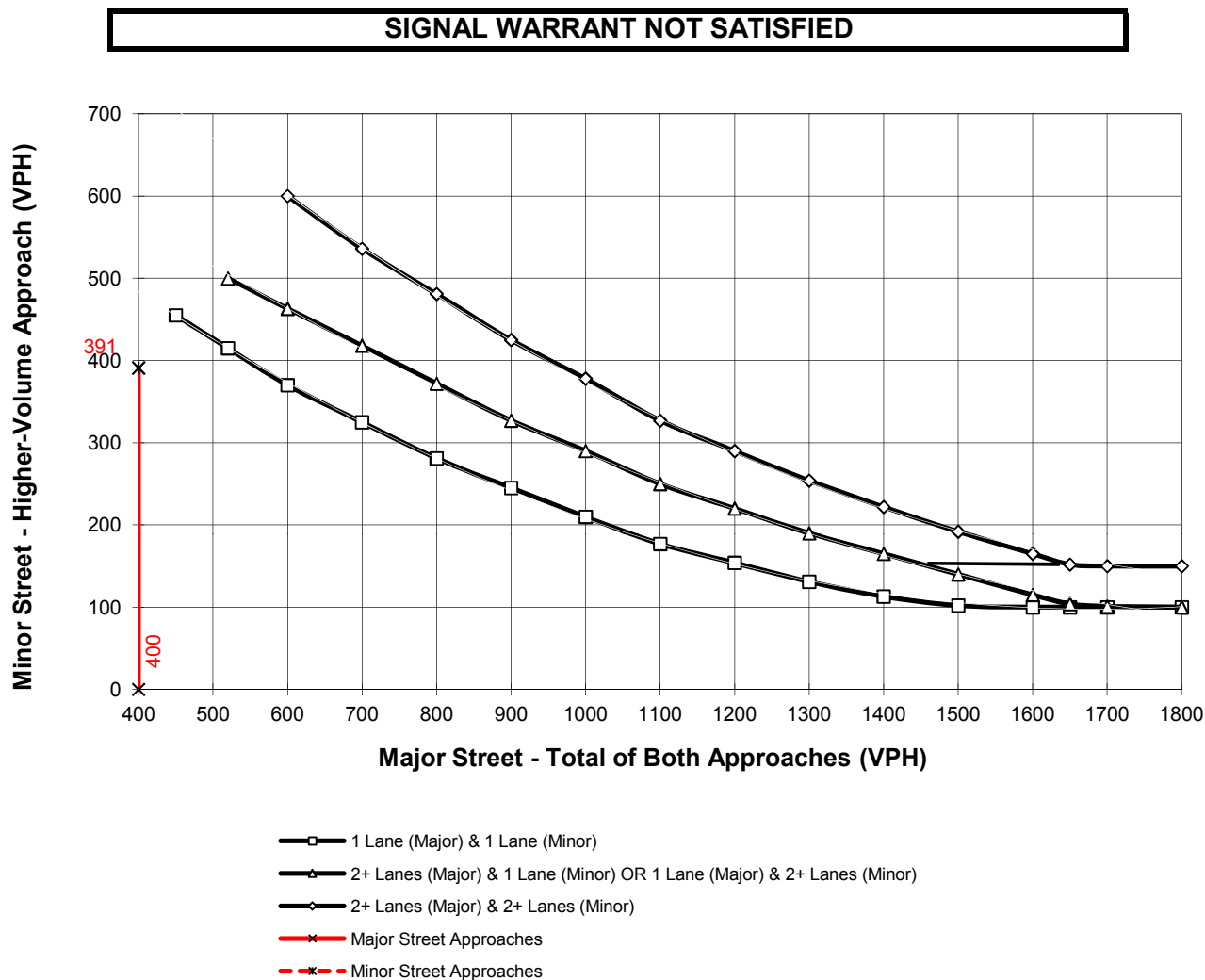
Total of Both Approaches (VPH) = **400**

Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-15 NB Ramps**

High Volume Approach (VPH) = **391**

Number of Approach Lanes On Minor Street = **1**



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

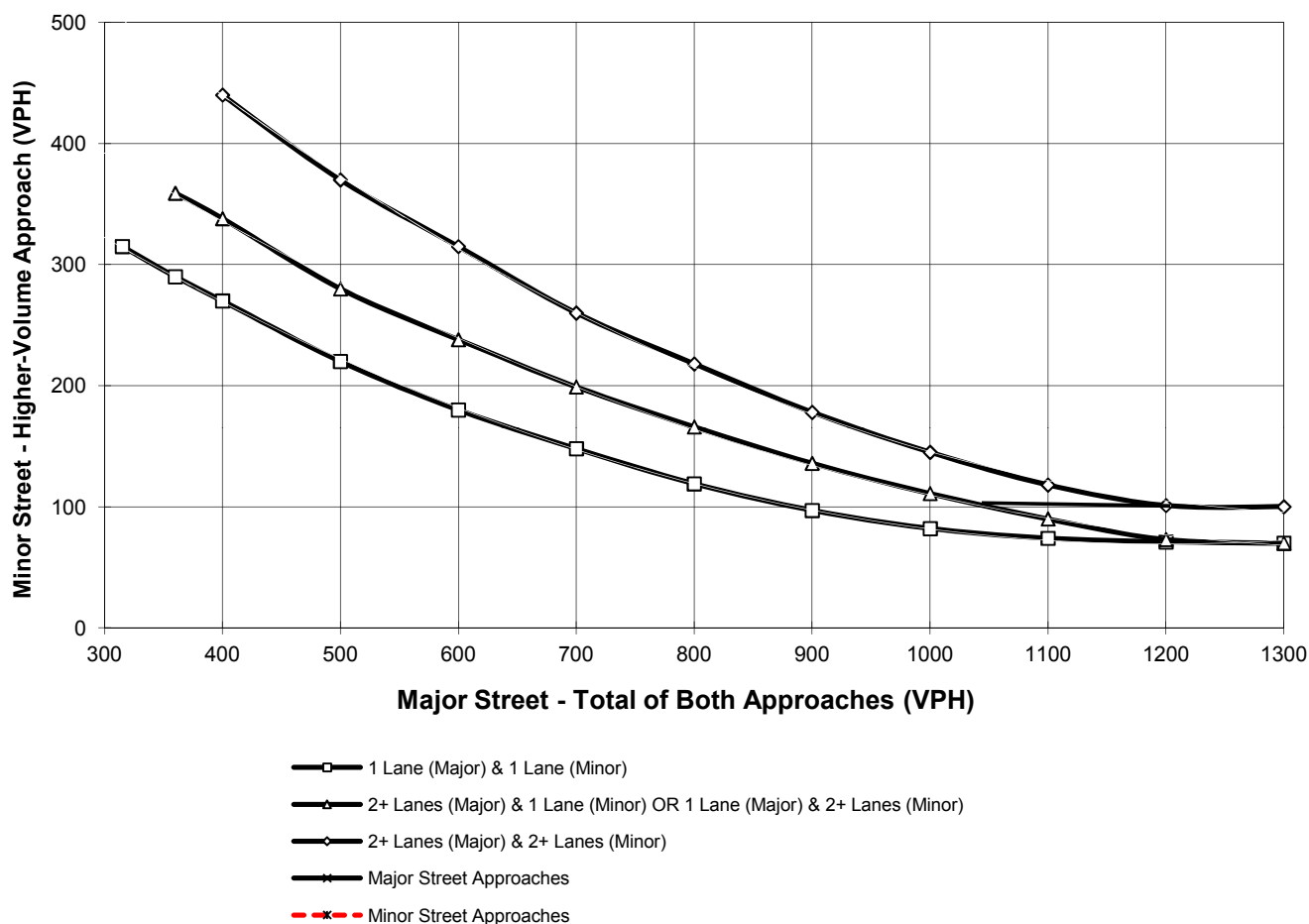
Major Street Name = **Dexter Avenue**

Total of Both Approaches (VPH) = **135**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **11th Street**

High Volume Approach (VPH) = **28**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

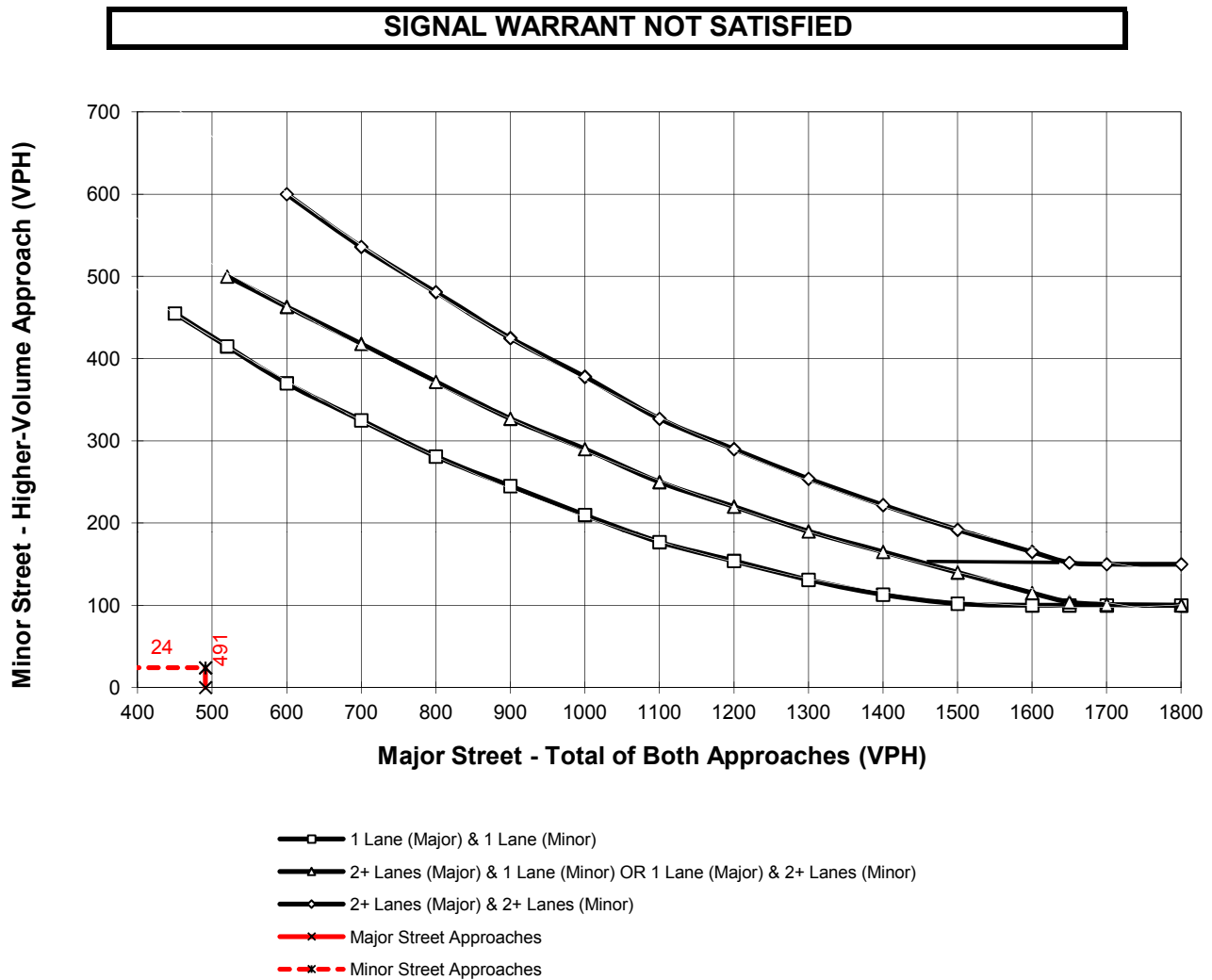
Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

Major Street Name = **Dexter Avenue**

Total of Both Approaches (VPH) = **491**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Allan Street**

High Volume Approach (VPH) = **24**
Number of Approach Lanes On Minor Street = **1**



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

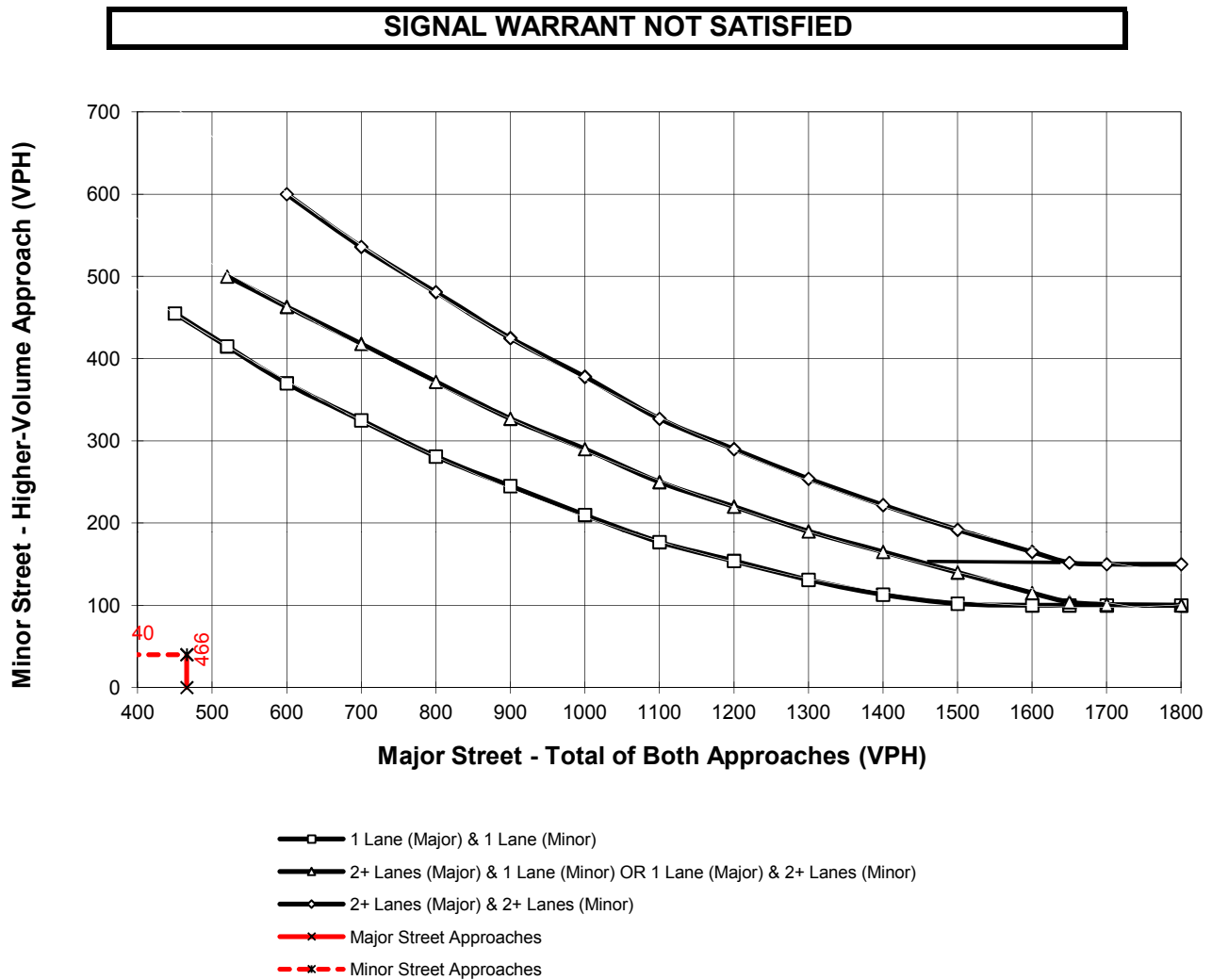
Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

Major Street Name = **Dexter Avenue**

Total of Both Approaches (VPH) = **466**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Crane Street**

High Volume Approach (VPH) = **40**
Number of Approach Lanes On Minor Street = **1**



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

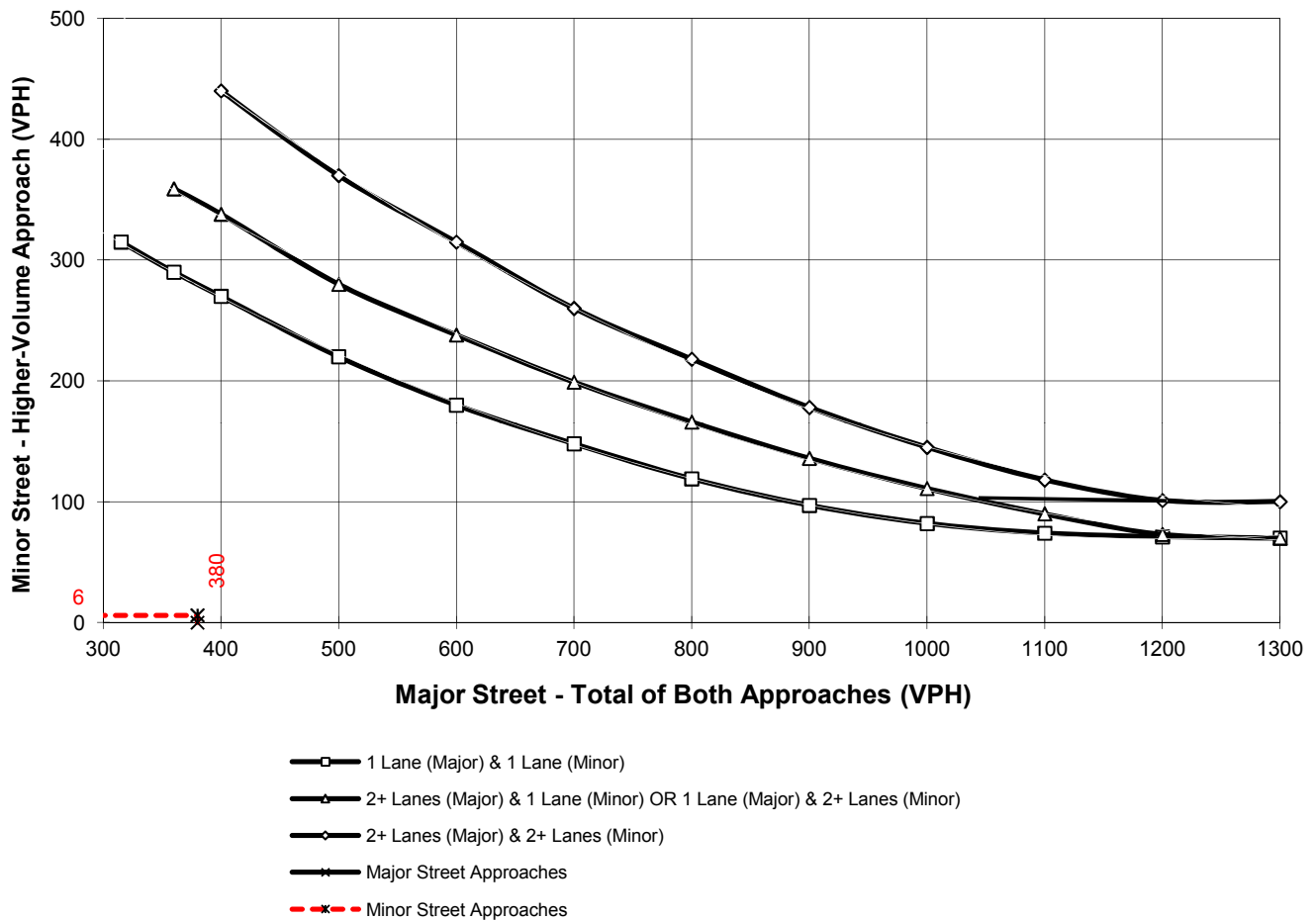
Major Street Name = **Dexter Avenue**

Total of Both Approaches (VPH) = **380**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **3rd Street**

High Volume Approach (VPH) = **6**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

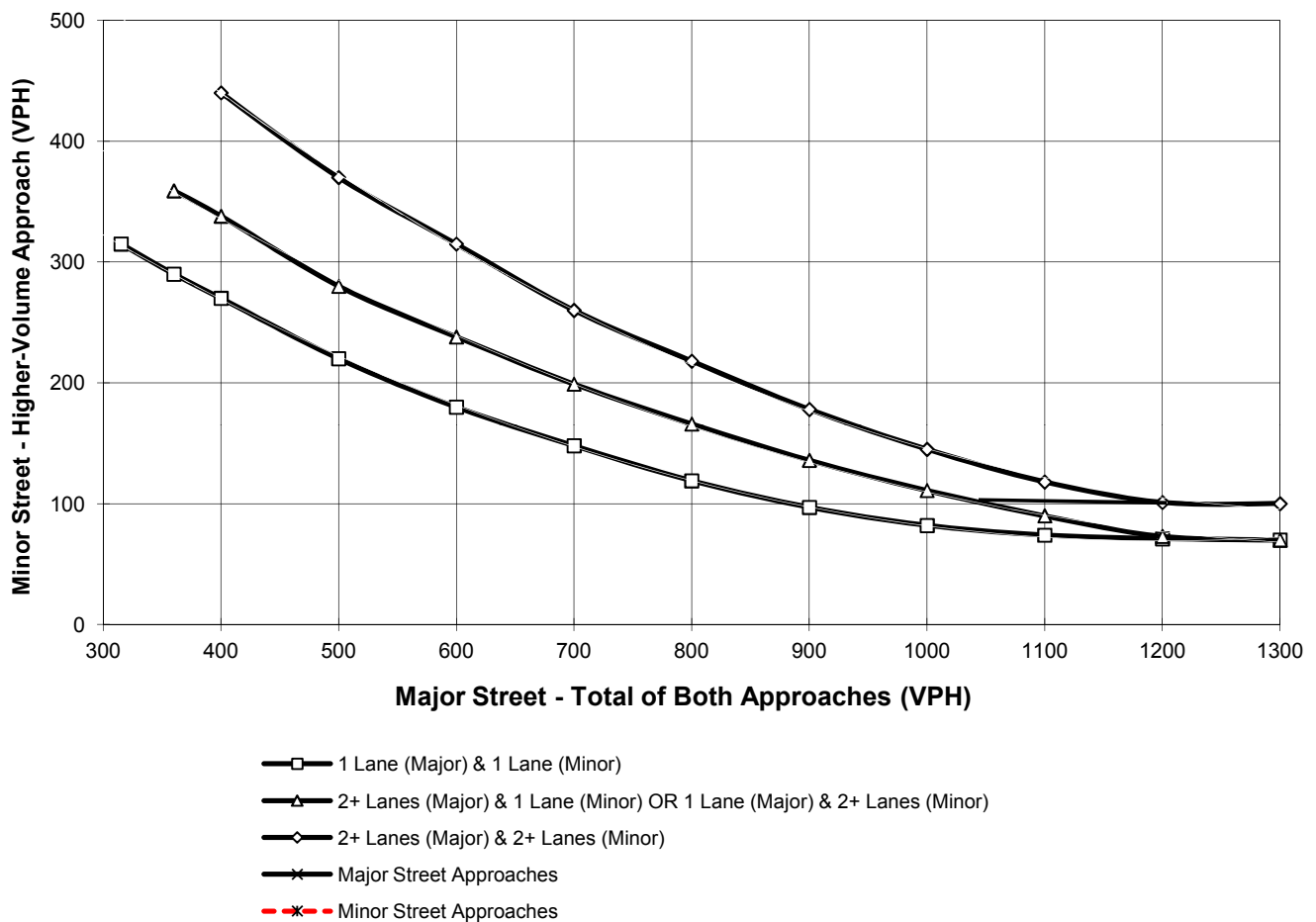
Major Street Name = **Dexter Avenue**

Total of Both Approaches (VPH) = **230**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **2nd Street**

High Volume Approach (VPH) = **142**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

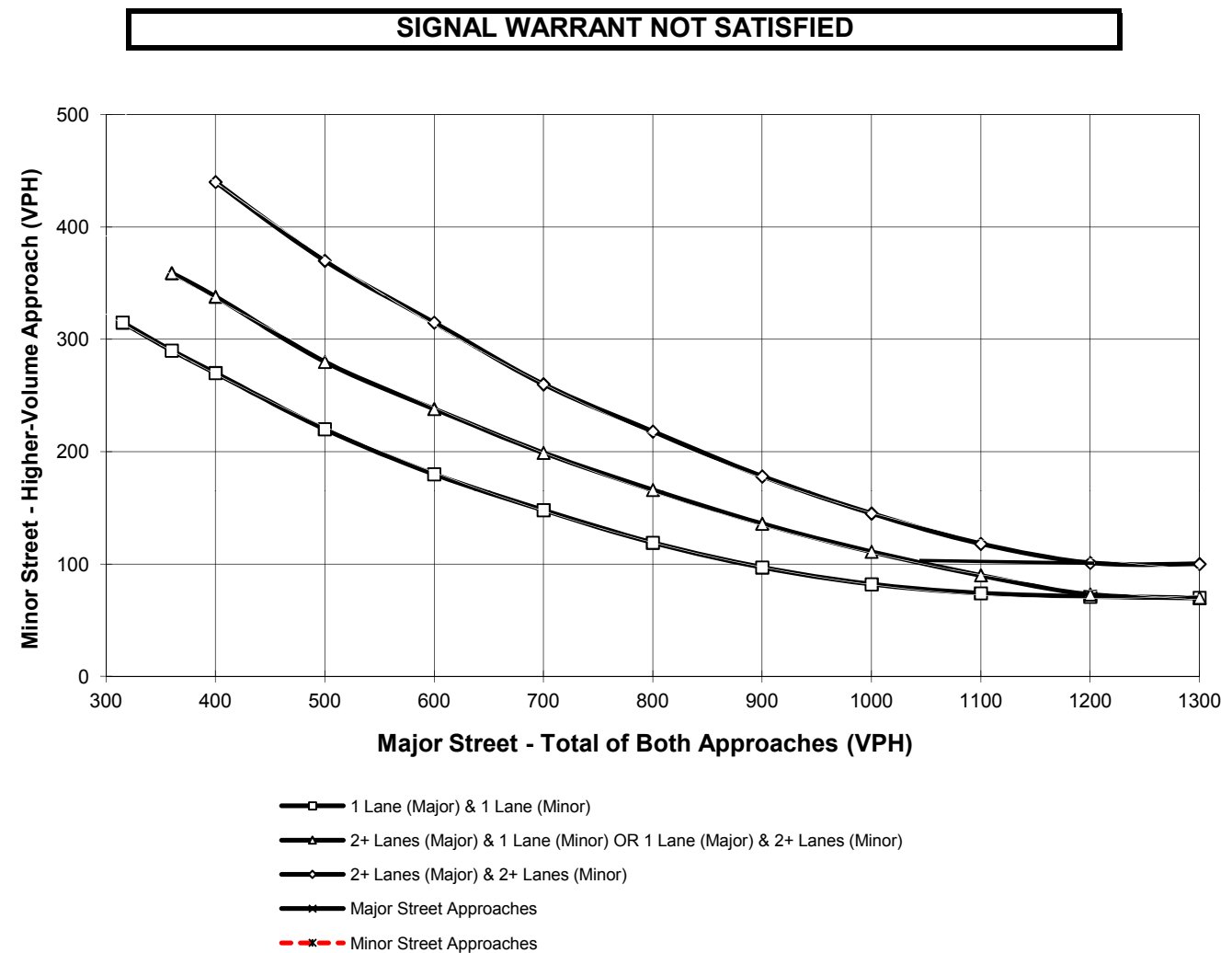
Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

Major Street Name = **N Main Street**

Total of Both Approaches (VPH) = **230**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Camino del Norte**

High Volume Approach (VPH) = **142**
Number of Approach Lanes Minor Street = **1**



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

Major Street Name = **3rd Street**

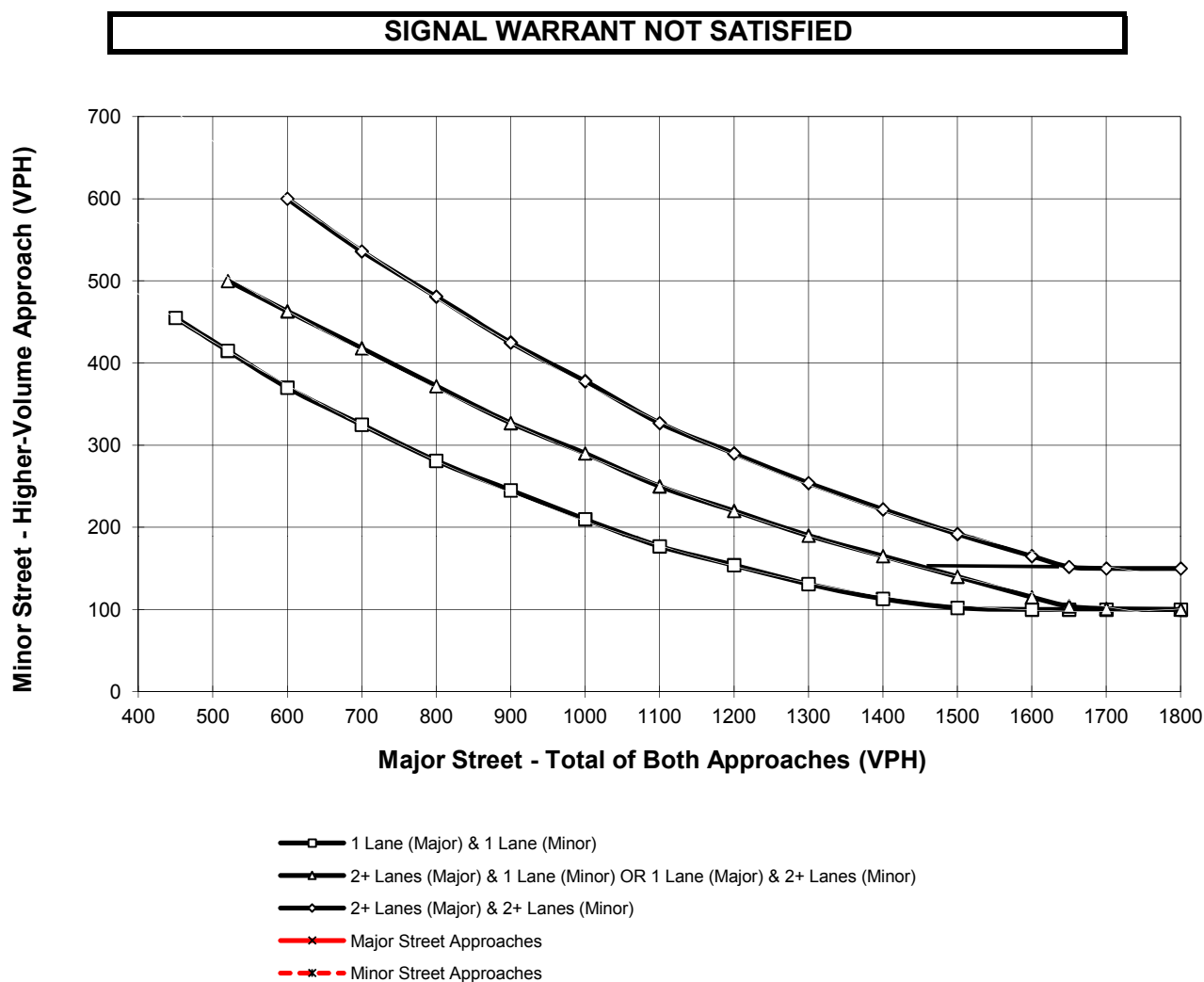
Total of Both Approaches (VPH) = **12**

Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Cambern Avenue**

High Volume Approach (VPH) = **5**

Number of Approach Lanes On Minor Street = **1**



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 3.4

Existing (2013) Conditions Ramp Queuing Analysis Worksheets

HCM Unsignalized Intersection Capacity Analysis
12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

7/10/2013

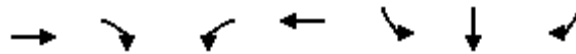
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	296	0	0	98	83	100	2	98	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	106	423	0	0	140	119	143	3	140	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	259			423			834	893	423	975	834	199
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	259			423			834	893	423	975	834	199
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			47	99	78	100	100	100
cM capacity (veh/h)	1272			1147			267	260	635	168	281	847
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	106	423	259	286								
Volume Left	106	0	0	143								
Volume Right	0	0	119	140								
cSH	1272	1700	1700	373								
Volume to Capacity	0.08	0.25	0.15	0.77								
Queue Length 95th (ft)	7	0	0	156								
Control Delay (s)	8.1	0.0	0.0	40.1								
Lane LOS	A			E								
Approach Delay (s)	1.6		0.0	40.1								
Approach LOS				E								
Intersection Summary												
Average Delay			11.5									
Intersection Capacity Utilization			38.0%	ICU Level of Service					A			
Analysis Period (min)			15									

Queues

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

7/10/2013



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	651	483	662	1221	161	160	144
v/c Ratio	0.40	0.48	0.86	0.47	0.73	0.73	0.48
Control Delay	20.6	3.7	53.3	6.6	62.3	59.3	20.1
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	20.6	3.7	53.3	7.1	62.3	59.3	20.1
Queue Length 50th (ft)	153	0	229	146	115	112	29
Queue Length 95th (ft)	225	59	#296	242	174	174	85
Internal Link Dist (ft)	622			431		943	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1639	998	806	2606	334	327	398
Starvation Cap Reductn	0	0	0	887	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.48	0.82	0.71	0.48	0.49	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

7/10/2013



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	78	870	1427	491	353	338	320
v/c Ratio	0.50	0.29	0.57	0.50	0.84	0.77	0.65
Control Delay	48.6	8.2	18.6	3.7	51.1	34.3	20.8
Queue Delay	0.0	0.0	1.1	0.5	0.0	0.0	0.0
Total Delay	48.6	8.2	19.7	4.2	51.1	34.3	20.8
Queue Length 50th (ft)	43	80	220	0	193	136	76
Queue Length 95th (ft)	82	100	284	52	#313	237	163
Internal Link Dist (ft)		431	249			865	
Turn Bay Length (ft)	200				240		240
Base Capacity (vph)	361	3006	2488	982	466	481	527
Starvation Cap Reductn	0	0	755	179	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.29	0.82	0.61	0.76	0.70	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	162	260	52	416	0	0	0	0	4	1	50
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	195	313	63	501	0	0	0	0	5	1	60
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												8
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	501			508			852	822	195	822	1135	501
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	501			508			852	822	195	822	1135	501
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.6	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	4.0	4.0	3.3
p0 queue free %	100			94			100	100	100	98	99	90
cM capacity (veh/h)	1073			1026			239	292	851	233	192	574
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	195	313	63	501	66							
Volume Left	0	0	63	0	5							
Volume Right	0	313	0	0	60							
cSH	1700	1700	1026	1700	631							
Volume to Capacity	0.11	0.18	0.06	0.29	0.10							
Queue Length 95th (ft)	0	0	5	0	9							
Control Delay (s)	0.0	0.0	8.7	0.0	12.9							
Lane LOS			A		B							
Approach Delay (s)	0.0		1.0		12.9							
Approach LOS					B							
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			45.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

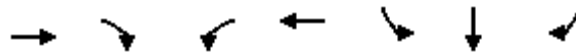
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	84	82	0	0	127	2	341	6	79	0	0	0
Sign Control	Free				Free				Stop		Stop	
Grade	0%				0%				0%		0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	101	99	0	0	153	2	411	7	95	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	155			99			455	457	99	554	455	154
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	155			99			455	457	99	554	455	154
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			100			15	98	90	100	100	100
cM capacity (veh/h)	1407			1507			485	467	963	375	468	897
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	101	99	155	513								
Volume Left	101	0	0	411								
Volume Right	0	0	2	95								
cSH	1407	1700	1700	534								
Volume to Capacity	0.07	0.06	0.09	0.96								
Queue Length 95th (ft)	6	0	0	316								
Control Delay (s)	7.8	0.0	0.0	57.7								
Lane LOS	A			F								
Approach Delay (s)	3.9		0.0	57.7								
Approach LOS				F								
Intersection Summary												
Average Delay			35.0									
Intersection Capacity Utilization			45.5%	ICU Level of Service				A				
Analysis Period (min)			15									

Queues

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

7/10/2013



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	548	182	721	700	670	157	154
v/c Ratio	0.55	0.32	1.08	0.28	0.98	0.38	0.38
Control Delay	38.5	6.2	84.7	7.4	76.7	9.4	9.0
Queue Delay	0.0	0.0	9.0	0.0	0.0	0.0	0.0
Total Delay	38.5	6.2	93.8	7.4	76.7	9.4	9.0
Queue Length 50th (ft)	188	0	407	96	268	1	0
Queue Length 95th (ft)	220	39	#463	106	#329	45	44
Internal Link Dist (ft)	335			485		1073	
Turn Bay Length (ft)			185		280		280
Base Capacity (vph)	1003	574	669	2473	686	410	409
Starvation Cap Reductn	0	0	32	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.32	1.13	0.28	0.98	0.38	0.38

Intersection Summary

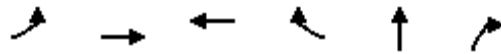
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

7/10/2013



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	274	860	1771	806	213	403
v/c Ratio	0.65	0.23	0.89	0.71	0.86	0.53
Control Delay	103.9	5.6	23.8	13.0	80.7	7.0
Queue Delay	0.0	0.0	47.9	51.3	0.0	0.4
Total Delay	103.9	5.6	71.7	64.3	80.7	7.5
Queue Length 50th (ft)	117	72	768	512	160	0
Queue Length 95th (ft)	157	m77	m658	m440	#271	43
Internal Link Dist (ft)		485	178		1151	
Turn Bay Length (ft)	170					335
Base Capacity (vph)	423	3799	1991	1134	270	789
Starvation Cap Reductn	0	0	921	453	0	0
Spillback Cap Reductn	0	267	105	0	0	107
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.24	1.66	1.18	0.79	0.59

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Unsignalized Intersection Capacity Analysis
12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

7/10/2013

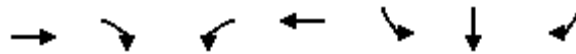
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	149	87	0	0	52	16	235	2	17	0	0	0
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	177	104	0	0	62	19	280	2	20	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	81			104			530	539	104	551	530	71
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	81			104			530	539	104	551	530	71
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			100			33	99	98	100	100	100
cM capacity (veh/h)	1504			1501			418	399	957	397	404	997
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	177	104	81	302								
Volume Left	177	0	0	280								
Volume Right	0	0	19	20								
cSH	1504	1700	1700	434								
Volume to Capacity	0.12	0.06	0.05	0.70								
Queue Length 95th (ft)	10	0	0	130								
Control Delay (s)	7.7	0.0	0.0	30.2								
Lane LOS	A			D								
Approach Delay (s)	4.9		0.0	30.2								
Approach LOS				D								
Intersection Summary												
Average Delay	15.8											
Intersection Capacity Utilization	40.0%			ICU Level of Service				A				
Analysis Period (min)	15											

Queues

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

7/10/2013



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1149	493	654	1187	302	305	130
v/c Ratio	0.75	0.50	0.88	0.48	0.87	0.91	0.33
Control Delay	30.9	4.0	55.7	9.0	66.0	73.3	12.3
Queue Delay	0.0	0.0	0.0	0.7	0.0	0.0	0.0
Total Delay	30.9	4.0	55.7	9.6	66.0	73.3	12.3
Queue Length 50th (ft)	370	1	227	192	213	226	13
Queue Length 95th (ft)	460	64	#297	238	#360	#393	66
Internal Link Dist (ft)	622			431		943	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1532	977	800	2465	373	358	420
Starvation Cap Reductn	0	0	0	839	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.50	0.82	0.73	0.81	0.85	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

7/10/2013



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	115	1590	1272	359	409	395	378
v/c Ratio	0.58	0.51	0.52	0.40	0.92	0.87	0.83
Control Delay	48.7	10.6	19.2	3.6	59.6	44.9	40.6
Queue Delay	0.0	0.0	0.9	0.4	0.0	0.0	0.0
Total Delay	48.7	10.6	20.1	4.0	59.6	44.9	40.6
Queue Length 50th (ft)	63	175	191	0	233	183	163
Queue Length 95th (ft)	111	211	259	53	#407	#359	#318
Internal Link Dist (ft)		431	249			865	
Turn Bay Length (ft)	200				240		240
Base Capacity (vph)	393	3127	2426	895	466	472	472
Starvation Cap Reductn	0	0	798	196	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.51	0.78	0.51	0.88	0.84	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	218	260	58	369	0	0	0	0	7	2	202
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	242	289	64	410	0	0	0	0	8	2	224
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												8
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	410			531			894	781	242	781	1070	410
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	410			531			894	781	242	781	1070	410
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			94			100	100	100	97	99	65
cM capacity (veh/h)	1160			1036			161	308	802	284	209	637
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	242	289	64	410	234							
Volume Left	0	0	64	0	8							
Volume Right	0	289	0	0	224							
cSH	1700	1700	1036	1700	666							
Volume to Capacity	0.14	0.17	0.06	0.24	0.35							
Queue Length 95th (ft)	0	0	5	0	40							
Control Delay (s)	0.0	0.0	8.7	0.0	13.9							
Lane LOS			A		B							
Approach Delay (s)	0.0		1.2		13.9							
Approach LOS					B							
Intersection Summary												
Average Delay			3.1									
Intersection Capacity Utilization			47.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	106	119	0	0	154	21	273	6	112	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	120	135	0	0	175	24	310	7	127	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	199			135			563	575	135	694	563	187
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	199			135			563	575	135	694	563	187
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			100			24	98	86	100	100	100
cM capacity (veh/h)	1356			1462			406	393	919	285	399	860
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	120	135	199	444								
Volume Left	120	0	0	310								
Volume Right	0	0	24	127								
cSH	1356	1700	1700	483								
Volume to Capacity	0.09	0.08	0.12	0.92								
Queue Length 95th (ft)	7	0	0	268								
Control Delay (s)	7.9	0.0	0.0	52.9								
Lane LOS	A			F								
Approach Delay (s)	3.7		0.0	52.9								
Approach LOS				F								
Intersection Summary												
Average Delay			27.2									
Intersection Capacity Utilization			47.5%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

22: Camino del Norte & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013



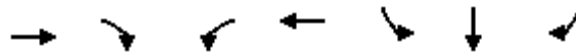
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	231	0	2	0	2	173
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	248	0	2	0	2	186
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	99	95	188			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	99	95	188			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	72	100	100			
cM capacity (veh/h)	903	967	1398			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	248	0	2	188		
Volume Left	248	0	2	0		
Volume Right	0	0	0	186		
cSH	903	1700	1398	1700		
Volume to Capacity	0.28	0.00	0.00	0.11		
Queue Length 95th (ft)	28	0	0	0		
Control Delay (s)	10.5	0.0	7.6	0.0		
Lane LOS	B	A	A			
Approach Delay (s)	10.5		7.6	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			6.0			
Intersection Capacity Utilization			30.3%	ICU Level of Service		A
Analysis Period (min)			15			

Queues

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

7/10/2013



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	672	146	438	712	1032	182	182
v/c Ratio	0.66	0.26	0.65	0.28	1.45	0.41	0.41
Control Delay	41.3	6.3	23.7	4.1	244.7	9.6	8.7
Queue Delay	1.7	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	43.0	6.3	23.9	4.1	244.7	9.6	8.7
Queue Length 50th (ft)	241	0	111	52	~560	4	0
Queue Length 95th (ft)	307	49	158	m70	#691	69	64
Internal Link Dist (ft)	335			485		1073	
Turn Bay Length (ft)			185		280		280
Base Capacity (vph)	1013	566	669	2522	713	445	448
Starvation Cap Reductn	185	0	29	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.26	0.68	0.28	1.45	0.41	0.41

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

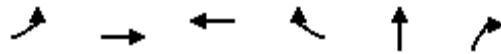
m Volume for 95th percentile queue is metered by upstream signal.

Queues

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

7/10/2013



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	255	1395	1115	499	282	651
v/c Ratio	0.60	0.36	0.58	0.47	0.98	1.09
Control Delay	100.4	6.2	14.5	6.5	98.4	99.9
Queue Delay	0.0	0.2	49.9	2.9	0.0	4.3
Total Delay	100.4	6.4	64.4	9.3	98.4	104.2
Queue Length 50th (ft)	108	119	295	145	220	~260
Queue Length 95th (ft)	151	m95	m327	m202	#396	#392
Internal Link Dist (ft)		485	178		1151	
Turn Bay Length (ft)	170					335
Base Capacity (vph)	423	3839	1938	1054	288	596
Starvation Cap Reductn	0	1447	940	430	0	0
Spillback Cap Reductn	0	397	0	0	0	89
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.58	1.12	0.80	0.98	1.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Unsignalized Intersection Capacity Analysis
12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

7/10/2013

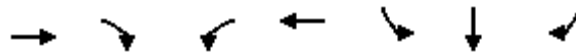
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	158	74	0	0	44	12	219	4	7	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	161	76	0	0	45	12	223	4	7	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	57			76			449	455	76	458	449	51
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	57			76			449	455	76	458	449	51
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			100			54	99	99	100	100	100
cM capacity (veh/h)	1560			1536			482	452	991	469	456	1023
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	161	76	57	235								
Volume Left	161	0	0	223								
Volume Right	0	0	12	7								
cSH	1560	1700	1700	489								
Volume to Capacity	0.10	0.04	0.03	0.48								
Queue Length 95th (ft)	9	0	0	64								
Control Delay (s)	7.6	0.0	0.0	19.0								
Lane LOS	A			C								
Approach Delay (s)	5.2		0.0	19.0								
Approach LOS				C								
Intersection Summary												
Average Delay			10.7									
Intersection Capacity Utilization			39.1%		ICU Level of Service				A			
Analysis Period (min)			15									

Queues

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

7/10/2013



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	849	494	578	1145	208	205	169
v/c Ratio	0.49	0.48	0.84	0.44	0.76	0.78	0.49
Control Delay	21.4	3.6	53.5	6.9	60.7	62.1	18.8
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.0
Total Delay	21.4	3.6	53.5	7.4	60.7	62.1	18.8
Queue Length 50th (ft)	206	0	202	143	149	150	34
Queue Length 95th (ft)	308	63	258	226	221	226	96
Internal Link Dist (ft)	622			431		943	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1739	1029	792	2626	373	358	424
Starvation Cap Reductn	0	0	0	949	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.48	0.73	0.68	0.56	0.57	0.40
Intersection Summary							

Queues

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

7/10/2013



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	73	1167	1280	417	372	354	345
v/c Ratio	0.45	0.37	0.49	0.42	0.89	0.81	0.78
Control Delay	47.0	8.9	16.9	3.2	56.0	38.8	35.7
Queue Delay	0.0	0.0	0.8	0.5	0.0	0.0	0.0
Total Delay	47.0	8.9	17.7	3.7	56.0	38.8	35.7
Queue Length 50th (ft)	40	114	183	0	207	152	138
Queue Length 95th (ft)	80	141	243	52	#362	#300	#254
Internal Link Dist (ft)		431	249			865	
Turn Bay Length (ft)	200				240		240
Base Capacity (vph)	409	3178	2595	991	456	468	476
Starvation Cap Reductn	0	0	907	237	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.37	0.76	0.55	0.82	0.76	0.72

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	185	151	54	212	0	0	0	0	8	3	111
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	193	157	56	221	0	0	0	0	8	3	116
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												8
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	221			350			585	526	193	526	683	221
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	221			350			585	526	193	526	683	221
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			100	100	100	98	99	86
cM capacity (veh/h)	1360			1198			350	438	854	449	356	816
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	193	157	56	221	127							
Volume Left	0	0	56	0	8							
Volume Right	0	157	0	0	116							
cSH	1700	1700	1198	1700	897							
Volume to Capacity	0.11	0.09	0.05	0.13	0.14							
Queue Length 95th (ft)	0	0	4	0	12							
Control Delay (s)	0.0	0.0	8.2	0.0	10.5							
Lane LOS			A		B							
Approach Delay (s)	0.0		1.7		10.5							
Approach LOS					B							
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			35.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	104	89	0	0	107	0	159	6	79	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	112	96	0	0	115	0	171	6	85	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	115			96			434	434	96	523	434	115
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	115			96			434	434	96	523	434	115
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			66	99	91	100	100	100
cM capacity (veh/h)	1474			1511			499	479	964	398	479	943
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	112	96	115	262								
Volume Left	112	0	0	171								
Volume Right	0	0	0	85								
cSH	1474	1700	1700	591								
Volume to Capacity	0.08	0.06	0.07	0.44								
Queue Length 95th (ft)	6	0	0	57								
Control Delay (s)	7.6	0.0	0.0	15.9								
Lane LOS	A			C								
Approach Delay (s)	4.1		0.0	15.9								
Approach LOS				C								
Intersection Summary												
Average Delay			8.6									
Intersection Capacity Utilization			35.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

22: Camino del Norte & Main St.

Lake Elsinore Walmart (JN 08651)

7/10/2013



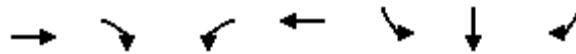
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	168	0	3	1	4	104
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	189	0	3	1	4	117
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	71	63	121			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	71	63	121			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	100	100			
cM capacity (veh/h)	934	1007	1479			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	189	0	4	121		
Volume Left	189	0	3	0		
Volume Right	0	0	0	117		
cSH	934	1700	1479	1700		
Volume to Capacity	0.20	0.00	0.00	0.07		
Queue Length 95th (ft)	19	0	0	0		
Control Delay (s)	9.8	0.0	5.6	0.0		
Lane LOS	A	A	A			
Approach Delay (s)	9.8		5.6	0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			6.0			
Intersection Capacity Utilization			22.6%	ICU Level of Service		A
Analysis Period (min)			15			

Queues

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

7/10/2013



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	816	207	391	699	877	172	169
v/c Ratio	0.80	0.34	0.58	0.28	1.23	0.39	0.38
Control Delay	46.3	6.0	23.2	5.5	156.2	8.9	8.6
Queue Delay	9.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	6.0	23.2	5.5	156.2	8.9	8.6
Queue Length 50th (ft)	307	0	98	67	~431	1	0
Queue Length 95th (ft)	385	56	170	113	#559	63	61
Internal Link Dist (ft)	335			485		1073	
Turn Bay Length (ft)			185		280		280
Base Capacity (vph)	1023	604	669	2522	713	442	440
Starvation Cap Reductn	183	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.34	0.58	0.28	1.23	0.39	0.38

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

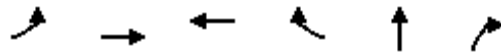
Queue shown is maximum after two cycles.

Queues

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

7/10/2013



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	310	1366	1228	544	160	411
v/c Ratio	0.70	0.34	0.59	0.49	0.72	0.83
Control Delay	99.8	5.7	12.7	5.7	67.9	43.7
Queue Delay	0.0	0.2	13.7	2.1	0.0	2.0
Total Delay	99.8	5.9	26.4	7.7	67.9	45.7
Queue Length 50th (ft)	132	145	325	165	120	105
Queue Length 95th (ft)	m165	m133	m366	m226	188	162
Internal Link Dist (ft)		485	178		1151	
Turn Bay Length (ft)	170					335
Base Capacity (vph)	440	4043	2068	1109	294	604
Starvation Cap Reductn	0	1557	840	404	0	0
Spillback Cap Reductn	0	288	0	0	0	87
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.55	1.00	0.77	0.54	0.79

Intersection Summary

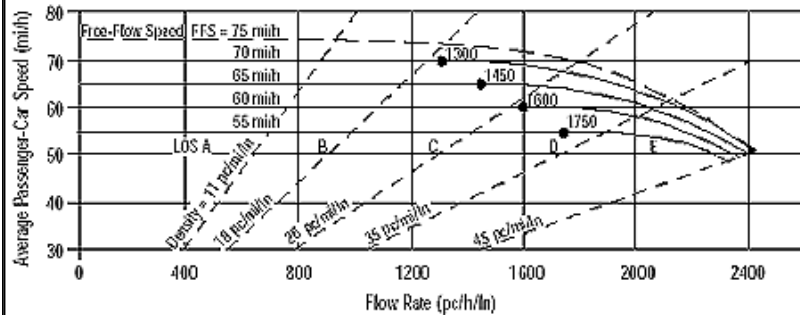
m Volume for 95th percentile queue is metered by upstream signal.

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APPENDIX 3.5

Existing (2013) Conditions Basic Freeway Segment HCS+ Analysis Worksheets

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period AM Peak Hour

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To North of Nichols Road
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 2813 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 10
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00
 E_T 1.5
 E_R 1.2
 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.952

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1070 pc/h/ln
 S 70.0 mi/h
 $D = v_p / S$ 15.3 pc/mi/ln
 LOS B

Design (N)

Design (N)

Design LOS

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

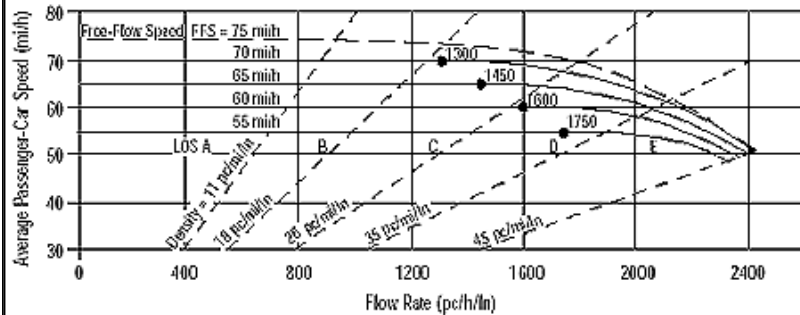
Glossary

N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10
 E_T - Exhibits 23-8, 23-10, 23-11
 f_p - Page 23-12
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3
 f_{LW} - Exhibit 23-4
 f_{LC} - Exhibit 23-5
 f_N - Exhibit 23-6
 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period AM Peak Hour

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To Nichols Road to Central Avenue
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper. (LOS)

☐ Des. (N)

☐ Planning Data

Flow Inputs

Volume, V 2823 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 11
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00
 E_T 1.5
 E_R 1.2
 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.948

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1079 pc/h/ln
 S 70.0 mi/h
 $D = v_p / S$ 15.4 pc/mi/ln
 LOS B

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

Glossary

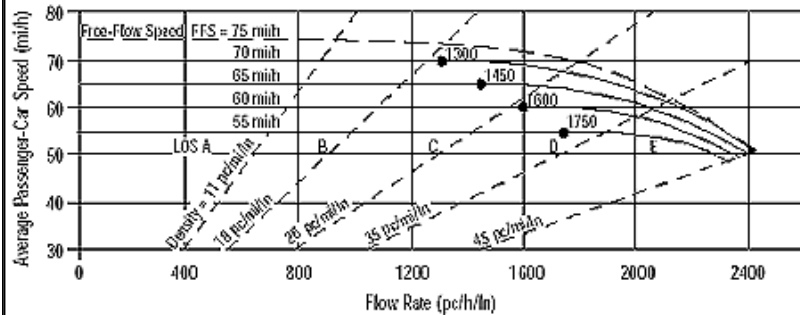
N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10
 E_T - Exhibits 23-8, 23-10, 23-11
 f_p - Page 23-12
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3
 f_{LW} - Exhibit 23-4
 f_{LC} - Exhibit 23-5
 f_N - Exhibit 23-6
 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET																										
			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CS		Highway/Direction of Travel																						
Agency or Company		Urban Crossroads, Inc.		From/To																						
Date Performed		6/25/2013		Jurisdiction																						
Analysis Time Period		AM Peak Hour		Analysis Year																						
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data																										
Flow Inputs																										
Volume, V		3429		veh/h																						
AADT				veh/day																						
Peak-Hr Prop. of AADT, K				Peak-Hour Factor, PHF																						
Peak-Hr Direction Prop, D				%Trucks and Buses, P_T																						
DDHV = AADT x K x D				%RVs, P_R																						
Driver type adjustment		1.00		General Terrain:																						
				Grade % Length																						
				Up/Down %																						
Calculate Flow Adjustments																										
f_p		1.00		E_R																						
E_T		1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$																						
				0.962																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width		12.0		ft																						
Rt-Shoulder Lat. Clearance		6.0		ft																						
Interchange Density		0.50		l/mi																						
Number of Lanes, N		3																								
FFS (measured)		70.0		mi/h																						
Base free-flow Speed, BFFS				mi/h																						
				FFS																						
				70.0																						
				mi/h																						
LOS and Performance Measures			Design (N)																							
<u>Operational (LOS)</u>			<u>Design (N)</u>																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			Design LOS																							
1292			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
pc/h/ln			pc/h																							
S			S																							
70.0			mi/h																							
$D = v_p / S$			$D = v_p / S$																							
18.5			pc/mi/ln																							
LOS			Required Number of Lanes, N																							
C																										
Glossary			Factor Location																							
N - Number of lanes		S - Speed		E_R - Exhibits 23-8, 23-10																						
V - Hourly volume		D - Density		f_{LV} - Exhibit 23-4																						
v_p - Flow rate		FFS - Free-flow speed		E_T - Exhibits 23-8, 23-10, 23-11																						
LOS - Level of service		BFFS - Base free-flow speed		f_{LC} - Exhibit 23-5																						
DDHV - Directional design hour volume				f_p - Page 23-12																						
				f_N - Exhibit 23-6																						
				LOS, S, FFS, v_p - Exhibits 23-2, 23-3																						
				f_{ID} - Exhibit 23-7																						

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period AM Peak Hour

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To Main Street to Railroad Canyon
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper. (LOS)

☐ Des. (N)

☐ Planning Data

Flow Inputs

Volume, V 3687 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 8
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00
 E_T 1.5
 E_R 1.2
 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.962

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1389 pc/h/ln
 S 70.0 mi/h
 $D = v_p / S$ 19.8 pc/mi/ln
 LOS C

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

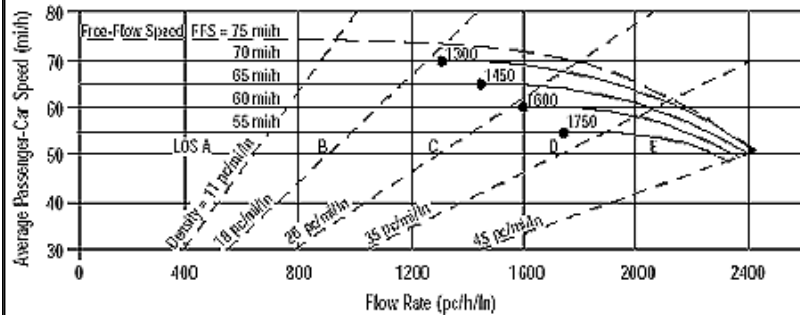
Glossary

N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10
 E_T - Exhibits 23-8, 23-10, 23-11
 f_p - Page 23-12
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3
 f_{LW} - Exhibit 23-4
 f_{LC} - Exhibit 23-5
 f_N - Exhibit 23-6
 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period AM Peak Hour

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To South of Railroad Canyon
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 3625 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 7
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00
 E_T 1.5
 E_R 1.2
 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.966

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 I/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1359 pc/h/ln
 S 70.0 mi/h
 $D = v_p / S$ 19.4 pc/mi/ln
 LOS C

Design (N)

Design (N)

Design LOS

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

Glossary

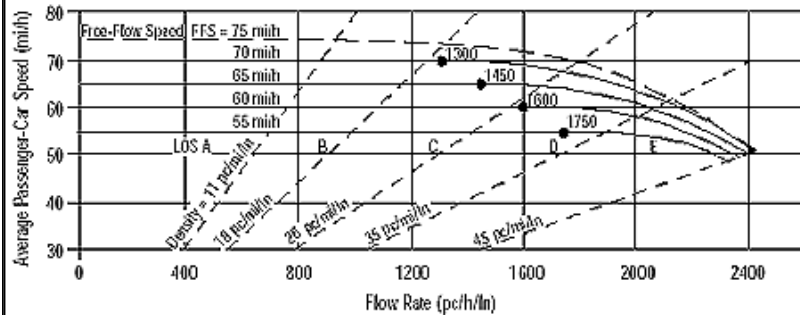
N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10
 E_T - Exhibits 23-8, 23-10, 23-11
 f_p - Page 23-12
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3
 f_{LW} - Exhibit 23-4
 f_{LC} - Exhibit 23-5
 f_N - Exhibit 23-6
 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET																										
			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CS	Highway/Direction of Travel		I-15 Northbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		North of Nichols Road																					
Date Performed		6/25/2013	Jurisdiction		Caltrans																					
Analysis Time Period		AM Peak Hour	Analysis Year		Existing 2013																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data																										
Flow Inputs																										
Volume, V		4429	veh/h	Peak-Hour Factor, PHF	0.92																					
AADT			veh/day	%Trucks and Buses, P_T	11																					
Peak-Hr Prop. of AADT, K				%RVs, P_R	0																					
Peak-Hr Direction Prop, D				General Terrain:	Level																					
DDHV = AADT x K x D			veh/h	Grade % Length	mi																					
Driver type adjustment		1.00		Up/Down %																						
Calculate Flow Adjustments																										
f_p		1.00		E_R	1.2																					
E_T		1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	0.948																					
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width		12.0	ft	f_{LW}	mi/h																					
Rt-Shoulder Lat. Clearance		6.0	ft	f_{LC}	mi/h																					
Interchange Density		0.50	l/mi	f_{ID}	mi/h																					
Number of Lanes, N		3		f_N	mi/h																					
FFS (measured)		70.0	mi/h	FFS	70.0																					
Base free-flow Speed, BFFS			mi/h																							
LOS and Performance Measures			Design (N)																							
<u>Operational (LOS)</u>			<u>Design (N)</u>																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
S		68.9	mi/h	S																						
$D = v_p / S$		24.6	pc/mi/ln	$D = v_p / S$																						
LOS		C		Required Number of Lanes, N																						
Glossary			Factor Location																							
N - Number of lanes		S - Speed	E_R - Exhibits 23-8, 23-10		f_{LW} - Exhibit 23-4																					
V - Hourly volume		D - Density	E_T - Exhibits 23-8, 23-10, 23-11		f_{LC} - Exhibit 23-5																					
v_p - Flow rate		FFS - Free-flow speed	f_p - Page 23-12		f_N - Exhibit 23-6																					
LOS - Level of service		BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3		f_{ID} - Exhibit 23-7																					
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period AM Peak Hour

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To Nichols Road to Central Avenue
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper. (LOS)

☐ Des. (N)

☐ Planning Data

Flow Inputs

Volume, V 4470 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 11
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00
 E_T 1.5
 E_R 1.2
 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.948

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1709 pc/h/ln
 S 68.7 mi/h
 $D = v_p / S$ 24.9 pc/mi/ln
 LOS C

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

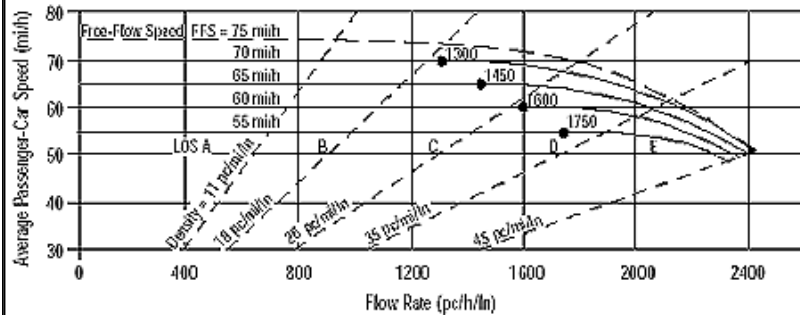
Glossary

N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10
 E_T - Exhibits 23-8, 23-10, 23-11
 f_p - Page 23-12
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3
 f_{LW} - Exhibit 23-4
 f_{LC} - Exhibit 23-5
 f_N - Exhibit 23-6
 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period AM Peak Hour

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To Central Avenue to Main Street
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 4859 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 9
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00
 E_T 1.5
 E_R 1.2
 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.957

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 I/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1840 pc/h/ln
 S 67.4 mi/h
 $D = v_p / S$ 27.3 pc/mi/ln
 LOS D

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

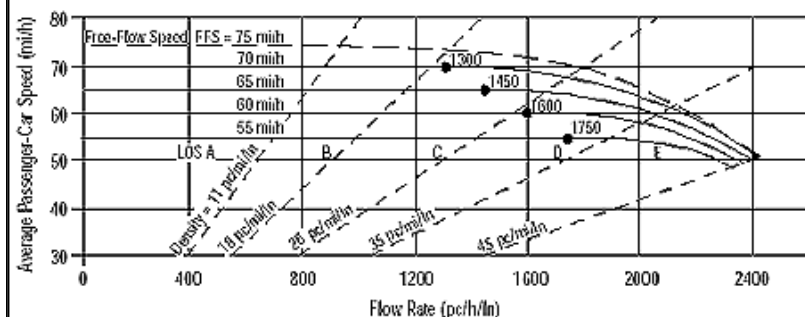
Glossary

N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10
 E_T - Exhibits 23-8, 23-10, 23-11
 f_p - Page 23-12
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3
 f_{LW} - Exhibit 23-4
 f_{LC} - Exhibit 23-5
 f_N - Exhibit 23-6
 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period AM Peak Hour

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To Main Street to Railroad Canyon
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper. (LOS)

☐ Des. (N)

☐ Planning Data

Flow Inputs

Volume, V 5193 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 9
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.957

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1966 pc/h/ln
 S 65.5 mi/h
 $D = v_p / S$ 30.0 pc/mi/ln
 LOS D

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

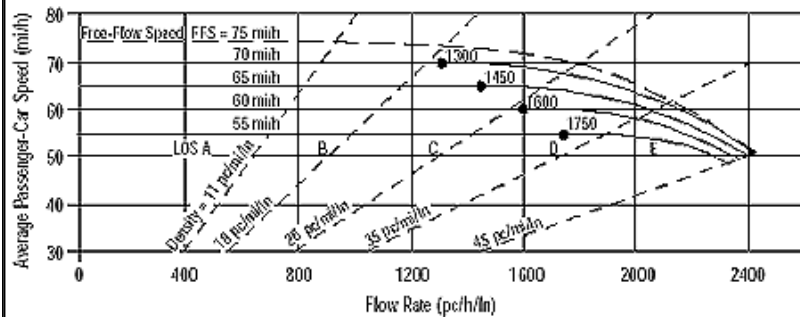
Glossary

N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period AM Peak Hour

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To S of Railroad Canyon
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 4204 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 11
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00
 E_T 1.5
 E_R 1.2
 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.948

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 I/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1607 pc/h/ln
 S 69.4 mi/h
 $D = v_p / S$ 23.2 pc/mi/ln
 LOS C

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

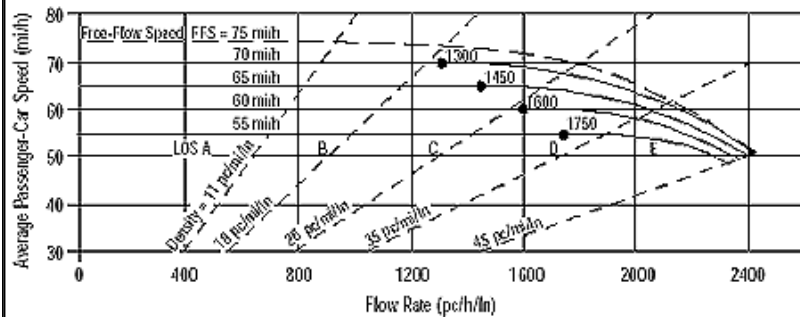
Glossary

N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10
 E_T - Exhibits 23-8, 23-10, 23-11
 f_p - Page 23-12
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3
 f_{LW} - Exhibit 23-4
 f_{LC} - Exhibit 23-5
 f_N - Exhibit 23-6
 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period PM Peak Hour

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To North of Nichols Road
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 3760 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 11
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.948

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 I/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1437 pc/h/ln
 S 69.9 mi/h
 $D = v_p / S$ 20.6 pc/mi/ln
 LOS C

Design (N)

Design (N)

Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

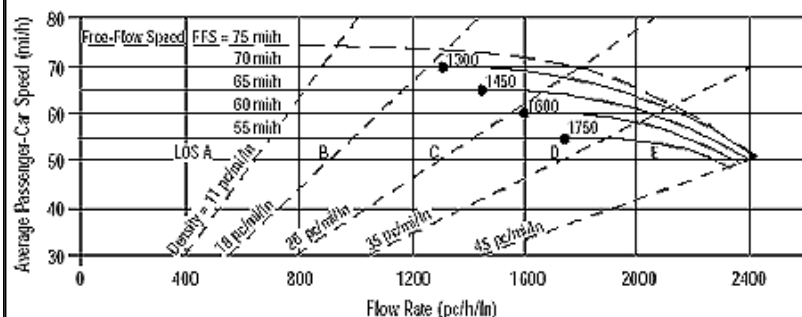
Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period PM Peak Hour

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To Nichols Road to Central Avenue
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper. (LOS)

☐ Des. (N)

☐ Planning Data

Flow Inputs

Volume, V 3821 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 11
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.948

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1461 pc/h/ln
 S 69.9 mi/h
 $D = v_p / S$ 20.9 pc/mi/ln
 LOS C

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

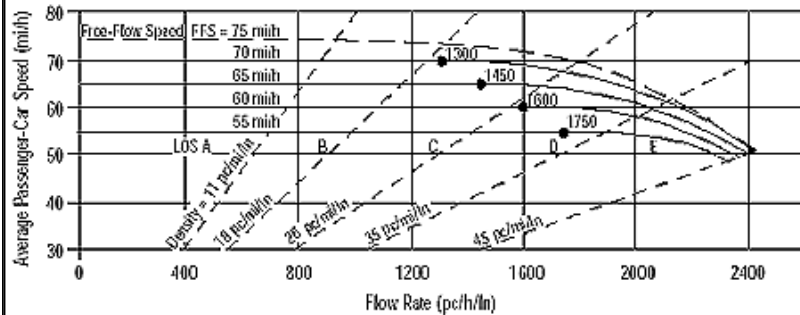
Glossary

N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period PM Peak Hour

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To Central Avenue to Main Street
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 4211 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 9
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.957

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 I/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1594 pc/h/ln
 S 69.5 mi/h
 $D = v_p / S$ 22.9 pc/mi/ln
 LOS C

Design (N)

Design (N)

Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

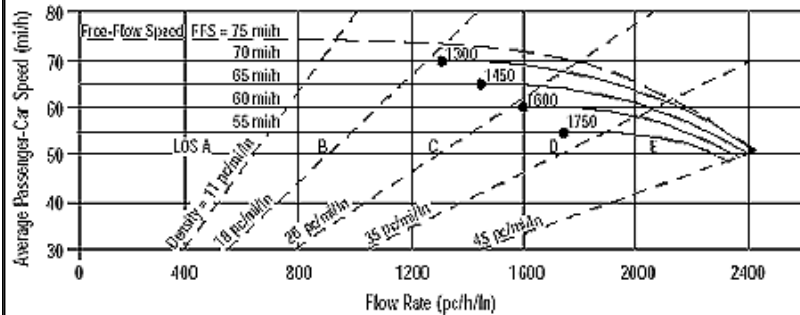
Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period PM Peak Hour

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To Main Street to Railroad Canyon
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper. (LOS)

☐ Des. (N)

☐ Planning Data

Flow Inputs

Volume, V 4320 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 9
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.957

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1636 pc/h/ln
 S 69.2 mi/h
 $D = v_p / S$ 23.6 pc/mi/ln
 LOS C

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

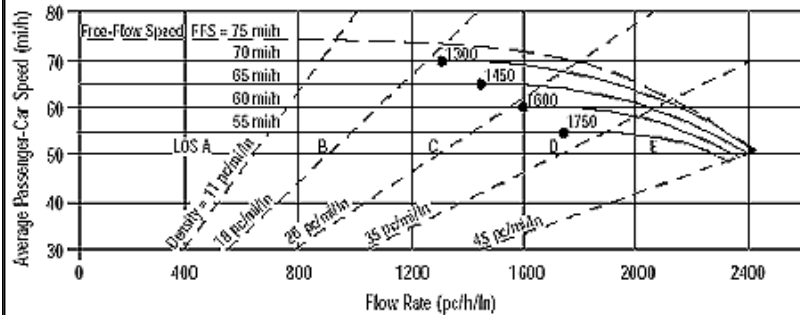
Glossary

N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period PM Peak Hour

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To South of Railroad Canyon
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 3580 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 11
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.948

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 I/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1368 pc/h/ln
 S 70.0 mi/h
 $D = v_p / S$ 19.5 pc/mi/ln
 LOS C

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

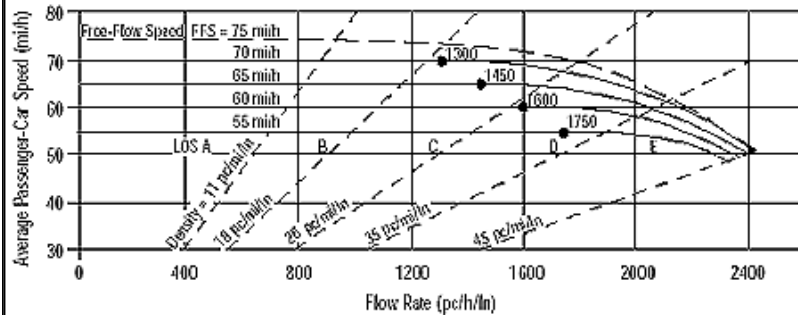
Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period PM Peak Hour

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To North of Nichols Road
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 4666 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 11
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.948

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 I/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1784 pc/h/ln
 S 68.0 mi/h
 $D = v_p / S$ 26.2 pc/mi/ln
 LOS D

Design (N)

Design (N)

Design LOS

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

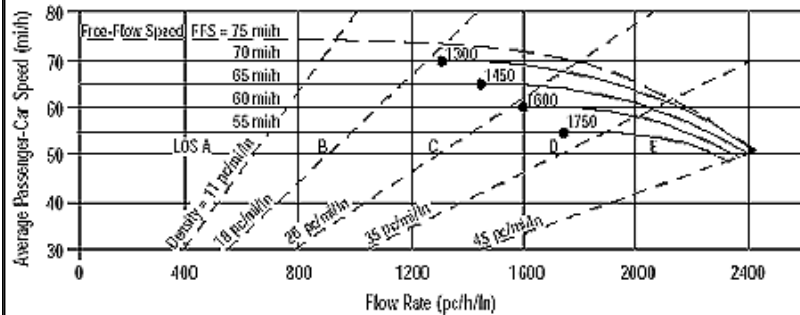
Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period PM Peak Hour

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To Nichols Road to Central Avenue
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper. (LOS)

☐ Des. (N)

☐ Planning Data

Flow Inputs

Volume, V 4753 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 11
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00
 E_T 1.5
 E_R 1.2
 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.948

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1817 pc/h/ln
 S 67.7 mi/h
 $D = v_p / S$ 26.9 pc/mi/ln
 LOS D

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

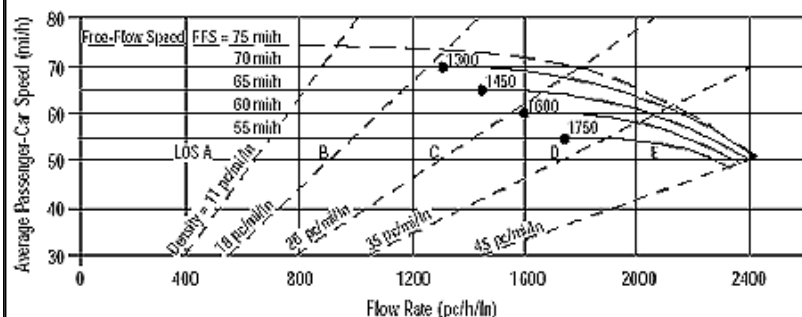
Glossary

N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10
 E_T - Exhibits 23-8, 23-10, 23-11
 f_p - Page 23-12
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3
 f_{LW} - Exhibit 23-4
 f_{LC} - Exhibit 23-5
 f_N - Exhibit 23-6
 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period PM Peak Hour

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To Central Avenue to Main Street
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 5439 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 9
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00
 E_T 1.5
 E_R 1.2
 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.957

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 I/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 2059 pc/h/ln
 S 63.6 mi/h
 $D = v_p / S$ 32.3 pc/mi/ln
 LOS D

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

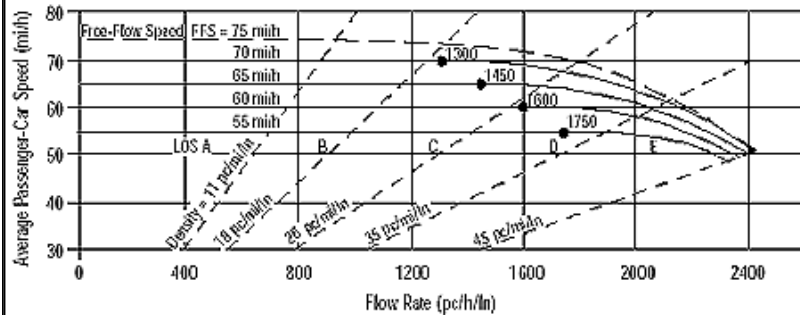
Glossary

N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10
 E_T - Exhibits 23-8, 23-10, 23-11
 f_p - Page 23-12
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3
 f_{LW} - Exhibit 23-4
 f_{LC} - Exhibit 23-5
 f_N - Exhibit 23-6
 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period PM Peak Hour

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To Main Street to Railroad Canyon
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper. (LOS)

☐ Des. (N)

☐ Planning Data

Flow Inputs

Volume, V 5697 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 9
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00
 E_T 1.5
 E_R 1.2
 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.957

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 2157 pc/h/ln
 S 61.3 mi/h
 $D = v_p / S$ 35.2 pc/mi/ln
 LOS E

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

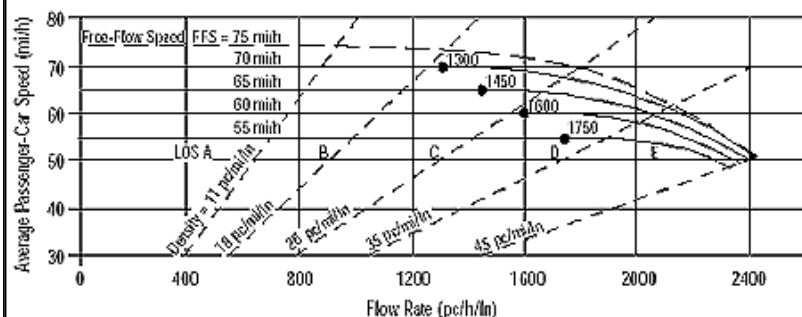
Glossary

N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10
 E_T - Exhibits 23-8, 23-10, 23-11
 f_p - Page 23-12
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3
 f_{LW} - Exhibit 23-4
 f_{LC} - Exhibit 23-5
 f_N - Exhibit 23-6
 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period PM Peak Hour

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To S of Railroad Canyon
 Jurisdiction Caltrans
 Analysis Year Existing 2013

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 5598 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 9
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.957

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 I/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 2120 pc/h/ln
 S 62.2 mi/h
 $D = v_p / S$ 34.1 pc/mi/ln
 LOS D

Design (N)

Design (N)

Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

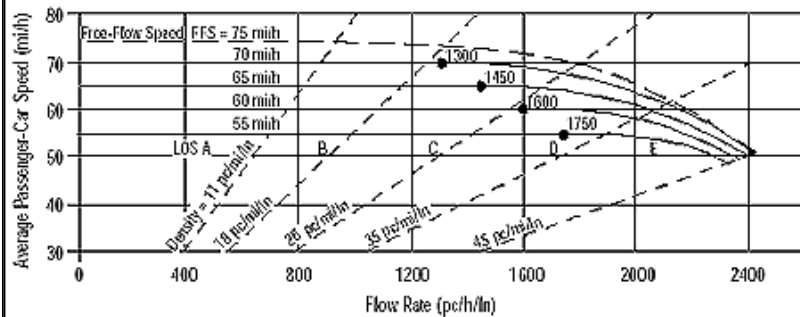
Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period Saturday Mid-Day Peak Hour
 Project Description Lake Elsinore Walmart TIA (JN 08651)

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To North of Nichols Road
 Jurisdiction Caltrans
 Analysis Year Existing 2013

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 3328 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 11
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.948

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 I/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1272 pc/h/ln
 S 70.0 mi/h
 $D = v_p / S$ 18.2 pc/mi/ln
 LOS C

Design (N)

Design (N)

Design LOS

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

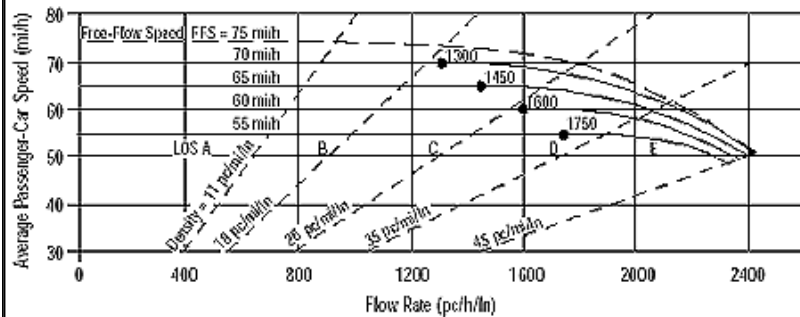
Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period Saturday Mid-Day Peak Hour
 Project Description Lake Elsinore Walmart TIA (JN 08651)

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To Nichols Road to Central Avenue
 Jurisdiction Caltrans
 Analysis Year Existing 2013

☒ Oper. (LOS)☐ Des. (N)☐ Planning Data

Flow Inputs

Volume, V 3359 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 11
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.948

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1284 pc/h/ln
 S 70.0 mi/h
 $D = v_p / S$ 18.3 pc/mi/ln
 LOS C

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

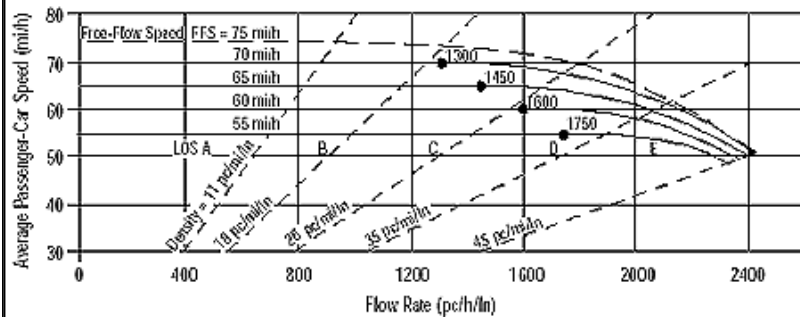
Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period Saturday Mid-Day Peak Hour
 Project Description Lake Elsinore Walmart TIA (JN 08651)

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To Central Avenue to Main Street
 Jurisdiction Caltrans
 Analysis Year Existing 2013

☒ Oper.(LOS)☐ Des.(N)☐ Planning Data

Flow Inputs

Volume, V 3841 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 9
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.957

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 I/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1454 pc/h/ln
 S 69.9 mi/h
 $D = v_p / S$ 20.8 pc/mi/ln
 LOS C

Design (N)

Design (N)

Design LOS

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

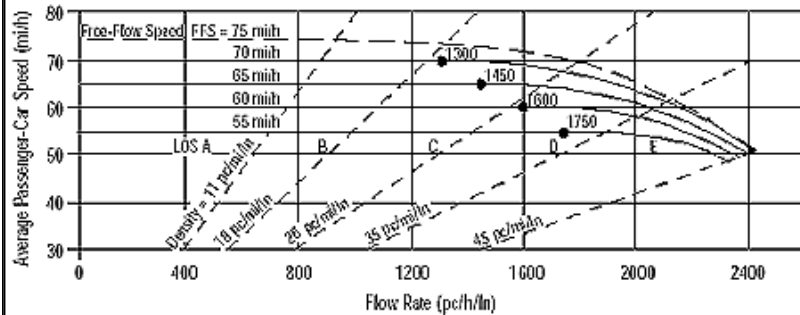
Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period Saturday Mid-Day Peak Hour
 Project Description Lake Elsinore Walmart TIA (JN 08651)

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To Main Street to Railroad Canyon
 Jurisdiction Caltrans
 Analysis Year Existing 2013

☒ Oper. (LOS)☐ Des. (N)☐ Planning Data

Flow Inputs

Volume, V 3927 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 9
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.957

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1487 pc/h/ln
 S 69.8 mi/h
 $D = v_p / S$ 21.3 pc/mi/ln
 LOS C

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

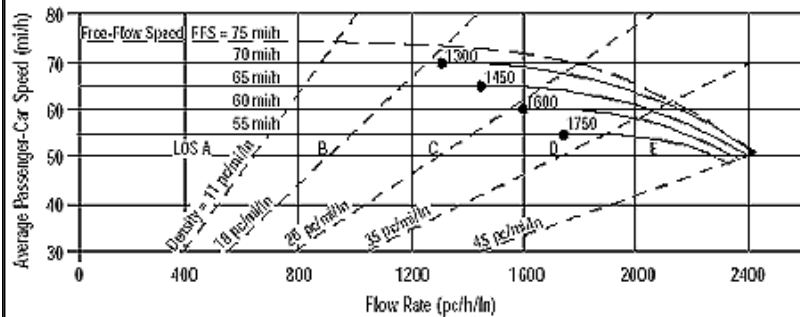
Glossary

N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period Saturday Mid-Day Peak Hour
 Project Description Lake Elsinore Walmart TIA (JN 08651)

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To South of Railroad Canyon
 Jurisdiction Caltrans
 Analysis Year Existing 2013

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 3327 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 11
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.948

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1272 pc/h/ln
 S 70.0 mi/h
 $D = v_p / S$ 18.2 pc/mi/ln
 LOS C

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

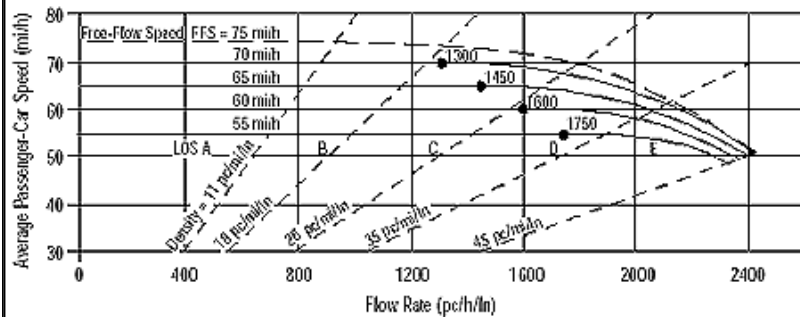
Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period Saturday Mid-Day Peak Hour
 Project Description Lake Elsinore Walmart TIA (JN 08651)

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To North of Nichols Road
 Jurisdiction Caltrans
 Analysis Year Existing 2013

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 4332 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 11
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.948

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 I/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1656 pc/h/ln
 S 69.1 mi/h
 $D = v_p / S$ 24.0 pc/mi/ln
 LOS C

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

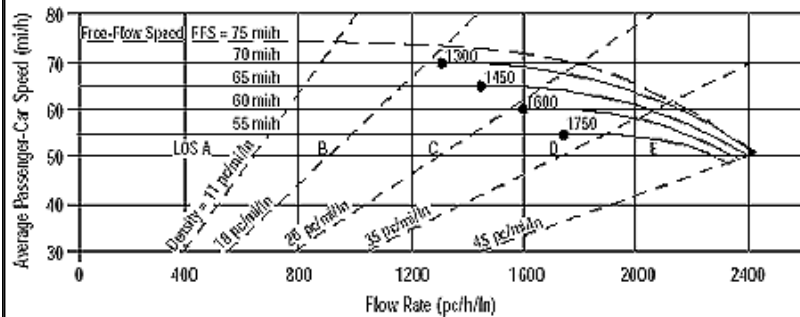
Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period Saturday Mid-Day Peak Hour
 Project Description Lake Elsinore Walmart TIA (JN 08651)

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To Nichols Road to Central Avenue
 Jurisdiction Caltrans
 Analysis Year Existing 2013

☒ Oper. (LOS)☐ Des. (N)☐ Planning Data

Flow Inputs

Volume, V 4388 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 11
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.948

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1677 pc/h/ln
 S 69.0 mi/h
 $D = v_p / S$ 24.3 pc/mi/ln
 LOS C

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

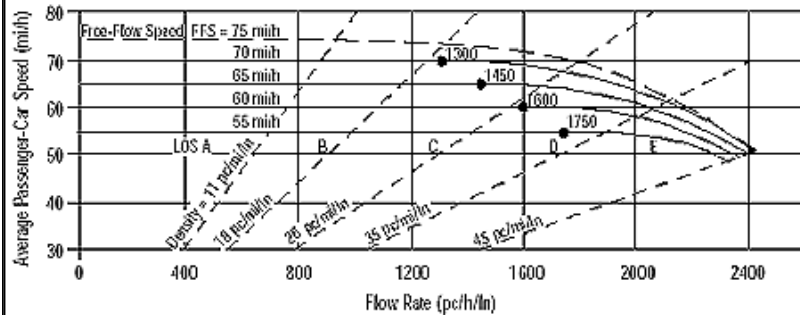
Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period Saturday Mid-Day Peak Hour
 Project Description Lake Elsinore Walmart TIA (JN 08651)

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To Central Avenue to Main Street
 Jurisdiction Caltrans
 Analysis Year Existing 2013

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 4956 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 10
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.952

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 I/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1885 pc/h/ln
 S 66.8 mi/h
 $D = v_p / S$ 28.2 pc/mi/ln
 LOS D

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

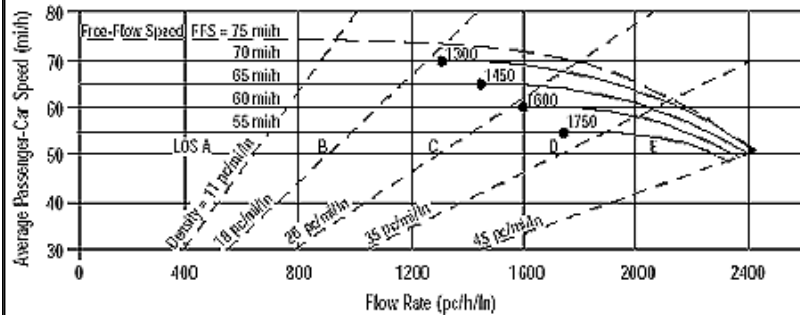
Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period Saturday Mid-Day Peak Hour
 Project Description Lake Elsinore Walmart TIA (JN 08651)

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To Main Street to Railroad Canyon
 Jurisdiction Caltrans
 Analysis Year Existing 2013

☒ Oper.(LOS)☐ Des.(N)☐ Planning Data

Flow Inputs

Volume, V 5090 veh/h
 AADT veh/day
 Peak-Hr Prop. of AADT, K
 Peak-Hr Direction Prop, D
 DDHV = AADT x K x D veh/h
 Driver type adjustment 1.00
 Peak-Hour Factor, PHF 0.92
 %Trucks and Buses, P_T 9
 %RVs, P_R 0
 General Terrain: Level
 Grade % Length mi
 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.957

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1927 pc/h/ln
 S 66.1 mi/h
 $D = v_p / S$ 29.1 pc/mi/ln
 LOS D

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

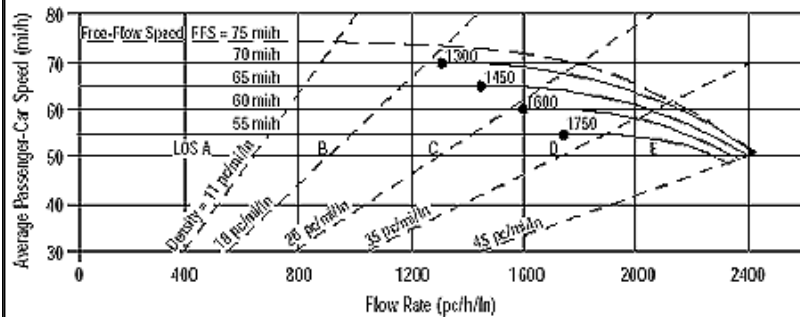
Glossary

N - Number of lanes
 V - Hourly volume
 v_p - Flow rate
 LOS - Level of service
 DDHV - Directional design hour volume
 S - Speed
 D - Density
 FFS - Free-flow speed
 BFFS - Base free-flow speed

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 6/25/2013
 Analysis Time Period Saturday Mid-Day Peak Hour
 Project Description Lake Elsinore Walmart TIA (JN 08651)

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To S of Railroad Canyon
 Jurisdiction Caltrans
 Analysis Year Existing 2013

☒ Oper.(LOS)☐ Des.(N)☐ Planning Data

Flow Inputs

Volume, V 4509 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 10
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.952

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 I/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or DDHV}) / (PHF \times N \times f_{HV} \times f_p)$ 1715 pc/h/ln
 S 68.7 mi/h
 $D = v_p / S$ 25.0 pc/mi/ln
 LOS C

Design (N)

Design (N)

Design LOS

$v_p = (V \text{ or DDHV}) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

APPENDIX 3.6

Existing (2013) Conditions Freeway Ramp Junction (Merge/Diverge) HCS+ Analysis Worksheets

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2075 ft $V_D =$ 221 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	2813	0.92	Level	10	0	0.952	1.00	3210	
Ramp	211	0.92	Level	4	0	0.980	1.00	234	
UpStream									
DownStream	221	0.92	Level	8	0	0.962	1.00	250	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ 497.62 (Equation 25-8 or 25-9) $P_{FD} =$ 0.669 using Equation (Exhibit 25-12) $V_{12} =$ 2225 pc/h V_3 or V_{av34} 985 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	3210	Exhibit 25-14	7200	No
					$V_{FO} = V_F - V_R$	2976	Exhibit 25-14	7200	No
					V_R	234	Exhibit 25-3	2100	No
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	2225	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 21.4 (pc/mi/ln) LOS = C (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_S =$ 0.319 (Exhibit 25-19) $S_R =$ 61.1 mph (Exhibit 25-19) $S_0 =$ 76.8 mph (Exhibit 25-19) $S =$ 65.2 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols On-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2075 ft $V_u =$ 211 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	2602	0.92	Level	11	0	0.948	1.00	2984	
Ramp	221	0.92	Level	8	0	0.962	1.00	250	
UpStream	211	0.92	Level	4	0	0.980	1.00	234	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 745.60 (Equation 25-2 or 25-3) $P_{FM} =$ 0.584 using Equation (Exhibit 25-5) $V_{12} =$ 1742 pc/h V_3 or V_{av34} 1242 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	3234	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	1992	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 19.5 (pc/mi/ln) $LOS =$ B (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.329 (Exhibit 25-19) $S_R =$ 60.8 mph (Exhibit 25-19) $S_0 =$ 67.3 mph (Exhibit 25-19) $S =$ 63.1 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2050 ft $V_D =$ 1020 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	2823	0.92	Level	11	0	0.948	1.00	3237	
Ramp	414	0.92	Level	12	0	0.943	1.00	477	
UpStream									
DownStream	1020	0.92	Level	4	0	0.980	1.00	1131	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.657$ using Equation (Exhibit 25-12) $V_{12} = 2291$ pc/h V_3 or V_{av34} 946 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	3237	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	2760	Exhibit 25-14	7200	No	
				V_R	477	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	2291	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 22.2$ (pc/mi/ln) LOS = C (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s = 0.341$ (Exhibit 25-19) $S_R = 60.5$ mph (Exhibit 25-19) $S_0 = 76.8$ mph (Exhibit 25-19) $S = 64.5$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel	I-15 Southbound					
Agency or Company	Urban Crossroads, Inc.		Junction	Central On-Ramp					
Date Performed	6/25/2013		Jurisdiction	Caltrans					
Analysis Time Period	AM Peak Hour		Analysis Year	Existing 2013					
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off L _{up} = 2050 ft V _u = 414 veh/h			Terrain: Level S _{FF} = 70.0 mph S _{FR} = 45.0 mph Sketch (show lanes, L _A , L _D , V _R , V _I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off L _{down} = ft V _D = veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF × f _{HV} × f _p	
Freeway	2409	0.92	Level	10	0	0.952	1.00	2749	
Ramp	1020	0.92	Level	4	0	0.980	1.00	1131	
UpStream	414	0.92	Level	12	0	0.943	1.00	477	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v₁₂					Estimation of v₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 906.04 (Equation 25-2 or 25-3) P _{FM} = 0.585 using Equation (Exhibit 25-5) V ₁₂ = 1609 pc/h V ₃ or V _{av34} = 1140 pc/h (Equation 25-4 or 25-5) Is V ₃ or V _{av34} > 2,700 pc/h? ☐ Yes ☒ No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 ☐ Yes ☒ No If Yes, V _{12a} = pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 25-8 or 25-9) P _{FD} = using Equation (Exhibit 25-12) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 25-15 or 25-16) Is V ₃ or V _{av34} > 2,700 pc/h? ☐ Yes ☐ No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 ☐ Yes ☐ No If Yes, V _{12a} = pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	3880	Exhibit 25-7		No	V _F		Exhibit 25-14		
					V _{FO} = V _F - V _R		Exhibit 25-14		
					V _R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	2740	Exhibit 25-7	4600:All	No	V ₁₂		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 24.6 (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
M _S = 0.356 (Exhibit 25-19) S _R = 60.0 mph (Exhibit 25-19) S ₀ = 67.7 mph (Exhibit 25-19) S = 62.1 mph (Exhibit 25-14)					D _S = (Exhibit 25-19) S _R = mph (Exhibit 25-19) S ₀ = mph (Exhibit 25-19) S = mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2620 ft $V_D =$ 313 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3429	0.92	Level	8	0	0.962	1.00	3876	
Ramp	55	0.92	Level	4	0	0.980	1.00	61	
UpStream									
DownStream	313	0.92	Level	3	0	0.985	1.00	345	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.660$ using Equation (Exhibit 25-12) $V_{12} = 2580$ pc/h V_3 or V_{av34} 1296 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	3876	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	3815	Exhibit 25-14	7200	No	
				V_R	61	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	2580	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 25.1$ (pc/mi/ln) LOS = C (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s = 0.303$ (Exhibit 25-19) $S_R = 61.5$ mph (Exhibit 25-19) $S_0 = 75.6$ mph (Exhibit 25-19) $S = 65.6$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel		I-15 Southbound				
Agency or Company	Urban Crossroads, Inc.		Junction		Main On-Ramp				
Date Performed	6/25/2013		Jurisdiction		Caltrans				
Analysis Time Period	AM Peak Hour		Analysis Year		Existing 2013				
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp			Terrain: Level				Downstream Adj Ramp		
☒ Yes ☐ On ☐ No ☒ Off							☐ Yes ☐ On ☒ No ☐ Off		
L _{up} = 2620 ft			S _{FF} = 70.0 mph				L _{down} = ft		
V _u = 55 veh/h			S _{FR} = 45.0 mph				V _D = veh/h		
Sketch (show lanes, L _A , L _D , V _R , V _I)									
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	3374	0.92	Level	9	0	0.957	1.00	3832	
Ramp	313	0.92	Level	3	0	0.985	1.00	345	
UpStream	55	0.92	Level	4	0	0.980	1.00	61	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v₁₂					Estimation of v₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 978.48 (Equation 25-2 or 25-3) P _{FM} = 0.586 using Equation (Exhibit 25-5) V ₁₂ = 2245 pc/h V ₃ or V _{av34} = 1587 pc/h (Equation 25-4 or 25-5) Is V ₃ or V _{av34} > 2,700 pc/h? ☐ Yes ☒ No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 ☐ Yes ☒ No If Yes, V _{12a} = pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 25-8 or 25-9) P _{FD} = using Equation (Exhibit 25-12) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 25-15 or 25-16) Is V ₃ or V _{av34} > 2,700 pc/h? ☐ Yes ☐ No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 ☐ Yes ☐ No If Yes, V _{12a} = pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	4177	Exhibit 25-7		No	V _F		Exhibit 25-14		
					V _{FO} = V _F - V _R		Exhibit 25-14		
					V _R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	2590	Exhibit 25-7	4600:All	No	V ₁₂		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 23.6 (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
M _S = 0.346 (Exhibit 25-19) S _R = 60.3 mph (Exhibit 25-19) S ₀ = 66.1 mph (Exhibit 25-19) S = 62.4 mph (Exhibit 25-14)					D _S = (Exhibit 25-19) S _R = mph (Exhibit 25-19) S ₀ = mph (Exhibit 25-19) S = mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET														
General Information					Site Information									
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound								
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon Off-Ramp								
Date Performed		6/25/2013		Jurisdiction		Caltrans								
Analysis Time Period		AM Peak Hour		Analysis Year		Existing 2013								
Project Description Lake Elsinore Walmart TIA (JN 08651)														
Inputs														
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2250 ft $V_D =$ 743 veh/h							
Conversion to pc/h Under Base Conditions														
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$						
Freeway	3687	0.92	Level	8	0	0.962	1.00	4168						
Ramp	804	0.92	Level	6	0	0.971	1.00	900						
UpStream														
DownStream	743	0.92	Level	3	0	0.985	1.00	820						
Merge Areas					Diverge Areas									
Estimation of v_{12}					Estimation of v_{12}									
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} =$ 0.614 using Equation (Exhibit 25-12) $V_{12} =$ 2908 pc/h V_3 or V_{av34} 1260 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)									
Capacity Checks					Capacity Checks									
		Actual	Capacity		LOS F?									
V_{FO}		Exhibit 25-7					V_F	4168	Exhibit 25-14	7200	No			
							$V_{FO} = V_F - V_R$	3268	Exhibit 25-14	7200	No			
							V_R	900	Exhibit 25-3	2100	No			
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area									
		Actual	Max Desirable		Violation?				Actual	Max Desirable		Violation?		
V_{R12}			Exhibit 25-7						V_{12}	2908	Exhibit 25-14		4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)									
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 27.8 (pc/mi/ln) LOS = C (Exhibit 25-4)									
Speed Determination					Speed Determination									
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.379 (Exhibit 25-19) $S_R =$ 59.4 mph (Exhibit 25-19) $S_0 =$ 75.8 mph (Exhibit 25-19) $S =$ 63.5 mph (Exhibit 25-15)									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon On-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 2250$ ft $V_u = 804$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	2883	0.92	Level	9	0	0.957	1.00	3275	
Ramp	742	0.92	Level	3	0	0.985	1.00	819	
UpStream	804	0.92	Level	6	0	0.971	1.00	900	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1040.64$ (Equation 25-2 or 25-3) $P_{FM} = 0.591$ using Equation (Exhibit 25-5) $V_{12} = 1935$ pc/h V_3 or $V_{av34} = 1340$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	4094	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	2754	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 23.6$ (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.339$ (Exhibit 25-19) $S_R = 60.5$ mph (Exhibit 25-19) $S_0 = 67.0$ mph (Exhibit 25-19) $S = 62.5$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel	I-15 Northbound					
Agency or Company	Urban Crossroads, Inc.		Junction	Nichols On-Ramp					
Date Performed	6/25/2013		Jurisdiction	Caltrans					
Analysis Time Period	AM Peak Hour		Analysis Year	Existing 2013					
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp			Terrain: Level				Downstream Adj Ramp		
☒ Yes ☐ On ☐ No ☒ Off							☐ Yes ☐ On ☒ No ☐ Off		
$L_{up} = 2130$ ft			$S_{FF} = 70.0$ mph				$L_{down} =$ ft		
$V_u = 200$ veh/h			$S_{FR} = 45.0$ mph				$V_D =$ veh/h		
Sketch (show lanes, L_A , L_D , V_R , V_I)									
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4270	0.92	Level	11	0	0.948	1.00	4897	
Ramp	159	0.92	Level	4	0	0.980	1.00	176	
UpStream	200	0.92	Level	2	0	0.990	1.00	220	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1392.22$ (Equation 25-2 or 25-3) $P_{FM} = 0.600$ using Equation (Exhibit 25-5) $V_{12} = 2938$ pc/h V_3 or $V_{av34} = 1959$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5073	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3114	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 24.7$ (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.337$ (Exhibit 25-19) $S_R = 60.6$ mph (Exhibit 25-19) $S_0 = 64.7$ mph (Exhibit 25-19) $S = 62.1$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2130 ft $V_D =$ 159 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4470	0.92	Level	11	0	0.948	1.00	5126	
Ramp	200	0.92	Level	2	0	0.990	1.00	220	
UpStream									
DownStream	159	0.92	Level	4	0	0.980	1.00	176	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.622$ using Equation (Exhibit 25-12) $V_{12} = 3270$ pc/h V_3 or V_{av34} 1856 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	5126	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	4906	Exhibit 25-14	7200	No	
				V_R	220	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3270	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 30.3$ (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_S = 0.318$ (Exhibit 25-19) $S_R = 61.1$ mph (Exhibit 25-19) $S_0 = 73.5$ mph (Exhibit 25-19) $S = 65.1$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel	I-15 Northbound					
Agency or Company	Urban Crossroads, Inc.		Junction	Central On-Ramp					
Date Performed	6/25/2013		Jurisdiction	Caltrans					
Analysis Time Period	AM Peak Hour		Analysis Year	Existing 2013					
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 1650$ ft $V_u = 890$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3969	0.92	Level	11	0	0.948	1.00	4551	
Ramp	501	0.92	Level	8	0	0.962	1.00	566	
UpStream	890	0.92	Level	2	0	0.990	1.00	977	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1352.80$ (Equation 25-2 or 25-3) $P_{FM} = 0.597$ using Equation (Exhibit 25-5) $V_{12} = 2716$ pc/h V_3 or $V_{av34} = 1835$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5117	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3282	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 26.5$ (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.363$ (Exhibit 25-19) $S_R = 59.8$ mph (Exhibit 25-19) $S_0 = 65.2$ mph (Exhibit 25-19) $S = 61.7$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 1650 ft $V_D =$ 501 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4859	0.92	Level	9	0	0.957	1.00	5519	
Ramp	890	0.92	Level	2	0	0.990	1.00	977	
UpStream									
DownStream	501	0.92	Level	8	0	0.962	1.00	566	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.577$ using Equation (Exhibit 25-12) $V_{12} = 3598$ pc/h V_3 or V_{av34} 1921 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	5519	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	4542	Exhibit 25-14	7200	No	
				V_R	977	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3598	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 33.5$ (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s = 0.386$ (Exhibit 25-19) $S_R = 59.2$ mph (Exhibit 25-19) $S_0 = 73.2$ mph (Exhibit 25-19) $S = 63.4$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main On-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 2100$ ft $V_u = 426$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4767	0.92	Level	9	0	0.957	1.00	5415	
Ramp	92	0.92	Level	5	0	0.976	1.00	102	
UpStream	426	0.92	Level	2	0	0.990	1.00	468	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1243.04$ (Equation 25-2 or 25-3) $P_{FM} = 0.585$ using Equation (Exhibit 25-5) $V_{12} = 3165$ pc/h V_3 or $V_{av34} = 2250$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5517	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3267	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 29.3$ (pc/mi/ln) LOS = D (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.401$ (Exhibit 25-19) $S_R = 58.8$ mph (Exhibit 25-19) $S_0 = 63.7$ mph (Exhibit 25-19) $S = 60.7$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET														
General Information					Site Information									
Analyst		CS		Freeway/Dir of Travel		I-15 Northbound								
Agency or Company		Urban Crossroads, Inc.		Junction		Main Off-Ramp								
Date Performed		6/25/2013		Jurisdiction		Caltrans								
Analysis Time Period		AM Peak Hour		Analysis Year		Existing 2013								
Project Description Lake Elsinore Walmart TIA (JN 08651)														
Inputs														
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2100 ft $V_D =$ 92 veh/h							
Conversion to pc/h Under Base Conditions														
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$						
Freeway	5193	0.92	Level	9	0	0.957	1.00	5899						
Ramp	426	0.92	Level	2	0	0.990	1.00	468						
UpStream														
DownStream	92	0.92	Level	5	0	0.976	1.00	102						
Merge Areas					Diverge Areas									
Estimation of v_{12}					Estimation of v_{12}									
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.591$ using Equation (Exhibit 25-12) $V_{12} = 3678$ pc/h V_3 or V_{av34} 2221 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)									
Capacity Checks					Capacity Checks									
		Actual	Capacity		LOS F?									
V_{FO}		Exhibit 25-7					V_F	5899	Exhibit 25-14	7200	No			
							$V_{FO} = V_F - V_R$	5431	Exhibit 25-14	7200	No			
							V_R	468	Exhibit 25-3	2100	No			
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area									
		Actual	Max Desirable		Violation?				Actual	Max Desirable		Violation?		
V_{R12}			Exhibit 25-7						V_{12}	3678	Exhibit 25-14		4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)									
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 34.2$ (pc/mi/ln) LOS = D (Exhibit 25-4)									
Speed Determination					Speed Determination									
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s = 0.340$ (Exhibit 25-19) $S_R = 60.5$ mph (Exhibit 25-19) $S_0 = 72.0$ mph (Exhibit 25-19) $S = 64.4$ mph (Exhibit 25-15)									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel	I-15 Northbound					
Agency or Company	Urban Crossroads, Inc.		Junction	Railroad Canyon On-Ramp					
Date Performed	6/25/2013		Jurisdiction	Caltrans					
Analysis Time Period	AM Peak Hour		Analysis Year	Existing 2013					
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2000 ft $V_u =$ 543 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3661	0.92	Level	12	0	0.943	1.00	4218	
Ramp	1532	0.92	Level	1	0	0.995	1.00	1674	
UpStream	543	0.92	Level	6	0	0.971	1.00	608	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1336.61 (Equation 25-2 or 25-3) $P_{FM} =$ 0.585 using Equation (Exhibit 25-5) $V_{12} =$ 2469 pc/h V_3 or $V_{av34} =$ 1749 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5892	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	4143	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 35.3 (pc/mi/ln) LOS = E (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.541 (Exhibit 25-19) $S_R =$ 54.8 mph (Exhibit 25-19) $S_0 =$ 65.5 mph (Exhibit 25-19) $S =$ 57.6 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2000 ft $V_D =$ 1532 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4204	0.92	Level	11	0	0.948	1.00	4821	
Ramp	543	0.92	Level	6	0	0.971	1.00	608	
UpStream									
DownStream	1532	0.92	Level	1	0	0.995	1.00	1674	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} =$ 0.612 using Equation (Exhibit 25-12) $V_{12} =$ 3184 pc/h V_3 or V_{av34} 1637 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	4821	Exhibit 25-14	7200	No
					$V_{FO} = V_F - V_R$	4213	Exhibit 25-14	7200	No
					V_R	608	Exhibit 25-3	2100	No
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3184	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 29.6 (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_S =$ 0.353 (Exhibit 25-19) $S_R =$ 60.1 mph (Exhibit 25-19) $S_0 =$ 74.3 mph (Exhibit 25-19) $S =$ 64.3 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2075 ft $V_D =$ 260 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3760	0.92	Level	11	0	0.948	1.00	4312	
Ramp	199	0.92	Level	5	0	0.976	1.00	222	
UpStream									
DownStream	260	0.92	Level	3	0	0.985	1.00	287	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.642$ using Equation (Exhibit 25-12) $V_{12} = 2848$ pc/h V_3 or $V_{av34} 1464$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	4312	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	4090	Exhibit 25-14	7200	No	
				V_R	222	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	2848	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 26.8$ (pc/mi/ln) $LOS = C$ (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s = 0.318$ (Exhibit 25-19) $S_R = 61.1$ mph (Exhibit 25-19) $S_0 = 75.0$ mph (Exhibit 25-19) $S = 65.2$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel	I-15 Southbound					
Agency or Company	Urban Crossroads, Inc.		Junction	Nichols On-Ramp					
Date Performed	6/25/2013		Jurisdiction	Caltrans					
Analysis Time Period	PM Peak Hour		Analysis Year	Existing 2013					
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2075 ft $V_u =$ 199 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3561	0.92	Level	11	0	0.948	1.00	4084	
Ramp	260	0.92	Level	3	0	0.985	1.00	287	
UpStream	199	0.92	Level	5	0	0.976	1.00	222	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 988.91 (Equation 25-2 or 25-3) $P_{FM} =$ 0.584 using Equation (Exhibit 25-5) $V_{12} =$ 2385 pc/h V_3 or $V_{av34} =$ 1699 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	4371	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	2672	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 24.7 (pc/mi/ln) $LOS =$ C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.357 (Exhibit 25-19) $S_R =$ 60.0 mph (Exhibit 25-19) $S_0 =$ 65.7 mph (Exhibit 25-19) $S =$ 62.1 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2050 ft $V_D =$ 1090 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3821	0.92	Level	11	0	0.948	1.00	4382	
Ramp	700	0.92	Level	3	0	0.985	1.00	772	
UpStream									
DownStream	1090	0.92	Level	1	0	0.995	1.00	1191	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.615$ using Equation (Exhibit 25-12) $V_{12} = 2992$ pc/h V_3 or V_{av34} 1390 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	4382	Exhibit 25-14	7200	No
					$V_{FO} = V_F - V_R$	3610	Exhibit 25-14	7200	No
					V_R	772	Exhibit 25-3	2100	No
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	2992	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 28.2$ (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_S = 0.367$ (Exhibit 25-19) $S_R = 59.7$ mph (Exhibit 25-19) $S_0 = 75.3$ mph (Exhibit 25-19) $S = 63.9$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central On-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2050 ft $V_u =$ 700 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3121	0.92	Level	12	0	0.943	1.00	3596	
Ramp	1090	0.92	Level	1	0	0.995	1.00	1191	
UpStream	700	0.92	Level	3	0	0.985	1.00	772	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1100.14 (Equation 25-2 or 25-3) $P_{FM} =$ 0.585 using Equation (Exhibit 25-5) $V_{12} =$ 2105 pc/h V_3 or $V_{av34} =$ 1491 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	4787	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3296	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 28.9 (pc/mi/ln) LOS = D (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.401 (Exhibit 25-19) $S_R =$ 58.8 mph (Exhibit 25-19) $S_0 =$ 66.4 mph (Exhibit 25-19) $S =$ 61.0 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2620 ft $V_D =$ 320 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4211	0.92	Level	9	0	0.957	1.00	4783	
Ramp	211	0.92	Level	4	0	0.980	1.00	234	
UpStream									
DownStream	320	0.92	Level	3	0	0.985	1.00	353	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.630$ using Equation (Exhibit 25-12) $V_{12} = 3098$ pc/h V_3 or V_{av34} 1685 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	4783	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	4549	Exhibit 25-14	7200	No	
				V_R	234	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3098	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 29.5$ (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s = 0.319$ (Exhibit 25-19) $S_R = 61.1$ mph (Exhibit 25-19) $S_0 = 74.1$ mph (Exhibit 25-19) $S = 65.1$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel	I-15 Southbound					
Agency or Company	Urban Crossroads, Inc.		Junction	Main On-Ramp					
Date Performed	6/25/2013		Jurisdiction	Caltrans					
Analysis Time Period	PM Peak Hour		Analysis Year	Existing 2013					
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2620 ft $V_u =$ 211 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4000	0.92	Level	10	0	0.952	1.00	4565	
Ramp	320	0.92	Level	3	0	0.985	1.00	353	
UpStream	211	0.92	Level	4	0	0.980	1.00	234	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1137.05 (Equation 25-2 or 25-3) $P_{FM} =$ 0.586 using Equation (Exhibit 25-5) $V_{12} =$ 2675 pc/h V_3 or V_{av34} 1890 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	4918	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3028	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 27.1 (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.375 (Exhibit 25-19) $S_R =$ 59.5 mph (Exhibit 25-19) $S_0 =$ 65.0 mph (Exhibit 25-19) $S =$ 61.5 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2250 ft $V_D =$ 543 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4320	0.92	Level	9	0	0.957	1.00	4907	
Ramp	1283	0.92	Level	2	0	0.990	1.00	1409	
UpStream									
DownStream	543	0.92	Level	2	0	0.990	1.00	596	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.573$ using Equation (Exhibit 25-12) $V_{12} = 3412$ pc/h V_3 or V_{av34} 1495 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	4907	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	3498	Exhibit 25-14	7200	No	
				V_R	1409	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3412	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 32.2$ (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s = 0.425$ (Exhibit 25-19) $S_R = 58.1$ mph (Exhibit 25-19) $S_0 = 74.9$ mph (Exhibit 25-19) $S = 62.4$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel		I-15 Southbound				
Agency or Company	Urban Crossroads, Inc.		Junction		Railroad Canyon On-Ramp				
Date Performed	6/25/2013		Jurisdiction		Caltrans				
Analysis Time Period	PM Peak Hour		Analysis Year		Existing 2013				
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp			Terrain: Level				Downstream Adj Ramp		
☒ Yes ☐ On ☐ No ☒ Off							☐ Yes ☐ On ☒ No ☐ Off		
L _{up} = 2250 ft			S _{FF} = 70.0 mph				L _{down} = ft		
V _u = 1283 veh/h			S _{FR} = 45.0 mph				V _D = veh/h		
Sketch (show lanes, L _A , L _D , V _R , V _I)									
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	3037	0.92	Level	12	0	0.943	1.00	3499	
Ramp	543	0.92	Level	2	0	0.990	1.00	596	
UpStream	1283	0.92	Level	2	0	0.990	1.00	1409	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v₁₂					Estimation of v₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 1040.85 (Equation 25-2 or 25-3) P _{FM} = 0.591 using Equation (Exhibit 25-5) V ₁₂ = 2068 pc/h V ₃ or V _{av34} = 1431 pc/h (Equation 25-4 or 25-5) Is V ₃ or V _{av34} > 2,700 pc/h? ☐ Yes ☒ No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 ☐ Yes ☒ No If Yes, V _{12a} = pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 25-8 or 25-9) P _{FD} = using Equation (Exhibit 25-12) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 25-15 or 25-16) Is V ₃ or V _{av34} > 2,700 pc/h? ☐ Yes ☐ No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 ☐ Yes ☐ No If Yes, V _{12a} = pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	4095	Exhibit 25-7		No	V _F		Exhibit 25-14		
					V _{FO} = V _F - V _R		Exhibit 25-14		
					V _R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	2664	Exhibit 25-7	4600:All	No	V ₁₂		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 23.0 (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
M _S = 0.334 (Exhibit 25-19) S _R = 60.7 mph (Exhibit 25-19) S ₀ = 66.6 mph (Exhibit 25-19) S = 62.6 mph (Exhibit 25-14)					D _S = (Exhibit 25-19) S _R = mph (Exhibit 25-19) S ₀ = mph (Exhibit 25-19) S = mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel	I-15 Northbound					
Agency or Company	Urban Crossroads, Inc.		Junction	Nichols On-Ramp					
Date Performed	6/25/2013		Jurisdiction	Caltrans					
Analysis Time Period	PM Peak Hour		Analysis Year	Existing 2013					
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 2130$ ft $V_u = 254$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4499	0.92	Level	11	0	0.948	1.00	5159	
Ramp	167	0.92	Level	4	0	0.980	1.00	185	
UpStream	254	0.92	Level	2	0	0.990	1.00	279	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1450.22$ (Equation 25-2 or 25-3) $P_{FM} = 0.600$ using Equation (Exhibit 25-5) $V_{12} = 3095$ pc/h V_3 or $V_{av34} = 2064$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5344	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3280	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 26.0$ (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.353$ (Exhibit 25-19) $S_R = 60.1$ mph (Exhibit 25-19) $S_0 = 64.4$ mph (Exhibit 25-19) $S = 61.7$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2130 ft $V_D =$ 167 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4753	0.92	Level	11	0	0.948	1.00	5450	
Ramp	254	0.92	Level	2	0	0.990	1.00	279	
UpStream									
DownStream	167	0.92	Level	4	0	0.980	1.00	185	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} =$ 0.611 using Equation (Exhibit 25-12) $V_{12} =$ 3438 pc/h V_3 or V_{av34} 2012 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	5450	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	5171	Exhibit 25-14	7200	No	
				V_R	279	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3438	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 31.8 (pc/mi/ln) $LOS =$ D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.323 (Exhibit 25-19) $S_R =$ 61.0 mph (Exhibit 25-19) $S_0 =$ 72.8 mph (Exhibit 25-19) $S =$ 64.9 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel	I-15 Northbound					
Agency or Company	Urban Crossroads, Inc.		Junction	Central On-Ramp					
Date Performed	6/25/2013		Jurisdiction	Caltrans					
Analysis Time Period	PM Peak Hour		Analysis Year	Existing 2013					
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 1650$ ft $V_u = 1146$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4293	0.92	Level	11	0	0.948	1.00	4923	
Ramp	460	0.92	Level	6	0	0.971	1.00	515	
UpStream	1146	0.92	Level	2	0	0.990	1.00	1258	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1421.49$ (Equation 25-2 or 25-3) $P_{FM} = 0.597$ using Equation (Exhibit 25-5) $V_{12} = 2938$ pc/h V_3 or $V_{av34} = 1985$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5438	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3453	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 27.8$ (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.382$ (Exhibit 25-19) $S_R = 59.3$ mph (Exhibit 25-19) $S_0 = 64.7$ mph (Exhibit 25-19) $S = 61.1$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 1650 ft $V_D =$ 460 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	5439	0.92	Level	9	0	0.957	1.00	6178	
Ramp	1146	0.92	Level	2	0	0.990	1.00	1258	
UpStream									
DownStream	460	0.92	Level	6	0	0.971	1.00	515	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.548$ using Equation (Exhibit 25-12) $V_{12} = 3953$ pc/h V_3 or V_{av34} 2225 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	6178	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	4920	Exhibit 25-14	7200	No	
				V_R	1258	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3953	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 36.5$ (pc/mi/ln) LOS = E (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_S = 0.411$ (Exhibit 25-19) $S_R = 58.5$ mph (Exhibit 25-19) $S_0 = 72.0$ mph (Exhibit 25-19) $S = 62.7$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel		I-15 Northbound				
Agency or Company	Urban Crossroads, Inc.		Junction		Main On-Ramp				
Date Performed	6/25/2013		Jurisdiction		Caltrans				
Analysis Time Period	PM Peak Hour		Analysis Year		Existing 2013				
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp			Terrain: Level				Downstream Adj Ramp		
☒ Yes ☐ On ☐ No ☒ Off							☐ Yes ☐ On ☒ No ☐ Off		
L _{up} = 2100 ft			S _{FF} = 70.0 mph				S _{FR} = 45.0 mph		
V _u = 391 veh/h			Sketch (show lanes, L _A , L _D , V _R , V _I)				L _{down} = ft		
							V _D = veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	5306	0.92	Level	9	0	0.957	1.00	6027	
Ramp	133	0.92	Level	4	0	0.980	1.00	147	
UpStream	391	0.92	Level	2	0	0.990	1.00	429	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v₁₂					Estimation of v₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 1383.64 (Equation 25-2 or 25-3) P _{FM} = 0.585 using Equation (Exhibit 25-5) V ₁₂ = 3523 pc/h V ₃ or V _{av34} = 2504 pc/h (Equation 25-4 or 25-5) Is V ₃ or V _{av34} > 2,700 pc/h? ☐ Yes ☒ No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 ☐ Yes ☒ No If Yes, V _{12a} = pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 25-8 or 25-9) P _{FD} = using Equation (Exhibit 25-12) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 25-15 or 25-16) Is V ₃ or V _{av34} > 2,700 pc/h? ☐ Yes ☐ No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 ☐ Yes ☐ No If Yes, V _{12a} = pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	6174	Exhibit 25-7		No	V _F		Exhibit 25-14		
					V _{FO} = V _F - V _R		Exhibit 25-14		
					V _R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	3670	Exhibit 25-7	4600:All	No	V ₁₂		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 32.5 (pc/mi/ln) LOS = D (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
M _S = 0.452 (Exhibit 25-19)					D _S = (Exhibit 25-19)				
S _R = 57.4 mph (Exhibit 25-19)					S _R = mph (Exhibit 25-19)				
S ₀ = 62.2 mph (Exhibit 25-19)					S ₀ = mph (Exhibit 25-19)				
S = 59.2 mph (Exhibit 25-14)					S = mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2100 ft $V_D =$ 133 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	5697	0.92	Level	9	0	0.957	1.00	6471	
Ramp	391	0.92	Level	2	0	0.990	1.00	429	
UpStream									
DownStream	133	0.92	Level	4	0	0.980	1.00	147	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.578$ using Equation (Exhibit 25-12) $V_{12} = 3924$ pc/h V_3 or $V_{av34} 2547$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	6471	Exhibit 25-14	7200	No
					$V_{FO} = V_F - V_R$	6042	Exhibit 25-14	7200	No
					V_R	429	Exhibit 25-3	2100	No
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3924	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 36.3$ (pc/mi/ln) LOS = E (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s = 0.337$ (Exhibit 25-19) $S_R = 60.6$ mph (Exhibit 25-19) $S_0 = 70.8$ mph (Exhibit 25-19) $S = 64.2$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon On-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 2000$ ft $V_u = 886$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4712	0.92	Level	10	0	0.952	1.00	5378	
Ramp	985	0.92	Level	2	0	0.990	1.00	1081	
UpStream	886	0.92	Level	2	0	0.990	1.00	973	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1457.95$ (Equation 25-2 or 25-3) $P_{FM} = 0.585$ using Equation (Exhibit 25-5) $V_{12} = 3148$ pc/h V_3 or $V_{av34} = 2230$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	6459	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	4229	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 36.2$ (pc/mi/ln) LOS = E (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.564$ (Exhibit 25-19) $S_R = 54.2$ mph (Exhibit 25-19) $S_0 = 63.8$ mph (Exhibit 25-19) $S = 57.2$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2000 ft $V_D =$ 985 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	5598	0.92	Level	9	0	0.957	1.00	6359	
Ramp	886	0.92	Level	2	0	0.990	1.00	973	
UpStream									
DownStream	985	0.92	Level	2	0	0.990	1.00	1081	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.556$ using Equation (Exhibit 25-12) $V_{12} = 3969$ pc/h V_3 or $V_{av34} 2390$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	6359	Exhibit 25-14	7200	No
					$V_{FO} = V_F - V_R$	5386	Exhibit 25-14	7200	No
					V_R	973	Exhibit 25-3	2100	No
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3969	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 36.4$ (pc/mi/ln) LOS = E (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s = 0.386$ (Exhibit 25-19) $S_R = 59.2$ mph (Exhibit 25-19) $S_0 = 71.4$ mph (Exhibit 25-19) $S = 63.3$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2075 ft $V_D =$ 236 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3328	0.92	Level	11	0	0.948	1.00	3816	
Ramp	205	0.92	Level	3	0	0.985	1.00	226	
UpStream									
DownStream	236	0.92	Level	2	0	0.990	1.00	259	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} =$ 0.654 using Equation (Exhibit 25-12) $V_{12} =$ 2575 pc/h V_3 or V_{av34} 1241 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	3816	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	3590	Exhibit 25-14	7200	No	
				V_R	226	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	2575	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 24.4 (pc/mi/ln) LOS = C (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.318 (Exhibit 25-19) $S_R =$ 61.1 mph (Exhibit 25-19) $S_0 =$ 75.9 mph (Exhibit 25-19) $S =$ 65.2 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols On-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2075 ft $V_u =$ 205 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3123	0.92	Level	11	0	0.948	1.00	3581	
Ramp	236	0.92	Level	2	0	0.990	1.00	259	
UpStream	205	0.92	Level	3	0	0.985	1.00	226	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 875.28 (Equation 25-2 or 25-3) $P_{FM} =$ 0.584 using Equation (Exhibit 25-5) $V_{12} =$ 2091 pc/h V_3 or V_{av34} 1490 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	3840	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	2350	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 22.2 (pc/mi/ln) $LOS =$ C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.341 (Exhibit 25-19) $S_R =$ 60.4 mph (Exhibit 25-19) $S_0 =$ 66.4 mph (Exhibit 25-19) $S =$ 62.6 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET														
General Information					Site Information									
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound								
Agency or Company		Urban Crossroads, Inc.		Junction		Central Off-Ramp								
Date Performed		6/25/2013		Jurisdiction		Caltrans								
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing 2013								
Project Description Lake Elsinore Walmart TIA (JN 08651)														
Inputs														
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2050 ft $V_D =$ 1052 veh/h							
Conversion to pc/h Under Base Conditions														
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$						
Freeway	3359	0.92	Level	11	0	0.948	1.00	3852						
Ramp	570	0.92	Level	3	0	0.985	1.00	629						
UpStream														
DownStream	1052	0.92	Level	2	0	0.990	1.00	1155						
Merge Areas					Diverge Areas									
Estimation of v_{12}					Estimation of v_{12}									
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} =$ 0.635 using Equation (Exhibit 25-12) $V_{12} =$ 2675 pc/h V_3 or V_{av34} 1177 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)									
Capacity Checks					Capacity Checks									
		Actual	Capacity		LOS F?									
V_{FO}		Exhibit 25-7					V_F	3852	Exhibit 25-14	7200	No			
							$V_{FO} = V_F - V_R$	3223	Exhibit 25-14	7200	No			
							V_R	629	Exhibit 25-3	2100	No			
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area									
		Actual	Max Desirable		Violation?				Actual	Max Desirable		Violation?		
V_{R12}			Exhibit 25-7						V_{12}	2675	Exhibit 25-14		4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)									
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 25.5 (pc/mi/ln) LOS = C (Exhibit 25-4)									
Speed Determination					Speed Determination									
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.355 (Exhibit 25-19) $S_R =$ 60.1 mph (Exhibit 25-19) $S_0 =$ 76.1 mph (Exhibit 25-19) $S =$ 64.2 mph (Exhibit 25-15)									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central On-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2050 ft $V_u =$ 570 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	2789	0.92	Level	12	0	0.943	1.00	3213	
Ramp	1052	0.92	Level	2	0	0.990	1.00	1155	
UpStream	570	0.92	Level	3	0	0.985	1.00	629	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1010.47 (Equation 25-2 or 25-3) $P_{FM} =$ 0.585 using Equation (Exhibit 25-5) $V_{12} =$ 1881 pc/h V_3 or V_{av34} 1332 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	4368	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3036	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 26.9 (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.377 (Exhibit 25-19) $S_R =$ 59.4 mph (Exhibit 25-19) $S_0 =$ 67.0 mph (Exhibit 25-19) $S =$ 61.6 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2620 ft $V_D =$ 208 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3841	0.92	Level	9	0	0.957	1.00	4363	
Ramp	122	0.92	Level	2	0	0.990	1.00	134	
UpStream									
DownStream	208	0.92	Level	4	0	0.980	1.00	231	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.645$ using Equation (Exhibit 25-12) $V_{12} = 2861$ pc/h V_3 or V_{av34} 1502 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	4363	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	4229	Exhibit 25-14	7200	No	
				V_R	134	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	2861	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 27.5$ (pc/mi/ln) LOS = C (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s = 0.310$ (Exhibit 25-19) $S_R = 61.3$ mph (Exhibit 25-19) $S_0 = 74.8$ mph (Exhibit 25-19) $S = 65.4$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main On-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2620 ft $V_u =$ 122 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3719	0.92	Level	10	0	0.952	1.00	4245	
Ramp	208	0.92	Level	4	0	0.980	1.00	231	
UpStream	122	0.92	Level	2	0	0.990	1.00	134	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1042.46 (Equation 25-2 or 25-3) $P_{FM} =$ 0.586 using Equation (Exhibit 25-5) $V_{12} =$ 2487 pc/h V_3 or $V_{av34} =$ 1758 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	4476	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	2718	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 24.7 (pc/mi/ln) $LOS =$ C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.353 (Exhibit 25-19) $S_R =$ 60.1 mph (Exhibit 25-19) $S_0 =$ 65.5 mph (Exhibit 25-19) $S =$ 62.1 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2250 ft $V_D =$ 582 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3927	0.92	Level	9	0	0.957	1.00	4461	
Ramp	1182	0.92	Level	1	0	0.995	1.00	1291	
UpStream									
DownStream	582	0.92	Level	2	0	0.990	1.00	639	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.589$ using Equation (Exhibit 25-12) $V_{12} = 3158$ pc/h V_3 or V_{av34} 1303 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	4461	Exhibit 25-14	7200	No
					$V_{FO} = V_F - V_R$	3170	Exhibit 25-14	7200	No
					V_R	1291	Exhibit 25-3	2100	No
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3158	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 30.0$ (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s = 0.414$ (Exhibit 25-19) $S_R = 58.4$ mph (Exhibit 25-19) $S_0 = 75.6$ mph (Exhibit 25-19) $S = 62.6$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon On-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2250 ft $V_u =$ 1182 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	2745	0.92	Level	13	0	0.939	1.00	3178	
Ramp	582	0.92	Level	2	0	0.990	1.00	639	
UpStream	1182	0.92	Level	1	0	0.995	1.00	1291	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 981.36 (Equation 25-2 or 25-3) $P_{FM} =$ 0.591 using Equation (Exhibit 25-5) $V_{12} =$ 1878 pc/h V_3 or $V_{av34} =$ 1300 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	3817	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	2517	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 21.8 (pc/mi/ln) $LOS =$ C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.326 (Exhibit 25-19) $S_R =$ 60.9 mph (Exhibit 25-19) $S_0 =$ 67.1 mph (Exhibit 25-19) $S =$ 62.9 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel	I-15 Northbound					
Agency or Company	Urban Crossroads, Inc.		Junction	Nichols On-Ramp					
Date Performed	6/25/2013		Jurisdiction	Caltrans					
Analysis Time Period	Saturday Mid-Day Peak Hour		Analysis Year	Existing 2013					
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp			Terrain: Level				Downstream Adj Ramp		
☒ Yes ☐ On ☐ No ☒ Off							☐ Yes ☐ On ☒ No ☐ Off		
L _{up} = 2130 ft			S _{FF} = 70.0 mph				S _{FR} = 45.0 mph		
V _u = 230 veh/h			Sketch (show lanes, L _A , L _D , V _R , V _I)				L _{down} = ft		
							V _D = veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	4158	0.92	Level	11	0	0.948	1.00	4768	
Ramp	174	0.92	Level	4	0	0.980	1.00	193	
UpStream	230	0.92	Level	0	0	1.000	1.00	250	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v₁₂					Estimation of v₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 1368.25 (Equation 25-2 or 25-3) P _{FM} = 0.600 using Equation (Exhibit 25-5) V ₁₂ = 2860 pc/h V ₃ or V _{av34} = 1908 pc/h (Equation 25-4 or 25-5) Is V ₃ or V _{av34} > 2,700 pc/h? ☐ Yes ☒ No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 ☐ Yes ☒ No If Yes, V _{12a} = pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 25-8 or 25-9) P _{FD} = using Equation (Exhibit 25-12) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 25-15 or 25-16) Is V ₃ or V _{av34} > 2,700 pc/h? ☐ Yes ☐ No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 ☐ Yes ☐ No If Yes, V _{12a} = pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	4961	Exhibit 25-7		No	V _F		Exhibit 25-14		
					V _{FO} = V _F - V _R		Exhibit 25-14		
					V _R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	3053	Exhibit 25-7	4600:All	No	V ₁₂		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 24.2 (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
M _S = 0.332 (Exhibit 25-19) S _R = 60.7 mph (Exhibit 25-19) S ₀ = 64.9 mph (Exhibit 25-19) S = 62.3 mph (Exhibit 25-14)					D _S = (Exhibit 25-19) S _R = mph (Exhibit 25-19) S ₀ = mph (Exhibit 25-19) S = mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2130 ft $V_D =$ 174 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4388	0.92	Level	11	0	0.948	1.00	5032	
Ramp	230	0.92	Level	0	0	1.000	1.00	250	
UpStream									
DownStream	174	0.92	Level	4	0	0.980	1.00	193	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.623$ using Equation (Exhibit 25-12) $V_{12} = 3228$ pc/h V_3 or V_{av34} 1804 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	5032	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	4782	Exhibit 25-14	7200	No	
				V_R	250	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3228	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 30.0$ (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s = 0.321$ (Exhibit 25-19) $S_R = 61.0$ mph (Exhibit 25-19) $S_0 = 73.7$ mph (Exhibit 25-19) $S = 65.0$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel	I-15 Northbound					
Agency or Company	Urban Crossroads, Inc.		Junction	Central On-Ramp					
Date Performed	6/25/2013		Jurisdiction	Caltrans					
Analysis Time Period	Saturday Mid-Day Peak Hour		Analysis Year	Existing 2013					
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp		Terrain: Level				Downstream Adj Ramp			
☒ Yes ☐ On ☐ No ☒ Off						☐ Yes ☐ On ☒ No ☐ Off			
L _{up} = 1650 ft		S _{FF} = 70.0 mph				S _{FR} = 45.0 mph			
V _u = 1049 veh/h		Sketch (show lanes, L _A , L _D , V _R , V _I)				L _{down} = ft			
						V _D = veh/h			
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	3907	0.92	Level	12	0	0.943	1.00	4502	
Ramp	481	0.92	Level	2	0	0.990	1.00	528	
UpStream	1049	0.92	Level	2	0	0.990	1.00	1152	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v₁₂					Estimation of v₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 1334.18 (Equation 25-2 or 25-3) P _{FM} = 0.597 using Equation (Exhibit 25-5) V ₁₂ = 2687 pc/h V ₃ or V _{av34} = 1815 pc/h (Equation 25-4 or 25-5) Is V ₃ or V _{av34} > 2,700 pc/h? ☐ Yes ☒ No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 ☐ Yes ☒ No If Yes, V _{12a} = pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 25-8 or 25-9) P _{FD} = using Equation (Exhibit 25-12) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 25-15 or 25-16) Is V ₃ or V _{av34} > 2,700 pc/h? ☐ Yes ☐ No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 ☐ Yes ☐ No If Yes, V _{12a} = pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	5030	Exhibit 25-7		No	V _F		Exhibit 25-14		
					V _{FO} = V _F - V _R		Exhibit 25-14		
					V _R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	3215	Exhibit 25-7	4600:All	No	V ₁₂		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 26.0 (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
M _S = 0.356 (Exhibit 25-19) S _R = 60.0 mph (Exhibit 25-19) S ₀ = 65.3 mph (Exhibit 25-19) S = 61.8 mph (Exhibit 25-14)					D _S = (Exhibit 25-19) S _R = mph (Exhibit 25-19) S ₀ = mph (Exhibit 25-19) S = mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 1650 ft $V_D =$ 481 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4956	0.92	Level	10	0	0.952	1.00	5656	
Ramp	1049	0.92	Level	2	0	0.990	1.00	1152	
UpStream									
DownStream	481	0.92	Level	2	0	0.990	1.00	528	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.566$ using Equation (Exhibit 25-12) $V_{12} = 3699$ pc/h V_3 or V_{av34} 1957 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	5656	Exhibit 25-14	7200	No
					$V_{FO} = V_F - V_R$	4504	Exhibit 25-14	7200	No
					V_R	1152	Exhibit 25-3	2100	No
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3699	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 34.4$ (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_S = 0.402$ (Exhibit 25-19) $S_R = 58.8$ mph (Exhibit 25-19) $S_0 = 73.1$ mph (Exhibit 25-19) $S = 63.0$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel	I-15 Northbound					
Agency or Company	Urban Crossroads, Inc.		Junction	Main On-Ramp					
Date Performed	6/25/2013		Jurisdiction	Caltrans					
Analysis Time Period	Saturday Mid-Day Peak Hour		Analysis Year	Existing 2013					
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2100 ft $V_u =$ 244 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A, L_D, V_R, V_l)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4846	0.92	Level	10	0	0.952	1.00	5531	
Ramp	110	0.92	Level	2	0	0.990	1.00	121	
UpStream	244	0.92	Level	2	0	0.990	1.00	268	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1271.93 (Equation 25-2 or 25-3) $P_{FM} =$ 0.585 using Equation (Exhibit 25-5) $V_{12} =$ 3233 pc/h V_3 or $V_{av34} =$ 2298 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5652	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3354	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 30.0 (pc/mi/ln) LOS = D (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.410 (Exhibit 25-19) $S_R =$ 58.5 mph (Exhibit 25-19) $S_0 =$ 63.5 mph (Exhibit 25-19) $S =$ 60.5 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2100 ft $V_D =$ 110 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	5090	0.92	Level	9	0	0.957	1.00	5782	
Ramp	244	0.92	Level	2	0	0.990	1.00	268	
UpStream									
DownStream	110	0.92	Level	2	0	0.990	1.00	121	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.603$ using Equation (Exhibit 25-12) $V_{12} = 3594$ pc/h V_3 or V_{av34} 2188 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	5782	Exhibit 25-14	7200	No
					$V_{FO} = V_F - V_R$	5514	Exhibit 25-14	7200	No
					V_R	268	Exhibit 25-3	2100	No
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3594	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 33.5$ (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s = 0.322$ (Exhibit 25-19) $S_R = 61.0$ mph (Exhibit 25-19) $S_0 = 72.2$ mph (Exhibit 25-19) $S = 64.8$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CS		Freeway/Dir of Travel	I-15 Northbound					
Agency or Company	Urban Crossroads, Inc.		Junction	Railroad Canyon On-Ramp					
Date Performed	6/25/2013		Jurisdiction	Caltrans					
Analysis Time Period	Saturday Mid-Day Peak Hour		Analysis Year	Existing 2013					
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 2000$ ft $V_u = 560$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3949	0.92	Level	12	0	0.943	1.00	4550	
Ramp	1141	0.92	Level	1	0	0.995	1.00	1246	
UpStream	560	0.92	Level	1	0	0.995	1.00	612	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1316.06$ (Equation 25-2 or 25-3) $P_{FM} = 0.585$ using Equation (Exhibit 25-5) $V_{12} = 2663$ pc/h V_3 or $V_{av34} = 1887$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5796	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3909	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 33.6$ (pc/mi/ln) LOS = D (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.490$ (Exhibit 25-19) $S_R = 56.3$ mph (Exhibit 25-19) $S_0 = 65.0$ mph (Exhibit 25-19) $S = 58.8$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon Off-Ramp			
Date Performed		6/25/2013		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing 2013			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2000 ft $V_D =$ 1141 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4509	0.92	Level	10	0	0.952	1.00	5146	
Ramp	560	0.92	Level	1	0	0.995	1.00	612	
UpStream									
DownStream	1141	0.92	Level	1	0	0.995	1.00	1246	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} = 0.603$ using Equation (Exhibit 25-12) $V_{12} = 3347$ pc/h V_3 or V_{av34} 1799 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	5146	Exhibit 25-14	7200	No
					$V_{FO} = V_F - V_R$	4534	Exhibit 25-14	7200	No
					V_R	612	Exhibit 25-3	2100	No
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3347	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R = 31.0$ (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s = 0.353$ (Exhibit 25-19) $S_R = 60.1$ mph (Exhibit 25-19) $S_0 = 73.7$ mph (Exhibit 25-19) $S = 64.2$ mph (Exhibit 25-15)				

APPENDIX 4.1

Post-Processing Worksheets For General Plan Buildout (Post-2035) With Project Conditions

INPUT DATA

Project: =====>	Lake Elsinore Walmart	<===	Job #: 08651
Scenario: =====>	GP Buildout Post 2035 With Project	<===	Analyst: DB
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Lake Elsinore GP	<===	

LOCATION:		Lakeshore Drive / Riverside Drive (SR-74)	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES:		EXISTING TURNING MOVEMENT VOLUMES:	
2013 93 223 213 < v > 123 ^ 471 > 276 v Total = 2,299 < 111 442 30 < ^ > 172 130 15		2013 180 245 192 < v > 143 ^ 703 > 253 v Total = 3,116 < 308 488 53 < ^ > 212 319 20	
EXISTING MODEL YEAR:		EXISTING MODEL YEAR:	
2008 324 388 v ^ 474 < IN = 1756 < 554 > OUT = 1755 > v ^ 335 511		2008 378 331 v ^ 692 < IN = 2096 < 685 > OUT = 2096 > v ^ 610 501	
FUTURE MODEL YEAR:		FUTURE MODEL YEAR:	
2035 1176 1177 v ^ 1007 < IN = 4468 < 1529 > OUT = 4465 > v ^ 541 809		2035 1537 1799 v ^ 2004 < IN = 6493 < 1742 > OUT = 6491 > v ^ 1099 989	
EXISTING (COUNTED) ADTs BY LEG:		EXISTING (COUNTED) ADTs BY LEG:	
2013 16,644 N 23,748 W LEG E 21,168 S 13,224		2013 16,644 N 23,748 W + E 21,168 S 13,224	
REFINED FUTURE ADT'S BY LEG:		REFINED FUTURE ADT'S BY LEG:	
2035 34,000 N 39,000 W LEG E 42,000 S 18,000		2035 34,000 N 39,000 W + E 42,000 S 18,000	

U:\UcJobs_08600-09000_08600\08651\Post Processing\[01 Lakeshore_Riverside.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: Lakeshore Drive / Riverside Drive (SR-74)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION											
AM						PM					
EXISTING COUNT YEAR: 2013						EXISTING COUNT YEAR: 2013					
		529	364					617	770		
		v	^					v	^		
	707 <	IN	=	2299 <	583		880 <	IN	=	3116 <	849
	870 >	OUT	=	2299 >	699		1099 >	OUT	=	3116 >	915
		v	^					v	^		
		529	317					551	551		
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach						MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach					
	ADD <			< ADD			ADD <			< ADD	
	ADD >			> ADD			ADD >			> ADD	
		v	^					v	^		
		ADD	MUL					MUL	ADD		
MINIMUM GROWTH %s 2008 TO 2035											
		0%	0%					0%	0%		
		v	^					v	^		
	0% <			< 0%			0% <			< 0%	
	0% >			> 0%			0% >			> 0%	
		v	^					v	^		
		0%	0%					0%	0%		
REFINED GROWTH: 2008 TO 2035						ADJUSTED GROWTH: 2008 TO 2035					
		850	736					1160	1470		
		v	^					v	^		
	530 <			< 590			1310 <			< 1690	
	980 >			> 1180			1060 >			> 1130	
		v	^					v	^		
		210	183					439	490		
PRORATED GROWTH: 2013 TO 2035 22 YEARS						PRORATED GROWTH: 2013 TO 2035 22 YEARS					
		690	600					950	1200		
		v	^					v	^		
	430 <			< 480			1070 <			< 1380	
	800 >			> 960			860 >			> 920	
		v	^					v	^		
		170	150					360	400		
NEW PROJECTED VOLUMES: 2035						NEW PROJECTED VOLUMES: 2035					
		1220	960					1570	1982		
		v	^					v	^		
	1140 <	IN	=	4420 <	1060		1962 <	IN	=	6710 <	2230
	1670 >	OUT	=	4460 >	1660		1960 >	OUT	=	6710 >	1851
		v	^	*				v	^	*	
		700	470					915	950		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\01 Lakeshore_Riverside.xls Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: Lakeshore Drive / Riverside Drive (SR-74)
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	172	193	21	12%	212	300	88	42%
	Through	130	261	131	101%	319	623	304	95%
	Right	15	21	6	40%	20	28	8	40%
	NB Total	317	475	158	50%	551	951	400	73%
SOUTH BOUND	Left	213	643	430	202%	192	551	359	187%
	Through	223	358	135	61%	245	501	256	104%
	Right	93	229	136	146%	180	517	337	187%
	SB Total	529	1,230	701	133%	617	1,569	952	154%
EAST BOUND	Left	123	378	255	207%	143	359	216	151%
	Through	471	996	525	111%	703	1,272	569	81%
	Right	276	310	34	12%	253	326	73	29%
	EB Total	870	1,684	814	94%	1,099	1,957	858	78%
WEST BOUND	Left	30	32	2	7%	53	88	35	66%
	Through	442	718	276	62%	488	1,145	657	135%
	Right	111	321	210	189%	308	1,000	692	225%
	WB Total	583	1,071	488	84%	849	2,233	1,384	163%
TOTAL ENTERING VOLUME		2,299	4,460	2161	94%	3,116	6,710	3594	115%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	1,230	1,569		
North Leg	Outbound	960	1,982		
North Leg	TOTAL	2,190	3,551	6%	10%
South Leg	Inbound	475	951		
South Leg	Outbound	700	915		
South Leg	TOTAL	1,175	1,866	7%	10%
East Leg	Inbound	1,071	2,233		
East Leg	Outbound	1,660	1,851		
East Leg	TOTAL	2,731	4,084	7%	10%
West Leg	Inbound	1,684	1,957		
West Leg	Outbound	1,140	1,962		
West Leg	TOTAL	2,824	3,919	7%	10%
OVERALL TOTAL		8,920	13,420	7%	10%

U:\UcJobs_08600-09000_08600\08651\Post Processing\[01 Lakeshore_Riverside.xls]Output (3)

INPUT DATA

Project: =====> Lake Elsinore Walmart <=== Job #: 08651
 Scenario: =====> GP Buildout Post 2035 With Project <=== Analyst: DB
 Existing Conditions Model Run ID: ==> RivTAM for MV-Existing Base Model <=== Date: 7/2/2013
 Future Conditions Model Run ID: ==> RivTAM-Lake Elsinore GP <===

LOCATION:		W. Graham Avenue / N. Main Street	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES: 2013		EXISTING TURNING MOVEMENT VOLUMES: 2013	
84 7 87 < v > 97 ^ 53 92 > Total = 522 < 72 4 v 5 < ^ > 7 12 2		116 10 150 < v > 168 ^ 95 134 > Total = 876 < 148 6 v 15 < ^ > 10 10 14	
EXISTING MODEL YEAR: 2008		EXISTING MODEL YEAR: 2008	
0 25 v ^ 24 < IN = 140 < 24 116 > OUT = 139 > 90 v ^ 0 0		76 0 v ^ 457 < IN = 472 < 381 15 > OUT = 472 > 15 v ^ 0 0	
FUTURE MODEL YEAR: 2035		FUTURE MODEL YEAR: 2035	
1 36 v ^ 81 < IN = 295 < 87 207 > OUT = 295 > 178 v ^ 0 0		21 14 v ^ 234 < IN = 392 < 220 151 > OUT = 391 > 143 v ^ 0 0	
EXISTING (COUNTED) ADTs BY LEG: 2013		EXISTING (COUNTED) ADTs BY LEG: 2013	
6,588 N 6,984 W LEG E 6,672 S 780		6,588 N 6,984 W + E 6,672 S 780	
REFINED FUTURE ADT'S BY LEG: 2035		REFINED FUTURE ADT'S BY LEG: 2035	
0 N 4,000 W LEG E 4,000 S 0		0 N 4,000 W + E 4,000 S 0	

U:\UcJobs_08600-09000_08600\08651\Post Processing\[02 Graham_Main.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: W. Graham Avenue / N. Main Street

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM					PM				
EXISTING COUNT YEAR: 2013					EXISTING COUNT YEAR: 2013				
	178	162				276	273		
	v	^				v	^		
163 <	IN	=	522 <	130	274 <	IN	=	876 <	258
193 >	OUT	=	522 >	181	308 >	OUT	=	876 >	298
	v	^				v	^		
	16	21				31	34		
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach				
	ADD	ADD				ADD	ADD		
	v	^				v	^		
ADD <			<	ADD	MIN <			<	MIN
ADD >			>	ADD	ADD >			>	ADD
	v	^				v	^		
	ADD	ADD				ADD	ADD		
MINIMUM GROWTH %s 2008 TO 2035					MINIMUM GROWTH %s 2008 TO 2035				
	#####	#####				#####	#####		
	v	^				v	^		
-43% <			<	-40%	-43% <			<	-40%
-43% >			>	-40%	-43% >			>	-40%
	v	^				v	^		
	#####	#####				#####	#####		
REFINED GROWTH: 2008 TO 2035					ADJUSTED GROWTH: 2008 TO 2035				
	0	10				-60	10		
	v	^				v	^		
60 <			<	60	-120 <			<	-100
90 >			>	90	140 >			>	130
	v	^				v	^		
	0	0				0	0		
PRORATED GROWTH: 2013 TO 2035 22 YEARS					PRORATED GROWTH: 2013 TO 2035 22 YEARS				
	0	10				-50	10		
	v	^				v	^		
50 <			<	50	-100 <			<	-80
70 >			>	70	110 >			>	110
	v	^				v	^		
	0	0				0	0		
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035				
	180	170				230	280		
	v	^				v	^		
210 <	IN	=	640 <	180	170 <	IN	=	860 <	180
260 >	OUT	=	650 >	250	420 >	OUT	=	890 >	410
	v	^	*			v	^	*	
	20	20				30	30		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\02 Graham_Main.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: W. Graham Avenue / N. Main Street
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	8	1	14%	10	6	-4	-40%
	Through	12	9	-3	-25%	10	8	-2	-20%
	Right	2	3	1	50%	14	17	3	21%
	NB Total	21	20	-1	-5%	34	31	-3	-9%
SOUTH BOUND	Left	87	92	5	6%	150	162	12	8%
	Through	7	7	0	0%	10	8	-2	-20%
	Right	84	84	0	0%	116	68	-48	-41%
	SB Total	178	183	5	3%	276	238	-38	-14%
EAST BOUND	Left	97	103	6	6%	168	195	27	16%
	Through	92	155	63	68%	134	231	97	72%
	Right	4	6	2	50%	6	8	2	33%
	EB Total	193	264	71	37%	308	434	126	41%
WEST BOUND	Left	5	8	3	60%	15	14	-1	-7%
	Through	72	118	46	64%	148	96	-52	-35%
	Right	53	58	5	9%	95	77	-18	-19%
	WB Total	130	184	54	42%	258	187	-71	-28%
TOTAL ENTERING VOLUME		522	651	129	25%	876	890	14	2%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	183	238	#DIV/0!
North Leg	Outbound	170	280	
North Leg	TOTAL	353	518	
South Leg	Inbound	20	31	#DIV/0!
South Leg	Outbound	21	30	
South Leg	TOTAL	41	61	
East Leg	Inbound	184	187	11%
East Leg	Outbound	250	410	
East Leg	TOTAL	434	597	
West Leg	Inbound	264	434	12%
West Leg	Outbound	210	170	
West Leg	TOTAL	474	604	
OVERALL TOTAL		1,302	1,780	16%
				22%
				8,000

U:\UcJobs\ _08600-09000\ _08600\08651\ Post Processing \ [02 Graham_Main.xls]Output (3)

INPUT DATA

Project: =====> Lake Elsinore Walmart <=== Job #: 08651
Scenario: =====> GP Buildout Post 2035 With Project <=== Analyst: DB
Existing Conditions Model Run ID: ==> RivTAM for MV-Existing Base Model <=== Date: 7/2/2013
Future Conditions Model Run ID: ==> RivTAM-Lake Elsinore GP <===

LOCATION:		E. Lakeshore Drive / Diamond Drive	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES:		EXISTING TURNING MOVEMENT VOLUMES:	
2013 31 178 126 < v > 22 ^ 167 36 > Total = 1,397 117 5 v 285 < ^ > 17 197 216		2013 35 339 198 < v > 53 ^ 234 89 > Total = 2,119 115 11 v 391 < ^ > 18 341 295	
EXISTING MODEL YEAR:		EXISTING MODEL YEAR:	
2008 252 563 v ^ 33 < IN = 1562 724 25 > OUT = 1563 693 v ^ 274 561		2008 794 293 v ^ 46 < IN = 1784 489 47 > OUT = 1784 885 v ^ 560 454	
FUTURE MODEL YEAR:		FUTURE MODEL YEAR:	
2035 737 1076 v ^ 728 < IN = 5069 1806 992 > OUT = 5070 2337 v ^ 929 1534		2035 1506 1108 v ^ 1410 < IN = 7091 2891 1315 > OUT = 7092 2826 v ^ 1748 1379	
EXISTING (COUNTED) ADTs BY LEG:		EXISTING (COUNTED) ADTs BY LEG:	
2013 14,400 N 3,852 W LEG E 15,864 S 16,740		2013 14,400 N 3,852 W + E 15,864 S 16,740	
REFINED FUTURE ADT'S BY LEG:		REFINED FUTURE ADT'S BY LEG:	
2035 24,000 N 29,000 W LEG E 6,000 S 33,000		2035 24,000 N 29,000 W + E 6,000 S 33,000	

U:\UcJobs_08600-09000_08600\08651\Post Processing\[03 Lakeshore_Diamond.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: E. Lakeshore Drive / Diamond Drive

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM					PM				
EXISTING COUNT YEAR: 2013					EXISTING COUNT YEAR: 2013				
		335	386				572	628	
		v	^				v	^	
165 <	IN =	1397	<	569	168 <	IN =	2119	<	740
63 >	OUT =	1397	>	378	153 >	OUT =	2119	>	582
		v	^				v	^	
		468	430				741	654	
GROWTH CALCULATION DECISION RULE					GROWTH CALCULATION DECISION RULE				
MIN = Minimum Count Growth Approach					MIN = Minimum Count Growth Approach				
ADD = Additive (Growth Increment) Approach					ADD = Additive (Growth Increment) Approach				
MUL = Multiplicative (Ratio) Approach					MUL = Multiplicative (Ratio) Approach				
	ADD <			< MUL		ADD <			< ADD
	ADD >			> MUL		ADD >			> MUL
		v	^				v	^	
		ADD	MUL				ADD	ADD	
MINIMUM GROWTH %s 2008 TO 2035					MINIMUM GROWTH %s 2008 TO 2035				
		0%	0%				0%	0%	
		v	^				v	^	
0% <				< -62%	0% <				< -62%
0% >				> -62%	0% >				> -62%
		v	^				v	^	
		0%	0%				0%	0%	
REFINED GROWTH: 2008 TO 2035					ADJUSTED GROWTH: 2008 TO 2035				
		490	354				508	820	
		v	^				v	^	
700 <				< 851	1360 <				< 2400
970 >				> 892	1270 >				> 1278
		v	^				v	^	
		660	750				1190	930	
PRORATED GROWTH: 2013 TO 2035 22 YEARS					PRORATED GROWTH: 2013 TO 2035 22 YEARS				
		400	290				410	670	
		v	^				v	^	
570 <				< 690	1110 <				< 1960
790 >				> 730	1030 >				> 1040
		v	^				v	^	
		540	610				970	760	
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035				
		740	747				980	1379	
		v	^				v	^	
813 <	IN =	3890	<	1260	1358 <	IN =	6270	<	2700
850 >	OUT =	3890	>	1220	1180 >	OUT =	6270	>	1719
		v	^	*			v	^	*
		1110	1040				1814	1410	

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\03 Lakeshore_Diamond.xls Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: E. Lakeshore Drive / Diamond Drive
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	17	144	127	747%	18	140	122	678%
	Through	197	360	163	83%	341	581	240	70%
	Right	216	534	318	147%	295	687	392	133%
	NB Total	430	1,038	608	141%	654	1,408	754	115%
SOUTH BOUND	Left	126	180	54	43%	198	283	85	43%
	Through	178	409	231	130%	339	532	193	57%
	Right	31	152	121	390%	35	166	131	374%
	SB Total	335	741	406	121%	572	981	409	72%
EAST BOUND	Left	22	229	207	941%	53	327	274	517%
	Through	36	506	470	1306%	89	749	660	742%
	Right	5	113	108	2160%	11	102	91	827%
	EB Total	63	848	785	1246%	153	1,178	1,025	670%
WEST BOUND	Left	285	588	303	106%	391	1,181	790	202%
	Through	117	516	399	341%	115	1,052	937	815%
	Right	167	158	-9	-5%	234	471	237	101%
	WB Total	569	1,262	693	122%	740	2,704	1,964	265%
TOTAL ENTERING VOLUME		1,397	3,889	2492	178%	2,119	6,271	4152	196%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	741	981		
North Leg	Outbound	747	1,379		
North Leg	TOTAL	1,488	2,360	6%	10%
South Leg	Inbound	1,038	1,408		
South Leg	Outbound	1,110	1,815		
South Leg	TOTAL	2,148	3,223	7%	10%
East Leg	Inbound	1,262	2,704		
East Leg	Outbound	1,220	1,719		
East Leg	TOTAL	2,482	4,423	41%	74%
West Leg	Inbound	848	1,178		
West Leg	Outbound	812	1,358		
West Leg	TOTAL	1,660	2,536	6%	9%
OVERALL TOTAL		7,778	12,542	8%	14%

U:\UcJobs_08600-09000_08600\08651\Post Processing\[03 Lakeshore_Diamond.xls]Output (3)

INPUT DATA

Project: =====>	Lake Elsinore Walmart	<===	Job #: 08651
Scenario: =====>	GP Buildout Post 2035 With Project	<===	Analyst: DB
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Lake Elsinore GP	<===	

LOCATION: Gunnerson Street / Riverside Drive (SR-74)	
AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: 2013 8 3 35 < v > 3 ^ 718 > 7 v Total = 1,367 < 31 541 2 < ^ > 1 3 15	EXISTING TURNING MOVEMENT VOLUMES: 2013 5 2 29 < v > 4 ^ 923 > 4 v Total = 1,927 < 95 850 5 < ^ > 1 2 7
EXISTING MODEL YEAR: 2008 82 12 v ^ 423 < IN = 1119 < 420 573 > OUT = 1119 > 665 v ^ 19 44	EXISTING MODEL YEAR: 2008 89 93 v ^ 594 < IN = 1376 < 699 562 > OUT = 1375 > 607 v ^ 81 26
FUTURE MODEL YEAR: 2035 0 0 v ^ 984 < IN = 2908 < 1065 1735 > OUT = 2907 > 1813 v ^ 110 108	FUTURE MODEL YEAR: 2035 0 0 v ^ 2211 < IN = 4151 < 2358 1627 > OUT = 4150 > 1730 v ^ 209 166
EXISTING (COUNTED) ADTs BY LEG: 2013 1,644 N 21,444 W LEG E 22,908 S 252	EXISTING (COUNTED) ADTs BY LEG: 2013 1,644 N 21,444 W + E 22,908 S 252
REFINED FUTURE ADT'S BY LEG: 2035 0 N 43,000 W LEG E 45,000 S 4,000	REFINED FUTURE ADT'S BY LEG: 2035 0 N 43,000 W + E 45,000 S 4,000

U:\UcJobs_08600-09000_08600\08651\Post Processing\[04 Gunnerson_Riverside.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: Gunnerson Street / Riverside Drive (SR-74)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION										
AM						PM				
EXISTING COUNT YEAR: 2013						EXISTING COUNT YEAR: 2013				
46 37 v ^ 550 < IN = 1367 < 574 728 > OUT = 1367 > 768 v ^ 12 19						36 101 v ^ 856 < IN = 1927 < 950 931 > OUT = 1927 > 959 v ^ 11 10				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach						MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach				
MUL ADD v ^ ADD < < ADD ADD > > ADD v ^ MUL MUL						MUL ADD v ^ ADD < < ADD ADD > > ADD v ^ MUL MUL				
MINIMUM GROWTH %s 2008 TO 2035										
##### v ^ 0% < < 0% 0% > > 0% v ^ 0% 0%						##### v ^ 0% < < 0% 0% > > 0% v ^ 0% 0%				
REFINED GROWTH: 2008 TO 2035						ADJUSTED GROWTH: 2008 TO 2035				
-46 -10 v ^ 560 < < 650 1160 > > 1150 v ^ 58 31						-36 -90 v ^ 1620 < < 1660 1070 > > 1120 v ^ 19 50				
PRORATED GROWTH: 2013 TO 2035 22 YEARS						PRORATED GROWTH: 2013 TO 2035 22 YEARS				
-40 -10 v ^ 460 < < 530 950 > > 940 v ^ 50 30						-30 -70 v ^ 1320 < < 1350 870 > > 910 v ^ 20 40				
NEW PROJECTED VOLUMES: 2035						NEW PROJECTED VOLUMES: 2035				
10 30 v ^ 1021 < IN = 2840 < 1100 1680 > OUT = 2840 > 1728 v ^ * 61 50						10 30 v ^ 2207 < IN = 4160 < 2300 1800 > OUT = 4160 > 1893 v ^ * 30 50				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\04 Gunnerson_Riverside.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: Gunnerson Street / Riverside Drive (SR-74)
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	2	1	100%	1	5	4	400%
	Through	3	3	0	0%	2	1	-1	-50%
	Right	15	46	31	207%	7	45	38	543%
	NB Total	19	51	32	168%	10	51	41	410%
SOUTH BOUND	Left	35	7	-28	-80%	29	8	-21	-72%
	Through	3	2	-1	-33%	2	1	-1	-50%
	Right	8	1	-7	-88%	5	1	-4	-80%
	SB Total	46	10	-36	-78%	36	10	-26	-72%
EAST BOUND	Left	3	2	-1	-33%	4	1	-3	-75%
	Through	718	1,675	957	133%	923	1,839	916	99%
	Right	7	43	36	514%	4	9	5	125%
	EB Total	728	1,720	992	136%	931	1,849	918	99%
WEST BOUND	Left	2	16	14	700%	5	20	15	300%
	Through	541	1,018	477	88%	850	2,201	1,351	159%
	Right	31	26	-5	-16%	95	29	-66	-69%
	WB Total	574	1,060	486	85%	950	2,250	1,300	137%
TOTAL ENTERING VOLUME		1,367	2,841	1474	108%	1,927	4,160	2233	116%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	10	10	#DIV/0!
North Leg	Outbound	31	31	
North Leg	TOTAL	41	41	
South Leg	Inbound	51	51	3%
South Leg	Outbound	61	30	
South Leg	TOTAL	112	81	
East Leg	Inbound	1,060	2,250	6%
East Leg	Outbound	1,728	1,892	
East Leg	TOTAL	2,788	4,142	
West Leg	Inbound	1,720	1,849	6%
West Leg	Outbound	1,021	2,207	
West Leg	TOTAL	2,741	4,056	
OVERALL TOTAL		5,682	8,320	92,000

U:\UcJobs_08600-09000_08600\08651\Post Processing\[04 Gunnerson_Riverside.xls]Output (3)

INPUT DATA

Project: =====> Lake Elsinore Walmart <=== Job #: 08651
 Scenario: =====> GP Buildout Post 2035 With Project <=== Analyst: DB
 Existing Conditions Model Run ID: ==> RivTAM for MV-Existing Base Model <=== Date: 7/2/2013
 Future Conditions Model Run ID: ==> RivTAM-Lake Elsinore GP <===

LOCATION:		Collier Avenue / Riverside Drive (SR-74)	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES: 2013		EXISTING TURNING MOVEMENT VOLUMES: 2013	
54 47 2 < v > 78 ^ 4 4 > Total = 1,456 < 692 v < ^ > 511 44 11		95 146 2 < v > 85 ^ 8 9 > Total = 2,303 < 875 v < ^ > 845 194 5	
EXISTING MODEL YEAR: 2008		EXISTING MODEL YEAR: 2008	
93 232 v ^ 426 < IN = 1289 < 680 > OUT = 1290 > v ^ 623 510		385 210 v ^ 717 < IN = 1703 < 617 > OUT = 1704 > v ^ 768 688	
FUTURE MODEL YEAR: 2035		FUTURE MODEL YEAR: 2035	
631 1110 v ^ 1353 < IN = 4271 < 1681 > OUT = 4270 > v ^ 1233 1410		1601 1233 v ^ 2070 < IN = 6139 < 1925 > OUT = 6138 > v ^ 1685 1679	
EXISTING (COUNTED) ADTs BY LEG: 2013		EXISTING (COUNTED) ADTs BY LEG: 2013	
6,360 N 23,076 W LEG E 756 S 25,080		6,360 N 23,076 W + E 756 S 25,080	
REFINED FUTURE ADT'S BY LEG: 2035		REFINED FUTURE ADT'S BY LEG: 2035	
28,000 N 46,000 W LEG E 18,000 S 39,000		28,000 N 46,000 W + E 18,000 S 39,000	

U:\UcJobs_08600-09000_08600\08651\Post Processing\[05 Collier_Riverside.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: Collier Avenue / Riverside Drive (SR-74)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM					PM				
EXISTING COUNT YEAR: 2013					EXISTING COUNT YEAR: 2013				
		103	126				243	287	
		v	^				v	^	
	569 <	IN	=	1456 <		954 <	IN	=	2303 <
	774 >	OUT	=	1456 >		969 >	OUT	=	2303 >
		v	^				v	^	
		744	566				1046	1044	
GROWTH CALCULATION DECISION RULE					GROWTH CALCULATION DECISION RULE				
MIN = Minimum Count Growth Approach					MIN = Minimum Count Growth Approach				
ADD = Additive (Growth Increment) Approach					ADD = Additive (Growth Increment) Approach				
MUL = Multiplicative (Ratio) Approach					MUL = Multiplicative (Ratio) Approach				
	ADD <			< ADD		ADD <			< ADD
	ADD >			> ADD		ADD >			> ADD
		v	^				v	^	
		ADD	ADD				ADD	ADD	
MINIMUM GROWTH %s 2008 TO 2035					MINIMUM GROWTH %s 2008 TO 2035				
		0%	0%				0%	0%	
		v	^				v	^	
	0% <			< 0%		0% <			< 0%
	0% >			> 0%		0% >			> 0%
		v	^				v	^	
		0%	0%				0%	0%	
REFINED GROWTH: 2008 TO 2035					ADJUSTED GROWTH: 2008 TO 2035				
		540	474				767	1020	
		v	^				v	^	
	930 <			< 540		1350 <			< 920
	1000 >			> 570		1310 >			> 1140
		v	^				v	^	
		610	900				920	990	
PRORATED GROWTH: 2013 TO 2035					PRORATED GROWTH: 2013 TO 2035				
22 YEARS					22 YEARS				
		440	390				620	830	
		v	^				v	^	
	760 <			< 440		1100 <			< 750
	810 >			> 460		1070 >			> 930
		v	^				v	^	
		500	730				750	810	
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035				
		540	564				860	1120	
		v	^				v	^	
	1442 <	IN	=	3870 <		2050 <	IN	=	5550 <
	1580 >	OUT	=	3870 >		2040 >	OUT	=	5920 >
		v	^	*			v	^	*
		1344	1300				1800	1850	

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\05 Collier_Riverside.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
 Scenario: GP Buildout Post 2035 With Project

Job #: 08651
 Analyst: DB
 Date: 7/2/2013

LOCATION: Collier Avenue / Riverside Drive (SR-74)
 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	511	978	467	91%	845	1,328	483	57%
	Through	44	91	47	107%	194	471	277	143%
	Right	11	240	229	2082%	5	177	172	3440%
	NB Total	566	1,309	743	131%	1,044	1,976	932	89%
SOUTH BOUND	Left	2	125	123	6150%	2	195	193	9650%
	Through	47	122	75	160%	146	310	164	112%
	Right	54	296	242	448%	95	413	318	335%
	SB Total	103	543	440	427%	243	918	675	278%
EAST BOUND	Left	78	290	212	272%	85	375	290	341%
	Through	4	156	152	3800%	9	578	569	6322%
	Right	692	1,123	431	62%	875	1,220	345	39%
	EB Total	774	1,569	795	103%	969	2,173	1,204	124%
WEST BOUND	Left	5	99	94	1880%	25	270	245	980%
	Through	4	168	164	4100%	14	310	296	2114%
	Right	4	182	178	4450%	8	274	266	3325%
	WB Total	13	449	436	3354%	47	854	807	1717%
TOTAL ENTERING VOLUME		1,456	3,870	2414	166%	2,303	5,921	3618	157%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	543	918	28,000
North Leg	Outbound	563	1,120	
North Leg	TOTAL	1,106	2,038	
South Leg	Inbound	1,309	1,976	39,000
South Leg	Outbound	1,344	1,800	
South Leg	TOTAL	2,653	3,776	
East Leg	Inbound	449	854	18,000
East Leg	Outbound	521	950	
East Leg	TOTAL	970	1,804	
West Leg	Inbound	1,569	2,173	46,000
West Leg	Outbound	1,442	2,051	
West Leg	TOTAL	3,011	4,224	
OVERALL TOTAL		7,740	11,842	131,000

U:\UcJobs_08600-09000_08600\08651\Post Processing\[05 Collier_Riverside.xls]Output (3)

INPUT DATA

Project: =====>	Lake Elsinore Walmart	<===	Job #: 08651
Scenario: =====>	GP Buildout Post 2035 With Project	<===	Analyst: DB
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Lake Elsinore GP	<===	

LOCATION:		Collier Avenue / Central Avenue (SR-74)	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES:		EXISTING TURNING MOVEMENT VOLUMES:	
2013 12 46 655 < v > 23 ^ 91 > 16 v Total = 2,295 < 529 161 443 < ^ > 18 38 263		2013 21 108 914 < v > 176 ^ 252 > 42 v Total = 3,149 < 699 168 204 < ^ > 51 120 394	
EXISTING MODEL YEAR:		EXISTING MODEL YEAR:	
2008 630 523 v ^ 311 < IN = 1817 < 61 > OUT = 1817 > 803 808 v ^ 175 323		2008 784 699 v ^ 113 < IN = 2247 < 313 > OUT = 2247 > 887 1060 v ^ 375 263	
FUTURE MODEL YEAR:		FUTURE MODEL YEAR:	
2035 1227 1538 v ^ 1101 < IN = 4647 < 295 > OUT = 4646 > 1991 1485 v ^ 522 1134		2035 1834 1720 v ^ 747 < IN = 6281 < 1252 > OUT = 6280 > 2311 2335 v ^ 1478 884	
EXISTING (COUNTED) ADTs BY LEG:		EXISTING (COUNTED) ADTs BY LEG:	
2013 24,456 N 8,520 W LEG E 31,572 S 11,028		2013 24,456 N 8,520 W + E 31,572 S 11,028	
REFINED FUTURE ADT'S BY LEG:		REFINED FUTURE ADT'S BY LEG:	
2035 41,000 N 2,000 W LEG E 53,000 S 22,000		2035 41,000 N 2,000 W + E 53,000 S 22,000	

U:\UcJobs_08600-09000_08600\08651\Post Processing\[06 Collier_Central.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: Collier Avenue / Central Avenue (SR-74)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM					PM				
EXISTING COUNT YEAR: 2013					EXISTING COUNT YEAR: 2013				
	713	590				1043	995		
	v	^				v	^		
191 <	IN	=	2295	< 1133	240 <	IN	=	3149	< 1071
130 >	OUT	=	2295	> 1009	470 >	OUT	=	3149	> 1560
	v	^				v	^		
	505	319				354	565		
GROWTH CALCULATION DECISION RULE					GROWTH CALCULATION DECISION RULE				
MIN = Minimum Count Growth Approach					MIN = Minimum Count Growth Approach				
ADD = Additive (Growth Increment) Approach					ADD = Additive (Growth Increment) Approach				
MUL = Multiplicative (Ratio) Approach					MUL = Multiplicative (Ratio) Approach				
	ADD	ADD				ADD	ADD		
	v	^				v	^		
MUL <			<	ADD	ADD <			<	ADD
ADD >			>	ADD	ADD >			>	ADD
	v	^				v	^		
	ADD	MUL				MUL	ADD		
MINIMUM GROWTH %s 2008 TO 2035					MINIMUM GROWTH %s 2008 TO 2035				
	0%	0%				0%	0%		
	v	^				v	^		
-77% <			<	0%	-77% <			<	0%
-77% >			>	0%	-77% >			>	0%
	v	^				v	^		
	0%	0%				0%	0%		
REFINED GROWTH: 2008 TO 2035					ADJUSTED GROWTH: 2008 TO 2035				
	600	1020				1050	1020		
	v	^				v	^		
489 <			<	1190	630 <			<	1420
230 >			>	680	940 >			>	1280
	v	^				v	^		
	350	801				1046	620		
PRORATED GROWTH: 2013 TO 2035					PRORATED GROWTH: 2013 TO 2035				
22 YEARS	490	830			22 YEARS	860	830		
	v	^				v	^		
400 <			<	970	510 <			<	1160
190 >			>	550	770 >			>	1040
	v	^				v	^		
	290	650				850	510		
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035				
	1200	1491				1900	1850		
	v	^				v	^		
620 <	IN	=	4590	< 2100	758 <	IN	=	6450	< 2230
320 >	OUT	=	4590	> 1639	1240 >	OUT	=	6450	> 2629
	v	^	*			v	^	*	
	840	970				1213	1080		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\06 Collier_Central.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: Collier Avenue / Central Avenue (SR-74)
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	18	153	135	750%	51	190	139	273%
	Through	38	273	235	618%	120	245	125	104%
	Right	263	541	278	106%	394	645	251	64%
	NB Total	319	967	648	203%	565	1,080	515	91%
SOUTH BOUND	Left	655	958	303	46%	914	1,433	519	57%
	Through	46	159	113	246%	108	391	283	262%
	Right	12	72	60	500%	21	75	54	257%
	SB Total	713	1,189	476	67%	1,043	1,899	856	82%
EAST BOUND	Left	23	123	100	435%	176	478	302	172%
	Through	91	139	48	53%	252	550	298	118%
	Right	16	58	42	263%	42	212	170	405%
	EB Total	130	320	190	146%	470	1,240	770	164%
WEST BOUND	Left	443	623	180	41%	204	610	406	199%
	Through	161	394	233	145%	168	494	326	194%
	Right	529	1,096	567	107%	699	1,127	428	61%
	WB Total	1,133	2,113	980	86%	1,071	2,231	1,160	108%
TOTAL ENTERING VOLUME		2,295	4,589	2294	100%	3,149	6,450	3301	105%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	1,189	1,899		
North Leg	Outbound	1,492	1,850		
North Leg	TOTAL	2,681	3,749	7%	9%
South Leg	Inbound	967	1,080		
South Leg	Outbound	840	1,213		
South Leg	TOTAL	1,807	2,293	8%	10%
East Leg	Inbound	2,113	2,231		
East Leg	Outbound	1,638	2,628		
East Leg	TOTAL	3,751	4,859	7%	9%
West Leg	Inbound	320	1,240		
West Leg	Outbound	619	759		
West Leg	TOTAL	939	1,999	47%	100%
OVERALL TOTAL		9,178	12,900	8%	11%

U:\UcJobs\ _08600-09000\ _08600\08651\ Post Processing \[06 Collier_Central.xls]Output (3)

INPUT DATA

Project: =====> Lake Elsinore Walmart <=== Job #: 08651
Scenario: =====> GP Buildout Post 2035 With Project <=== Analyst: DB
Existing Conditions Model Run ID: ==> RivTAM for MV-Existing Base Model <=== Date: 7/2/2013
Future Conditions Model Run ID: ==> RivTAM-Lake Elsinore GP <===

LOCATION:		Auto Center Drive / Diamond Drive	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES:		EXISTING TURNING MOVEMENT VOLUMES:	
2013 5252195 <v> 25 ^210 340 >Total = 1,623 <505 13 v112 <^> 124463		2013 70143128 <v> 49 ^136 502 >Total = 2,166 <626 31 v221 <^> 4494122	
EXISTING MODEL YEAR:		EXISTING MODEL YEAR:	
2008 151156 v^ 724 <IN = 2025 <994 693 >OUT = 2025 >909 v^ 236187		2008 213203 v^ 489 <IN = 2271 <791 885 >OUT = 2271 >1276 v^ 303382	
FUTURE MODEL YEAR:		FUTURE MODEL YEAR:	
2035 7041200 v^ 1806 <IN = 5385 <1665 2337 >OUT = 5385 >1563 v^ 816679		2035 13701321 v^ 2891 <IN = 7401 <2171 2826 >OUT = 7402 >2148 v^ 10421034	
EXISTING (COUNTED) ADTs BY LEG:		EXISTING (COUNTED) ADTs BY LEG:	
2013 7,440 N 15,864 WLEGE 20,820 S 7,860		2013 7,440 N 15,864 W+E 20,820 S 7,860	
REFINED FUTURE ADT'S BY LEG:		REFINED FUTURE ADT'S BY LEG:	
2035 29,000 N 60,000 WLEGE 46,000 S 24,000		2035 29,000 N 60,000 W+E 46,000 S 24,000	

U:\UcJobs_08600-09000_08600\08651\Post Processing\[07 Auto Center_Diamond.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: Auto Center Drive / Diamond Drive

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION											
AM						PM					
EXISTING COUNT YEAR: 2013						EXISTING COUNT YEAR: 2013					
299 279 v ^ 569 < IN = 1623 < 827 378 > OUT = 1623 > 598 v ^ 177 119						341 279 v ^ 740 < IN = 2166 < 983 582 > OUT = 2166 > 752 v ^ 395 260					
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach						MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach					
ADD ADD v ^ MUL < < MUL MUL > > MUL v ^ MUL MUL						ADD ADD v ^ ADD < < ADD MUL > > MUL v ^ ADD MUL					
MINIMUM GROWTH %s 2008 TO 2035											
0% 0% v ^ 0% < < 0% 0% > > 0% v ^ 0% 0%						0% 0% v ^ 0% < < 0% 0% > > 0% v ^ 0% 0%					
REFINED GROWTH: 2008 TO 2035						ADJUSTED GROWTH: 2008 TO 2035					
550 1040 v ^ 851 < < 563 892 > > 432 v ^ 433 311						1160 1120 v ^ 2400 < < 1380 1278 > > 518 v ^ 740 440					
PRORATED GROWTH: 2013 TO 2035 22 YEARS						PRORATED GROWTH: 2013 TO 2035 22 YEARS					
450 850 v ^ 690 < < 460 730 > > 350 v ^ 350 250						950 910 v ^ 1960 < < 1120 1040 > > 420 v ^ 600 360					
NEW PROJECTED VOLUMES: 2035						NEW PROJECTED VOLUMES: 2035					
750 1130 v ^ 1260 < IN = 3520 < 1290 1110 > OUT = 3870 > 950 v ^ * 530 370						1290 1190 v ^ 2700 < IN = 5630 < 2100 1620 > OUT = 6060 > 1170 v ^ * 1000 620					

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\07 Auto Center_Diamond.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: Auto Center Drive / Diamond Drive
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	12	64	52	433%	44	238	194	441%
	Through	44	291	247	561%	94	353	259	276%
	Right	63	52	-11	-17%	122	74	-48	-39%
	NB Total	119	407	288	242%	260	665	405	156%
SOUTH BOUND	Left	195	208	13	7%	128	143	15	12%
	Through	52	264	212	408%	143	554	411	287%
	Right	52	353	301	579%	70	696	626	894%
	SB Total	299	825	526	176%	341	1,393	1,052	309%
EAST BOUND	Left	25	402	377	1508%	49	571	522	1065%
	Through	340	690	350	103%	502	952	450	90%
	Right	13	126	113	869%	31	203	172	555%
	EB Total	378	1,218	840	222%	582	1,726	1,144	197%
WEST BOUND	Left	112	140	28	25%	221	243	22	10%
	Through	505	844	339	67%	626	1,765	1,139	182%
	Right	210	437	227	108%	136	266	130	96%
	WB Total	827	1,421	594	72%	983	2,274	1,291	131%
TOTAL ENTERING VOLUME		1,623	3,871	2248	139%	2,166	6,058	3892	180%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	825	1,393		
North Leg	Outbound	1,130	1,190		
North Leg	TOTAL	1,955	2,583	7%	9%
South Leg	Inbound	407	665		
South Leg	Outbound	530	1,000		
South Leg	TOTAL	937	1,665	4%	7%
East Leg	Inbound	1,421	2,274		
East Leg	Outbound	950	1,169		
East Leg	TOTAL	2,371	3,443	5%	7%
West Leg	Inbound	1,218	1,726		
West Leg	Outbound	1,261	2,699		
West Leg	TOTAL	2,479	4,425	4%	7%
OVERALL TOTAL		7,742	12,116	5%	8%

U:\UcJobs_08600-09000_08600\08651\Post Processing\[07 Auto Center_Diamond.xls]Output (3)

INPUT DATA

Project: =====>	Lake Elsinore Walmart	<===	Job #: 08651
Scenario: =====>	GP Buildout Post 2035 With Project	<===	Analyst: DB
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Lake Elsinore GP	<===	

LOCATION: I-15 Southbound Ramps / Nichols Road	
AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: 2013 76 3 132 < v > 0 ^ 0 238 > Total = 839 < 192 v 172 26 < ^ > 0 0 0	EXISTING TURNING MOVEMENT VOLUMES: 2013 165 4 30 < v > 0 ^ 0 206 > Total = 928 < 236 v 267 20 < ^ > 0 0 0
EXISTING MODEL YEAR: 2008 124 0 v ^ 185 < IN = 681 < 441 > OUT = 681 > 116 v ^ 135 0	EXISTING MODEL YEAR: 2008 241 0 v ^ 673 < IN = 1228 < 377 > OUT = 1228 > 610 v ^ 235 0
FUTURE MODEL YEAR: 2035 543 0 v ^ 1426 < IN = 3814 < 1932 > OUT = 3814 > 1339 v ^ 578 0	FUTURE MODEL YEAR: 2035 567 0 v ^ 2223 < IN = 5166 < 2417 > OUT = 5166 > 2182 v ^ 657 0
EXISTING (COUNTED) ADTs BY LEG: 2013 2,388 N 10,488 W LEG E 6,276 S 3,120	EXISTING (COUNTED) ADTs BY LEG: 2013 2,388 N 10,488 W + E 6,276 S 3,120
REFINED FUTURE ADT'S BY LEG: 2035 9,000 N 49,000 W LEG E 50,000 S 9,000	REFINED FUTURE ADT'S BY LEG: 2035 9,000 N 49,000 W + E 50,000 S 9,000

U:\UcJobs_08600-09000_08600\08651\Post Processing\[08 I-15 SB_Nichols.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: I-15 Southbound Ramps / Nichols Road

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM					PM				
EXISTING COUNT YEAR: 2013					EXISTING COUNT YEAR: 2013				
	211	0				199	0		
	v	^				v	^		
248 <	IN	=	839 <	198	432 <	IN	=	928 <	287
430 >	OUT	=	839 >	370	442 >	OUT	=	928 >	236
	v	^				v	^		
	221	0				260	0		
GROWTH CALCULATION DECISION RULE					GROWTH CALCULATION DECISION RULE				
MIN = Minimum Count Growth Approach					MIN = Minimum Count Growth Approach				
ADD = Additive (Growth Increment) Approach					ADD = Additive (Growth Increment) Approach				
MUL = Multiplicative (Ratio) Approach					MUL = Multiplicative (Ratio) Approach				
	ADD	MUL				MUL	MUL		
	v	^				v	^		
ADD <			<	ADD	MUL <			<	MUL
MUL >			>	ADD	ADD >			>	MUL
	v	^				v	^		
	ADD	MUL				ADD	MUL		
MINIMUM GROWTH %s 2008 TO 2035					MINIMUM GROWTH %s 2008 TO 2035				
	0%	0%				0%	0%		
	v	^				v	^		
0% <			<	0%	0% <			<	0%
0% >			>	0%	0% >			>	0%
	v	^				v	^		
	0%	0%				0%	0%		
REFINED GROWTH: 2008 TO 2035					ADJUSTED GROWTH: 2008 TO 2035				
	420	0				271	0		
	v	^				v	^		
1240 <			<	1220	998 <			<	743
1450 >			>	1450	2040 >			>	1454
	v	^				v	^		
	440	0				420	0		
PRORATED GROWTH: 2013 TO 2035					PRORATED GROWTH: 2013 TO 2035				
22 YEARS	340	0			22 YEARS	220	0		
	v	^				v	^		
1010 <			<	990	810 <			<	610
1180 >			>	1180	1660 >			>	1180
	v	^				v	^		
	360	0				340	0		
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035				
	550	0				420	0		
	v	^				v	^		
1260 <	IN	=	3350 <	1190	1301 <	IN	=	3420 <	900
1610 >	OUT	=	3390 >	1550	2100 >	OUT	=	3420 >	1490
	v	^	*			v	^	*	
	580	0				629	0		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\08 I-15 SB_Nichols.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: I-15 Southbound Ramps / Nichols Road
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	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	132	385	253	192%	30	52	22	73%
	Through	3	4	1	33%	4	3	-1	-25%
	Right	76	167	91	120%	165	381	216	131%
	SB Total	211	556	345	164%	199	436	237	119%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	238	1,165	927	389%	206	1,438	1,232	598%
	Right	192	467	275	143%	236	608	372	158%
	EB Total	430	1,632	1,202	280%	442	2,046	1,604	363%
WEST BOUND	Left	26	109	83	319%	20	19	-1	-5%
	Through	172	1,093	921	535%	267	920	653	245%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	198	1,202	1,004	507%	287	939	652	227%
TOTAL ENTERING VOLUME		839	3,390	2551	304%	928	3,421	2493	269%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	556	436	9,000
North Leg	Outbound	0	0	
North Leg	TOTAL	556	436	
South Leg	Inbound	0	0	9,000
South Leg	Outbound	580	630	
South Leg	TOTAL	580	630	
East Leg	Inbound	1,202	939	50,000
East Leg	Outbound	1,550	1,490	
East Leg	TOTAL	2,752	2,429	
West Leg	Inbound	1,632	2,046	49,000
West Leg	Outbound	1,260	1,301	
West Leg	TOTAL	2,892	3,347	
OVERALL TOTAL		6,780	6,842	117,000

U:\UcJobs_08600-09000_08600\08651\Post Processing\[08 I-15 SB_Nichols.xls]Output (3)

INPUT DATA

Project: =====>	Lake Elsinore Walmart	<===	Job #: 08651
Scenario: =====>	GP Buildout Post 2035 With Project	<===	Analyst: DB
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Lake Elsinore GP	<===	

LOCATION: I-15 Southbound Ramps / Central Avenue (SR-74)	
AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: 2013 157 1 256 < v > 0 ^ 579 > 430 v Total = 3,099 < 1087 589 0 < ^ > 0 0 0	EXISTING TURNING MOVEMENT VOLUMES: 2013 137 1 562 < v > 0 ^ 1092 > 468 v Total = 4,009 < 1128 621 0 < ^ > 0 0 0
EXISTING MODEL YEAR: 2008 326 0 v ^ 803 < IN = 2195 < 1061 808 > OUT = 2195 > 872 v ^ 520 0	EXISTING MODEL YEAR: 2008 453 0 v ^ 887 < IN = 2874 < 1361 1060 > OUT = 2874 > 1219 v ^ 768 0
FUTURE MODEL YEAR: 2035 503 0 v ^ 1991 < IN = 4935 < 2135 1485 > OUT = 4935 > 2087 v ^ 857 812	FUTURE MODEL YEAR: 2035 887 0 v ^ 2311 < IN = 6104 < 2244 2335 > OUT = 6104 > 2989 v ^ 804 638
EXISTING (COUNTED) ADTs BY LEG: 2013 8,400 N 33,900 W LEG E 40,836 S 13,080	EXISTING (COUNTED) ADTs BY LEG: 2013 8,400 N 33,900 W + E 40,836 S 13,080
REFINED FUTURE ADT'S BY LEG: 2035 8,000 N 53,000 W LEG E 62,000 S 22,000	REFINED FUTURE ADT'S BY LEG: 2035 8,000 N 53,000 W + E 62,000 S 22,000

U:\UcJobs\08600-09000\08600\08651\Post Processing\09 I-15 SB_Central.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: I-15 Southbound Ramps / Central Avenue (SR-74)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM					PM				
EXISTING COUNT YEAR: 2013					EXISTING COUNT YEAR: 2013				
	414	0				700	0		
	v	^				v	^		
1244 <	IN	=	3099 <	1676	1265 <	IN	=	4009 <	1749
1009 >	OUT	=	3099 >	835	1560 >	OUT	=	4009 >	1654
	v	^				v	^		
	1020	0				1090	0		
GROWTH CALCULATION DECISION RULE					GROWTH CALCULATION DECISION RULE				
MIN = Minimum Count Growth Approach					MIN = Minimum Count Growth Approach				
ADD = Additive (Growth Increment) Approach					ADD = Additive (Growth Increment) Approach				
MUL = Multiplicative (Ratio) Approach					MUL = Multiplicative (Ratio) Approach				
	ADD	<		< ADD		ADD	<		< ADD
	ADD	>		> MUL		ADD	>		> ADD
	v	^				v	^		
	ADD		MUL			ADD		MUL	
MINIMUM GROWTH %s 2008 TO 2035					MINIMUM GROWTH %s 2008 TO 2035				
	-5%	-5%				-5%	-5%		
	v	^				v	^		
0% <			<	0%	0% <			<	0%
0% >			>	0%	0% >			>	0%
	v	^				v	^		
	0%	0%				0%	0%		
REFINED GROWTH: 2008 TO 2035					ADJUSTED GROWTH: 2008 TO 2035				
	180	0				430	0		
	v	^				v	^		
1190 <			<	1070	1420 <			<	880
680 >			>	1165	1280 >			>	1770
	v	^				v	^		
	340	0				40	0		
PRORATED GROWTH: 2013 TO 2035					PRORATED GROWTH: 2013 TO 2035				
22 YEARS	150	0			22 YEARS	350	0		
	v	^				v	^		
970 <			<	870	1160 <			<	720
550 >			>	950	1040 >			>	1440
	v	^				v	^		
	280	0				30	0		
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035				
	560	0				1050	0		
	v	^				v	^		
2210 <	IN	=	4670 <	2550	2430 <	IN	=	6120 <	2470
1560 >	OUT	=	5300 >	1790	2600 >	OUT	=	6640 >	3090
	v	^	*			v	^	*	
	1300	0				1120	0		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\09 I-15 SB_Central.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: I-15 Southbound Ramps / Central Avenue (SR-74)
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	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	256	465	209	82%	562	857	295	52%
	Through	1	1	0	0%	1	1	0	0%
	Right	157	172	15	10%	137	279	142	104%
	SB Total	414	638	224	54%	700	1,137	437	62%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	579	1,325	746	129%	1,092	2,233	1,141	104%
	Right	430	455	25	6%	468	581	113	24%
	EB Total	1,009	1,780	771	76%	1,560	2,814	1,254	80%
WEST BOUND	Left	589	844	255	43%	621	538	-83	-13%
	Through	1,087	2,038	951	87%	1,128	2,151	1,023	91%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	1,676	2,882	1,206	72%	1,749	2,689	940	54%
TOTAL ENTERING VOLUME		3,099	5,300	2201	71%	4,009	6,640	2631	66%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	638	1,137			
North Leg	Outbound	0	0			
North Leg	TOTAL	638	1,137	8%	14%	8,000
South Leg	Inbound	0	0			
South Leg	Outbound	1,300	1,120			
South Leg	TOTAL	1,300	1,120	6%	5%	22,000
East Leg	Inbound	2,882	2,689			
East Leg	Outbound	1,790	3,090			
East Leg	TOTAL	4,672	5,779	8%	9%	62,000
West Leg	Inbound	1,780	2,814			
West Leg	Outbound	2,210	2,430			
West Leg	TOTAL	3,990	5,244	8%	10%	53,000
OVERALL TOTAL		10,600	13,280	7%	9%	145,000

U:\UcJobs_08600-09000_08600\08651\Post Processing\[09 I-15 SB_Central.xls]Output (3)

INPUT DATA

Project: =====>	Lake Elsinore Walmart	<===	Job #: 08651
Scenario: =====>	GP Buildout Post 2035 With Project	<===	Analyst: DB
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Lake Elsinore GP	<===	

LOCATION:		I-15 Southbound Ramps / N. Main Street	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES:		EXISTING TURNING MOVEMENT VOLUMES:	
2013 50 1 4 < v > 0 ^ 162 > 260 v Total = 945 < 416 52 < 0 0 0		2013 202 2 7 < v > 0 ^ 218 > 260 v Total = 1,116 < 369 58 < 0 0 0	
EXISTING MODEL YEAR:		EXISTING MODEL YEAR:	
2008 64 0 v ^ 374 < IN = 687 < 380 243 > OUT = 686 > 119 v ^ 193 0		2008 237 0 v ^ 693 < IN = 1430 < 661 532 > OUT = 1430 > 103 v ^ 634 0	
FUTURE MODEL YEAR:		FUTURE MODEL YEAR:	
2035 438 0 v ^ 1102 < IN = 2159 < 953 768 > OUT = 2158 > 829 v ^ 227 0		2035 550 0 v ^ 1494 < IN = 3512 < 1389 1573 > OUT = 3512 > 1526 v ^ 492 0	
EXISTING (COUNTED) ADTs BY LEG:		EXISTING (COUNTED) ADTs BY LEG:	
2013 2,532 N 12,588 W LEG E 7,824 S 3,840		2013 2,532 N 12,588 W + E 7,824 S 3,840	
REFINED FUTURE ADT'S BY LEG:		REFINED FUTURE ADT'S BY LEG:	
2035 7,000 N 30,000 W LEG E 28,000 S 5,000		2035 7,000 N 30,000 W + E 28,000 S 5,000	

U:\UcJobs\08600-09000\08600\08651\Post Processing\10 I-15 SB_Main.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: I-15 Southbound Ramps / N. Main Street

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM					PM				
EXISTING COUNT YEAR: 2013					EXISTING COUNT YEAR: 2013				
		55	0				211	0	
		v	^				v	^	
466 <	IN =	945	<	468	571 <	IN =	1116	<	427
422 >	OUT =	945	>	166	478 >	OUT =	1116	>	225
		v	^				v	^	
		313	0				320	0	
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach				
		MUL	MUL				MUL	MUL	
		v	^				v	^	
ADD <				< ADD	MUL <				< MUL
ADD >				> ADD	MUL >				> ADD
		v	^				v	^	
		ADD	MUL				MIN	MUL	
MINIMUM GROWTH %s 2008 TO 2035					MINIMUM GROWTH %s 2008 TO 2035				
		0%	0%				0%	0%	
		v	^				v	^	
0% <				< 0%	0% <				< 0%
0% >				> 0%	0% >				> 0%
		v	^				v	^	
		0%	0%				0%	0%	
REFINED GROWTH: 2008 TO 2035					ADJUSTED GROWTH: 2008 TO 2035				
		325	0				279	0	
		v	^				v	^	
730 <				< 570	659 <				< 473
530 >				> 710	932 >				> 1420
		v	^				v	^	
		30	0				0	0	
PRORATED GROWTH: 2013 TO 2035 22 YEARS					PRORATED GROWTH: 2013 TO 2035 22 YEARS				
		260	0				230	0	
		v	^				v	^	
590 <				< 460	540 <				< 390
430 >				> 580	760 >				> 1160
		v	^				v	^	
		20	0				0	0	
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035				
		320	0				440	0	
		v	^				v	^	
1060 <	IN =	2100	<	930	1110 <	IN =	2500	<	820
850 >	OUT =	2140	>	750	1240 >	OUT =	2820	>	1390
		v	^	*			v	^	*
		330	0				320	0	

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\10 I-15 SB_Main.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
 Scenario: GP Buildout Post 2035 With Project

Job #: 08651
 Analyst: DB
 Date: 7/2/2013

LOCATION: I-15 Southbound Ramps / N. Main Street
 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	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	4	86	82	2050%	7	112	105	1500%
	Through	1	5	4	400%	2	4	2	100%
	Right	50	232	182	364%	202	362	160	79%
	SB Total	55	323	268	487%	211	478	267	127%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	162	664	502	310%	218	1,278	1,060	486%
	Right	260	225	-35	-13%	260	187	-73	-28%
	EB Total	422	889	467	111%	478	1,465	987	206%
WEST BOUND	Left	52	101	49	94%	58	129	71	122%
	Through	416	828	412	99%	369	748	379	103%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	468	929	461	99%	427	877	450	105%
TOTAL ENTERING VOLUME		945	2,141	1196	127%	1,116	2,820	1704	153%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	323	478		
North Leg	Outbound	0	0		
North Leg	TOTAL	323	478	5%	7%
South Leg	Inbound	0	0		
South Leg	Outbound	331	320		
South Leg	TOTAL	331	320	7%	6%
East Leg	Inbound	929	877		
East Leg	Outbound	750	1,390		
East Leg	TOTAL	1,679	2,267	6%	8%
West Leg	Inbound	889	1,465		
West Leg	Outbound	1,060	1,110		
West Leg	TOTAL	1,949	2,575	6%	9%
OVERALL TOTAL		4,282	5,640	6%	8%

U:\UcJobs\08600-09000\08600\08651\Post Processing\[10 I-15 SB_Main.xls]Output (3)

INPUT DATA

Project: =====>	Lake Elsinore Walmart	<===	Job #: 08651
Scenario: =====>	GP Buildout Post 2035 With Project	<===	Analyst: DB
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Lake Elsinore GP	<===	

LOCATION:		I-15 Southbound Ramps / Railroad Canyon Road	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES:		EXISTING TURNING MOVEMENT VOLUMES:	
2013 0 177 724 < v > 0 ^ 0 > 0 v ^ Total = 1,838 < 0 35 < ^ > 0 119 16		2013 0 395 516 < v > 0 ^ 0 > 0 v ^ Total = 2,469 < 0 75 < ^ > 0 260 21	
EXISTING MODEL YEAR:		EXISTING MODEL YEAR:	
2008 901 886 v ^ 0 < IN = 1838 < 0 > OUT = 1838 > v ^ 212 135		2008 911 1462 v ^ 0 < IN = 2469 < 0 > OUT = 2469 > v ^ 470 281	
FUTURE MODEL YEAR:		FUTURE MODEL YEAR:	
2035 816 679 v ^ 0 < IN = 1685 < 0 > OUT = 1684 > v ^ 406 308		2035 1042 1034 v ^ 0 < IN = 2239 < 0 > OUT = 2239 > v ^ 615 509	
EXISTING (COUNTED) ADTs BY LEG:		EXISTING (COUNTED) ADTs BY LEG:	
2013 29,800 N 0 W LEG E 21,900 S 7,900		2013 29,800 N 0 W + E 21,900 S 7,900	
REFINED FUTURE ADT'S BY LEG:		REFINED FUTURE ADT'S BY LEG:	
2035 24,000 N 0 W LEG E 17,000 S 12,000		2035 24,000 N 0 W + E 17,000 S 12,000	

U:\UcJobs\08600-09000\08600\08651\Post Processing\11 I-15 SB_Railroad Canyon.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: I-15 Southbound Ramps / Railroad Canyon Road

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM EXISTING COUNT YEAR: 2013 901 886 v ^ 0 < IN = 1838 < 802 0 > OUT = 1838 > 740 v ^ 212 135					PM EXISTING COUNT YEAR: 2013 911 1462 v ^ 0 < IN = 2469 < 1277 0 > OUT = 2469 > 537 v ^ 470 281				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL MIN v ^ MUL < < MIN MUL > > MUL v ^ MUL MUL					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL MIN v ^ MUL < < MIN MUL > > MUL v ^ MUL MUL				
MINIMUM GROWTH %s 2008 TO 2035 -19% -19% v ^ 0% < < -22% 0% > > -22% v ^ 0% 0%					MINIMUM GROWTH %s 2008 TO 2035 -19% -19% v ^ 0% < < -22% 0% > > -22% v ^ 0% 0%				
REFINED GROWTH: 2008 TO 2035 -81 -170 v ^ 0 < < -180 0 > > -140 v ^ 198 175					ADJUSTED GROWTH: 2008 TO 2035 129 -280 v ^ 0 < < -280 0 > > 53 v ^ 150 229				
PRORATED GROWTH: 2013 TO 2035 22 YEARS -70 -140 v ^ 0 < < -150 0 > > -110 v ^ 160 140					PRORATED GROWTH: 2013 TO 2035 22 YEARS 110 -230 v ^ 0 < < -230 0 > > 40 v ^ 120 190				
NEW PROJECTED VOLUMES: 2035 830 754 v ^ 0 < IN = 1760 < 650 0 > OUT = 1760 > 634 v ^ * 372 280					NEW PROJECTED VOLUMES: 2035 1020 1302 v ^ 0 < IN = 2540 < 1050 0 > OUT = 2540 > 614 v ^ * 624 470				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\11 I-15 SB_Railroad Canyon.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
 Scenario: GP Buildout Post 2035 With Project

Job #: 08651
 Analyst: DB
 Date: 7/2/2013

LOCATION: I-15 Southbound Ramps / Railroad Canyon Road
 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	#DIV/0!	0	0	0	#DIV/0!
	Through	119	216	97	82%	260	399	139	53%
	Right	16	60	44	275%	21	64	43	205%
	NB Total	135	276	141	104%	281	463	182	65%
SOUTH BOUND	Left	724	574	-150	-21%	516	550	34	7%
	Through	177	273	96	54%	395	494	99	25%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	901	847	-54	-6%	911	1,044	133	15%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	35	99	64	183%	75	131	56	75%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	767	538	-229	-30%	1,202	903	-299	-25%
	WB Total	802	637	-165	-21%	1,277	1,034	-243	-19%
TOTAL ENTERING VOLUME		1,838	1,760	-78	-4%	2,469	2,541	72	3%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	847	1,044		
North Leg	Outbound	754	1,302		
North Leg	TOTAL	1,601	2,346	7%	10%
South Leg	Inbound	276	463		
South Leg	Outbound	372	625		
South Leg	TOTAL	648	1,088	5%	9%
East Leg	Inbound	637	1,034		
East Leg	Outbound	634	614		
East Leg	TOTAL	1,271	1,648	7%	10%
West Leg	Inbound	0	0		
West Leg	Outbound	0	0		
West Leg	TOTAL	0	0	#DIV/0!	#DIV/0!
OVERALL TOTAL		3,520	5,082	7%	10%

U:\UcJobs_08600-09000_08600\08651\Post Processing\[11 I-15 SB_Railroad Canyon.xls]Output (3)

INPUT DATA

Project: =====> Lake Elsinore Walmart <=== Job #: 08651
 Scenario: =====> GP Buildout Post 2035 With Project <=== Analyst: DB
 Existing Conditions Model Run ID: ==> RivTAM for MV-Existing Base Model <=== Date: 7/2/2013
 Future Conditions Model Run ID: ==> RivTAM-Lake Elsinore GP <===

LOCATION:		I-15 Northbound Ramps / Nichols Road	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES: 2013		EXISTING TURNING MOVEMENT VOLUMES: 2013	
0 0 0 < v > 74 ^ 83 296 > Total = 751 < 98 0 v 0 < ^ > 100 2 98		0 0 0 < v > 149 ^ 16 87 > Total = 558 < 52 0 v 0 < ^ > 235 2 17	
EXISTING MODEL YEAR: 2008		EXISTING MODEL YEAR: 2008	
0 281 v ^ 116 < IN = 926 < 116 361 > OUT = 925 > 528 v ^ 0 449		0 162 v ^ 610 < IN = 1186 < 425 320 > OUT = 913 > 141 v ^ 0 441	
FUTURE MODEL YEAR: 2035		FUTURE MODEL YEAR: 2035	
0 883 v ^ 1339 < IN = 4069 < 1762 1810 > OUT = 4069 > 1847 v ^ 0 497		0 1131 v ^ 2182 < IN = 5565 < 2741 2286 > OUT = 5565 > 2252 v ^ 0 538	
EXISTING (COUNTED) ADTs BY LEG: 2013		EXISTING (COUNTED) ADTs BY LEG: 2013	
2,004 N 6,276 W LEG E 2,064 S 3,048		2,004 N 6,276 W + E 2,064 S 3,048	
REFINED FUTURE ADT'S BY LEG: 2035		REFINED FUTURE ADT'S BY LEG: 2035	
15,000 N 50,000 W LEG E 59,000 S 8,000		15,000 N 50,000 W + E 59,000 S 8,000	

U:\UcJobs_08600-09000_08600\08651\Post Processing\[12 I-15 NB_Nichols.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: I-15 Northbound Ramps / Nichols Road

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM					PM				
EXISTING COUNT YEAR: 2013					EXISTING COUNT YEAR: 2013				
		0	159				0	167	
		v	^				v	^	
198 <	IN =	751 <	181		287 <	IN =	558 <	68	
370 >	OUT =	751 >	394		236 >	OUT =	558 >	104	
		v	^				v	^	
		0	200				0	254	
GROWTH CALCULATION DECISION RULE					GROWTH CALCULATION DECISION RULE				
MIN = Minimum Count Growth Approach					MIN = Minimum Count Growth Approach				
ADD = Additive (Growth Increment) Approach					ADD = Additive (Growth Increment) Approach				
MUL = Multiplicative (Ratio) Approach					MUL = Multiplicative (Ratio) Approach				
		MUL	MUL				MUL	ADD	
		v	^				v	^	
ADD <				< ADD					< MUL
ADD >				> MUL					> MUL
		v	^				v	^	
		MUL	MUL				MUL	MUL	
MINIMUM GROWTH %s 2008 TO 2035					MINIMUM GROWTH %s 2008 TO 2035				
		0%	0%				0%	0%	
		v	^				v	^	
0% <				< 0%	0% <				< 0%
0% >				> 0%	0% >				> 0%
		v	^				v	^	
		0%	0%				0%	0%	
REFINED GROWTH: 2008 TO 2035					ADJUSTED GROWTH: 2008 TO 2035				
		0	341				0	970	
		v	^				v	^	
1220 <				< 1650	743 <				< 372
1450 >				> 986	1454 >				> 1556
		v	^				v	^	
		0	20				0	56	
PRORATED GROWTH: 2013 TO 2035					PRORATED GROWTH: 2013 TO 2035				
22 YEARS		0	280		22 YEARS		0	790	
		v	^				v	^	
990 <				< 1340	610 <				< 300
1180 >				> 800	1180 >				> 1270
		v	^				v	^	
		0	20				0	50	
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035				
		0	513				0	960	
		v	^				v	^	
1388 <	IN =	3290 <	1520		900 <	IN =	2090 <	370	
1550 >	OUT =	3290 >	1388		1420 >	OUT =	3230 >	1370	
		v	^ *				v	^ *	
		0	220				0	300	

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\12 I-15 NB_Nichols.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: I-15 Northbound Ramps / Nichols Road
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	152	52	52%	235	416	181	77%
	Through	2	1	-1	-50%	2	2	0	0%
	Right	98	69	-29	-30%	17	46	29	171%
	NB Total	200	222	22	11%	254	464	210	83%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	74	208	134	181%	149	870	721	484%
	Through	296	1,320	1,024	346%	87	1,324	1,237	1422%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	370	1,528	1,158	313%	236	2,194	1,958	830%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	98	1,237	1,139	1162%	52	484	432	831%
	Right	83	305	222	267%	16	88	72	450%
	WB Total	181	1,542	1,361	752%	68	572	504	741%
TOTAL ENTERING VOLUME		751	3,292	2541	338%	558	3,230	2672	479%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	0	0		
North Leg	Outbound	514	960		
North Leg	TOTAL	514	960	3%	6%
South Leg	Inbound	222	464		
South Leg	Outbound	0	0		
South Leg	TOTAL	222	464	3%	6%
East Leg	Inbound	1,542	572		
East Leg	Outbound	1,389	1,370		
East Leg	TOTAL	2,931	1,942	5%	3%
West Leg	Inbound	1,528	2,194		
West Leg	Outbound	1,389	900		
West Leg	TOTAL	2,917	3,094	6%	6%
OVERALL TOTAL		6,584	6,460	5%	5%

U:\UcJobs_08600-09000_08600\08651\Post Processing\[12 I-15 NB_Nichols.xls]Output (3)

INPUT DATA

Project: =====> Lake Elsinore Walmart <=== Job #: 08651
 Scenario: =====> GP Buildout Post 2035 With Project <=== Analyst: DB
 Existing Conditions Model Run ID: ==> RivTAM for MV-Existing Base Model <=== Date: 7/2/2013
 Future Conditions Model Run ID: ==> RivTAM-Lake Elsinore GP <===

LOCATION:		I-15 Northbound Ramps / Central Avenue (SR-74)	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES: 2013		EXISTING TURNING MOVEMENT VOLUMES: 2013	
0 0 0 < v > 69 ^ 432 766 > Total = 3,413 < 1256 0 v 0 < ^ > 420 0 470		0 0 0 < v > 112 ^ 348 1542 > Total = 4,382 < 1234 0 v 0 < ^ > 515 0 631	
EXISTING MODEL YEAR: 2008		EXISTING MODEL YEAR: 2008	
0 400 v ^ 1061 < IN = 2812 < 1209 872 > OUT = 2812 > 1351 v ^ 0 731		0 498 v ^ 1361 < IN = 3312 < 1574 1219 > OUT = 3313 > 1454 v ^ 0 519	
FUTURE MODEL YEAR: 2035		FUTURE MODEL YEAR: 2035	
326 691 v ^ 2135 < IN = 5510 < 2348 2087 > OUT = 5510 > 2684 v ^ 0 749		464 1233 v ^ 2244 < IN = 6755 < 2655 2989 > OUT = 6755 > 3278 v ^ 0 647	
EXISTING (COUNTED) ADTs BY LEG: 2013		EXISTING (COUNTED) ADTs BY LEG: 2013	
5,520 N 40,836 W LEG E 45,060 S 13,752		5,520 N 40,836 W + E 45,060 S 13,752	
REFINED FUTURE ADT'S BY LEG: 2035		REFINED FUTURE ADT'S BY LEG: 2035	
18,000 N 62,000 W LEG E 70,000 S 10,000		18,000 N 62,000 W + E 70,000 S 10,000	

U:\UcJobs_08600-09000_08600\08651\Post Processing\[13 I-15 NB_Central.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: DB
Date: 7/2/2013

LOCATION: I-15 Northbound Ramps / Central Avenue (SR-74)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM					PM				
EXISTING COUNT YEAR: 2013					EXISTING COUNT YEAR: 2013				
		0	501				0	460	
		v	^				v	^	
1676 <	IN =	3413 <	1688		1749 <	IN =	4382 <	1582	
835 >	OUT =	3413 >	1236		1654 >	OUT =	4382 >	2173	
		v	^				v	^	
		0	890				0	1146	
GROWTH CALCULATION DECISION RULE					GROWTH CALCULATION DECISION RULE				
MIN = Minimum Count Growth Approach					MIN = Minimum Count Growth Approach				
ADD = Additive (Growth Increment) Approach					ADD = Additive (Growth Increment) Approach				
MUL = Multiplicative (Ratio) Approach					MUL = Multiplicative (Ratio) Approach				
		MUL	ADD				MUL	MUL	
		v	^				v	^	
ADD <				< ADD	ADD <				< ADD
MUL >				> MUL	ADD >				> ADD
		v	^				v	^	
		MUL	ADD				MUL	ADD	
MINIMUM GROWTH %s 2008 TO 2035					MINIMUM GROWTH %s 2008 TO 2035				
		0%	0%				0%	0%	
		v	^				v	^	
0% <				< 0%	0% <				< 0%
0% >				> 0%	0% >				> 0%
		v	^				v	^	
		-27%	-27%				-27%	-27%	
REFINED GROWTH: 2008 TO 2035					ADJUSTED GROWTH: 2008 TO 2035				
		0	290				0	680	
		v	^				v	^	
1070 <				< 1140	880 <				< 1080
1165 >				> 1224	1770 >				> 1820
		v	^				v	^	
		0	20				0	130	
PRORATED GROWTH: 2013 TO 2035 22 YEARS					PRORATED GROWTH: 2013 TO 2035 22 YEARS				
		0	240				0	550	
		v	^				v	^	
870 <				< 930	720 <				< 880
950 >				> 1000	1440 >				> 1480
		v	^				v	^	
		0	20				0	110	
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035				
		0	740				0	1010	
		v	^				v	^	
2550 <	IN =	5320 <	2620		2470 <	IN =	6810 <	2460	
1790 >	OUT =	5530 >	2240		3090 >	OUT =	7130 >	3650	
		v	^ *				v	^ *	
		0	910				0	1260	

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\13 I-15 NB_Central.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
 Scenario: GP Buildout Post 2035 With Project

Job #: 08651
 Analyst: DB
 Date: 7/2/2013

LOCATION: I-15 Northbound Ramps / Central Avenue (SR-74)
 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	420	441	21	5%	515	603	88	17%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	470	505	35	7%	631	716	85	13%
	NB Total	890	946	56	6%	1,146	1,319	173	15%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	69	129	60	87%	112	298	186	166%
	Through	766	1,735	969	127%	1,542	2,934	1,392	90%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	835	1,864	1,029	123%	1,654	3,232	1,578	95%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,256	2,109	853	68%	1,234	1,867	633	51%
	Right	432	611	179	41%	348	712	364	105%
	WB Total	1,688	2,720	1,032	61%	1,582	2,579	997	63%
TOTAL ENTERING VOLUME		3,413	5,530	2117	62%	4,382	7,130	2748	63%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	0	0		
North Leg	Outbound	740	1,010		
North Leg	TOTAL	740	1,010	4%	6%
South Leg	Inbound	946	1,319		
South Leg	Outbound	0	0		
South Leg	TOTAL	946	1,319	9%	13%
East Leg	Inbound	2,720	2,579		
East Leg	Outbound	2,240	3,650		
East Leg	TOTAL	4,960	6,229	7%	9%
West Leg	Inbound	1,864	3,232		
West Leg	Outbound	2,550	2,470		
West Leg	TOTAL	4,414	5,702	7%	9%
OVERALL TOTAL		11,060	14,260	7%	9%

U:\UcJobs\ _08600-09000\ _08600\08651\ Post Processing \[13 I-15 NB_Central.xls]Output (3)

INPUT DATA

Project: =====>	Lake Elsinore Walmart	<===	Job #: 08651
Scenario: =====>	GP Buildout Post 2035 With Project	<===	Analyst: BC
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Lake Elsinore GP	<===	

LOCATION: I-15 Northbound Ramps / N. Main Street	
AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: 2013 0 < v > 0 84 ^ 82 > 0 v ^ Total = 721 < 127 0 v 0 < ^ > 341 6 79	EXISTING TURNING MOVEMENT VOLUMES: 2013 0 < v > 0 106 ^ 119 > 0 v ^ Total = 791 < 154 0 v 0 < ^ > 273 6 112
EXISTING MODEL YEAR: 2008 0 v 172 380 < IN = 837 < 89 119 > OUT = 836 > 284 v ^ 0 629	EXISTING MODEL YEAR: 2008 0 v 52 661 < IN = 860 < 363 103 > OUT = 860 > 147 v ^ 0 394
FUTURE MODEL YEAR: 2035 0 v 410 953 < IN = 2105 < 850 829 > OUT = 2105 > 742 v ^ 0 426	FUTURE MODEL YEAR: 2035 0 v 685 1389 < IN = 3387 < 1371 1526 > OUT = 3388 > 1314 v ^ 0 490
EXISTING (COUNTED) ADTs BY LEG: 2013 1,596 N 7,824 W LEG E 4,872 S 4,692	EXISTING (COUNTED) ADTs BY LEG: 2013 1,596 N 7,824 W + E 4,872 S 4,692
REFINED FUTURE ADT'S BY LEG: 2035 8,000 N 28,000 W LEG E 26,000 S 6,000	REFINED FUTURE ADT'S BY LEG: 2035 8,000 N 28,000 W + E 26,000 S 6,000

U:\UcJobs\08600-09000\08600\08651\Post Processing\14 I-15 NB_Main.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: I-15 Northbound Ramps / N. Main Street

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM EXISTING COUNT YEAR: 2013 0 92 v ^ 468 < IN = 721 < 129 166 > OUT = 721 > 161 v ^ 0 426					PM EXISTING COUNT YEAR: 2013 0 133 v ^ 427 < IN = 791 < 175 225 > OUT = 791 > 231 v ^ 0 391				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach ADD < ADD > v ^ MUL MIN					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < ADD > v ^ MUL MUL				
MINIMUM GROWTH %s 2008 TO 2035 0% 0% v ^ 0% < 0% > v ^ 0% 0%					0% 0% v ^ 0% < 0% > v ^ 0% 0%				
REFINED GROWTH: 2008 TO 2035 0 128 v ^ 570 < 710 > v ^ 0 0					ADJUSTED GROWTH: 2008 TO 2035 0 630 v ^ 473 < 1420 > v ^ 0 99				
PRORATED GROWTH: 2013 TO 2035 22 YEARS 0 100 v ^ 460 < 580 > v ^ 0 0					PRORATED GROWTH: 2013 TO 2035 22 YEARS 0 510 v ^ 390 < 1160 > v ^ 0 80				
NEW PROJECTED VOLUMES: 2035 0 246 v ^ 1205 < IN = 1930 < 750 750 > OUT = 1930 > 479 v ^ * 0 430					NEW PROJECTED VOLUMES: 2035 0 640 v ^ 820 < IN = 2440 < 580 1390 > OUT = 2640 > 1180 v ^ * 0 470				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\14 I-15 NB_Main.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: I-15 Northbound Ramps / N. Main Street
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	341	416	75	22%	273	284	11	4%
	Through	6	1	-5	-83%	6	7	1	17%
	Right	79	32	-47	-59%	112	216	104	93%
	NB Total	426	449	23	5%	391	507	116	30%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	84	243	159	189%	106	546	440	415%
	Through	82	447	365	445%	119	964	845	710%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	166	690	524	316%	225	1,510	1,285	571%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	127	789	662	521%	154	536	382	248%
	Right	2	2	0	0%	21	86	65	310%
	WB Total	129	791	662	513%	175	622	447	255%
TOTAL ENTERING VOLUME		721	1,930	1209	168%	791	2,639	1848	234%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	0	0	
North Leg	Outbound	246	639	
North Leg	TOTAL	246	639	8,000
South Leg	Inbound	449	507	
South Leg	Outbound	0	0	
South Leg	TOTAL	449	507	6,000
East Leg	Inbound	791	622	
East Leg	Outbound	479	1,180	
East Leg	TOTAL	1,270	1,802	26,000
West Leg	Inbound	690	1,510	
West Leg	Outbound	1,205	820	
West Leg	TOTAL	1,895	2,330	28,000
OVERALL TOTAL		3,860	5,278	68,000

U:\UcJobs_08600-09000_08600\08651\Post Processing\[14 I-15 NB_Main.xls]Output (3)

INPUT DATA

Project: =====> Lake Elsinore Walmart <=== Job #: 08651
Scenario: =====> GP Buildout Post 2035 With Project <=== Analyst: BC
Existing Conditions Model Run ID: ==> RivTAM for MV-Existing Base Model <=== Date: 7/2/2013
Future Conditions Model Run ID: ==> RivTAM-Lake Elsinore GP <===

LOCATION: I-15 Northbound Ramps / Railroad Canyon Road									
AM PEAK HOUR					PM PEAK HOUR				
EXISTING TURNING MOVEMENT VOLUMES:					EXISTING TURNING MOVEMENT VOLUMES:				
2013	1375	414	0		2013	893	635	0	
	<	v	>			<	v	>	
481 ^				0	771 ^				0
0 >	Total =	2,933	<	0	0 >	Total =	3,254	<	0
60 v			v	0	111 v		v		0
	<	^	>			<	^	>	
	155	448	0			89	755	0	
EXISTING MODEL YEAR:					EXISTING MODEL YEAR:				
2008	1789	929			2008	1528	1526		
	v	^				v	^		
1530 <	IN =	2933	<	0	982 <	IN =	3254	<	0
541 >	OUT =	2933	>	0	882 >	OUT =	3254	>	0
	v	^				v	^		
	474	603				746	844		
FUTURE MODEL YEAR:					FUTURE MODEL YEAR:				
2035	813	604			2035	979	766		
	v	^				v	^		
861 <	IN =	1511	<	0	988 <	IN =	1951	<	0
561 >	OUT =	1512	>	0	692 >	OUT =	1952	>	0
	v	^				v	^		
	47	137				198	280		
EXISTING (COUNTED) ADTs BY LEG:					EXISTING (COUNTED) ADTs BY LEG:				
2013	39,120				2013	39,120			
	N					N			
22,420 W	LEG	E	0		22,420 W	+	E	0	
	S					S			
	16,700					16,700			
REFINED FUTURE ADT'S BY LEG:					REFINED FUTURE ADT'S BY LEG:				
2035	20,000				2035	20,000			
	N					N			
19,000 W	LEG	E	0		19,000 W	+	E	0	
	S					S			
	3,000					3,000			

U:\UcJobs\08600-09000\08600\08651\Post Processing\15 I-15 NB_Railroad Canyon.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: I-15 Northbound Ramps / Railroad Canyon Road

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM					PM				
EXISTING COUNT YEAR: 2013					EXISTING COUNT YEAR: 2013				
		1789	929				1528	1526	
		v	^				v	^	
	1530 <	IN	=	2933 <		982 <	IN	=	3254 <
	541 >	OUT	=	2933 >		882 >	OUT	=	3254 >
		v	^				v	^	
		474	603				746	844	
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach					MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach				
	MIN	<		< MUL		MUL	<		< MUL
	MUL	>		> MUL		MIN	>		> MUL
		v	^				v	^	
		MIN		MUL			MUL		MUL
MINIMUM GROWTH %s 2008 TO 2035									
		-49%	-49%				-49%	-49%	
		v	^				v	^	
	-15% <			< 0%		-15% <			< 0%
	-15% >			> 0%		-15% >			> 0%
		v	^				v	^	
		-82%	-82%				-82%	-82%	
REFINED GROWTH: 2008 TO 2035					ADJUSTED GROWTH: 2008 TO 2035				
		-880	-329				-548	-750	
		v	^				v	^	
	-230 <			< 0		8 <			< 0
	19 >			> 0		-130 >			> 0
		v	^				v	^	
		-390	-463				-546	-564	
PRORATED GROWTH: 2013 TO 2035 22 YEARS					PRORATED GROWTH: 2013 TO 2035 22 YEARS				
		-720	-270				-450	-610	
		v	^				v	^	
	-190 <			< 0		10 <			< 0
	20 >			> 0		-110 >			> 0
		v	^				v	^	
		-320	-380				-440	-460	
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035				
		1070	660				1080	924	
		v	^				v	^	
	1340 <	IN	=	1850 <		994 <	IN	=	2230 <
	560 >	OUT	=	2150 >		770 >	OUT	=	2230 >
		v	^	*			v	^	*
		150	220				311	380	

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\15 I-15 NB_Railroad Canyon.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: I-15 Northbound Ramps / Railroad Canyon Road
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	155	148	-7	-5%	89	103	14	16%
	Through	448	106	-342	-76%	755	272	-483	-64%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	603	254	-349	-58%	844	375	-469	-56%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	414	85	-329	-79%	635	211	-424	-67%
	Right	1,375	1,192	-183	-13%	893	892	-1	0%
	SB Total	1,789	1,277	-512	-29%	1,528	1,103	-425	-28%
EAST BOUND	Left	481	554	73	15%	771	652	-119	-15%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	60	65	5	8%	111	100	-11	-10%
	EB Total	541	619	78	14%	882	752	-130	-15%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		2,933	2,150	-783	-27%	3,254	2,230	-1024	-31%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	1,277	1,103		
North Leg	Outbound	660	924		
North Leg	TOTAL	1,937	2,027	10%	10%
South Leg	Inbound	254	375		
South Leg	Outbound	150	311		
South Leg	TOTAL	404	686	13%	23%
East Leg	Inbound	0	0		
East Leg	Outbound	0	0		
East Leg	TOTAL	0	0	#DIV/0!	#DIV/0!
West Leg	Inbound	619	752		
West Leg	Outbound	1,340	995		
West Leg	TOTAL	1,959	1,747	10%	9%
OVERALL TOTAL		4,300	4,460	10%	11%

U:\UcJobs_08600-09000_08600\08651\Post Processing\[15 I-15 NB_Railroad Canyon.xls]Output (3)

INPUT DATA

Project: =====>	Lake Elsinore Walmart	<===	Job #: 08651
Scenario: =====>	GP Buildout Post 2035 With Project	<===	Analyst: BC
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Lake Elsinore GP	<===	

LOCATION:		Dexter Avenue / 11th Street	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES:		EXISTING TURNING MOVEMENT VOLUMES:	
2013 1 2 1 < v > 1 ^ 2 > 1 v < ^ > 1 2 1		2013 1 2 1 < v > 1 ^ 2 > 1 v < ^ > 1 2 1	
FUTURE MODEL YEAR:		FUTURE MODEL YEAR:	
2035 110 235 v ^ 553 < IN = 1374 < 413 575 > OUT = 1374 > 393 v ^ 193 276		2035 158 166 v ^ 939 < IN = 2329 < 623 1157 > OUT = 2329 > 699 v ^ 525 391	
REFINED FUTURE ADT'S BY LEG:		REFINED FUTURE ADT'S BY LEG:	
2035 4,000 N 18,000 W LEG E 11,000 S 8,000		2035 4,000 N 18,000 W + E 11,000 S 8,000	

U:\UcJobs\08600-09000\08600\08651\Post Processing\[16 Dexter_11th-SEMI.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Dexter Avenue / 11th Street

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM EXISTING COUNT YEAR: 2013 4 4 v ^ 4 < IN = 16 < 4 4 > OUT = 16 > 4 v ^ 4 4					PM EXISTING COUNT YEAR: 2013 4 4 v ^ 4 < IN = 16 < 4 4 > OUT = 16 > 4 v ^ 4 4				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < MUL MUL > MUL MUL MUL MUL MUL					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < MUL MUL > MUL MUL MUL MUL MUL				
MINIMUM GROWTH %s 2013 TO 2035 0% 0% v ^ 0% < 0% > v ^ 0% 0%					MINIMUM GROWTH %s 2013 TO 2035 0% 0% v ^ 0% < 0% > v ^ 0% 0%				
REFINED GROWTH: 2013 TO 2035 106 236 v ^ 546 < 576 > v ^ 186 276					ADJUSTED GROWTH: 2013 TO 2035 156 166 v ^ 936 < 1156 > v ^ 526 386				
PRORATED GROWTH: 2013 TO 2035 22 YEARS 110 240 v ^ 550 < 580 > v ^ 190 280					PRORATED GROWTH: 2013 TO 2035 22 YEARS 160 170 v ^ 940 < 1160 > v ^ 530 390				
NEW PROJECTED VOLUMES: 2035 110 242 v ^ 554 < IN = 1380 < 410 580 > OUT = 1380 > 393 v ^ 191 280					NEW PROJECTED VOLUMES: 2035 160 170 v ^ 940 < IN = 2330 < 620 1160 > OUT = 2340 > 700 v ^ 530 390				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\16 Dexter_11th-SEMI.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Dexter Avenue / 11th Street
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	144	143	14300%	1	292	291	29100%
	Through	2	102	100	5000%	2	61	59	2950%
	Right	1	35	34	3400%	1	45	44	4400%
	NB Total	4	281	277	6925%	4	398	394	9850%
SOUTH BOUND	Left	1	13	12	1200%	1	12	11	1100%
	Through	2	42	40	2000%	2	69	67	3350%
	Right	1	55	54	5400%	1	80	79	7900%
	SB Total	4	110	106	2650%	4	161	157	3925%
EAST BOUND	Left	1	112	111	11100%	1	96	95	9500%
	Through	2	344	342	17100%	2	643	641	32050%
	Right	1	120	119	11900%	1	406	405	40500%
	EB Total	4	576	572	14300%	4	1,145	1,141	28525%
WEST BOUND	Left	1	30	29	2900%	1	55	54	5400%
	Through	2	355	353	17650%	2	568	566	28300%
	Right	1	28	27	2700%	1	13	12	1200%
	WB Total	4	413	409	10225%	4	636	632	15800%
TOTAL ENTERING VOLUME		16	1,380	1364	8525%	16	2,340	2324	14525%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	110	161	4,000
North Leg	Outbound	242	170	
North Leg	TOTAL	352	331	
South Leg	Inbound	281	398	8,000
South Leg	Outbound	192	530	
South Leg	TOTAL	473	928	
East Leg	Inbound	413	636	11,000
East Leg	Outbound	392	700	
East Leg	TOTAL	805	1,336	
West Leg	Inbound	576	1,145	18,000
West Leg	Outbound	554	940	
West Leg	TOTAL	1,130	2,085	
OVERALL TOTAL		2,760	4,680	41,000

U:\UcJobs_08600-09000_08600\08651\Post Processing\[16 Dexter_11th-SEMI.xls]Output (3)

INPUT DATA

Project: =====>	Lake Elsinore Walmart	<===	Job #: 08651
Scenario: =====>	GP Buildout Post 2035 With Project	<===	Analyst: BC
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Lake Elsinore GP	<===	

LOCATION:		Dexter Avenue / Central Avenue (SR-74)	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES:		EXISTING TURNING MOVEMENT VOLUMES:	
2013 437 80 66 < v > 300 ^ 821 > 115 v Total = 3,512 < 167 1169 102 < ^ > 82 107 66		2013 350 44 47 < v > 401 ^ 1567 > 205 v Total = 4,317 < 76 1112 146 < ^ > 120 96 153	
EXISTING MODEL YEAR:		EXISTING MODEL YEAR:	
2008 165 364 v ^ 1209 < IN = 2572 < 1056 1351 > OUT = 2572 > 999 v ^ 0 0		2008 478 106 v ^ 1574 < IN = 3080 < 1148 1454 > OUT = 3079 > 1399 v ^ 0 0	
FUTURE MODEL YEAR:		FUTURE MODEL YEAR:	
2035 54 187 v ^ 2348 < IN = 5079 < 2341 2684 > OUT = 5079 > 2544 v ^ 0 0		2035 310 121 v ^ 2655 < IN = 6192 < 2604 3278 > OUT = 6192 > 3416 v ^ 0 0	
EXISTING (COUNTED) ADTs BY LEG:		EXISTING (COUNTED) ADTs BY LEG:	
2013 12,168 N 45,060 W LEG E 37,212 S 9,168		2013 12,168 N 45,060 W + E 37,212 S 9,168	
REFINED FUTURE ADT'S BY LEG:		REFINED FUTURE ADT'S BY LEG:	
2035 3,000 N 70,000 W LEG E 69,000 S 0		2035 3,000 N 70,000 W + E 69,000 S 0	

U:\UcJobs\08600-09000\08600\08651\Post Processing\17 Dexter_Central.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Dexter Avenue / Central Avenue (SR-74)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM					PM				
EXISTING COUNT YEAR: 2013					EXISTING COUNT YEAR: 2013				
		583	574				441	573	
		v	^				v	^	
1688 <	IN =	3512	<	1438	1582 <	IN =	4317	<	1334
1236 >	OUT =	3512	>	953	2173 >	OUT =	4317	>	1767
		v	^				v	^	
		297	255				395	369	
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach				
		ADD	ADD				MUL	ADD	
		v	^				v	^	
ADD <				< ADD	ADD <				< ADD
MUL >				> MUL	ADD >				> ADD
		v	^				v	^	
		ADD	ADD				ADD	ADD	
MINIMUM GROWTH %s 2008 TO 2035									
		-75%	-75%				-75%	-75%	
		v	^				v	^	
0% <				< 0%	0% <				< 0%
0% >				> 0%	0% >				> 0%
		v	^				v	^	
		#####	#####				#####	#####	
REFINED GROWTH: 2008 TO 2035					ADJUSTED GROWTH: 2008 TO 2035				
		-110	-180				-151	20	
		v	^				v	^	
1140 <				< 1290	1080 <				< 1460
1224 >				> 1477	1820 >				> 2020
		v	^				v	^	
		0	0				0	0	
PRORATED GROWTH: 2013 TO 2035 22 YEARS					PRORATED GROWTH: 2013 TO 2035 22 YEARS				
		-90	-150				-120	20	
		v	^				v	^	
930 <				< 1050	880 <				< 1190
1000 >				> 1200	1480 >				> 1650
		v	^				v	^	
		0	0				0	0	
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035				
		490	420				320	590	
		v	^				v	^	
2620 <	IN =	5480	<	2490	2460 <	IN =	6860	<	2520
2240 >	OUT =	5490	>	2150	3650 >	OUT =	6870	>	3420
		v	^	*			v	^	*
		300	260				400	370	

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\17 Dexter_Central.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
 Scenario: GP Buildout Post 2035 With Project

Job #: 08651
 Analyst: BC
 Date: 7/2/2013

LOCATION: Dexter Avenue / Central Avenue (SR-74)
 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	82	87	5	6%	120	91	-29	-24%
	Through	107	56	-51	-48%	96	66	-30	-31%
	Right	66	118	52	79%	153	215	62	41%
	NB Total	255	261	6	2%	369	372	3	1%
SOUTH BOUND	Left	66	89	23	35%	47	58	11	23%
	Through	80	46	-34	-43%	44	22	-22	-50%
	Right	437	353	-84	-19%	350	235	-115	-33%
	SB Total	583	488	-95	-16%	441	315	-126	-29%
EAST BOUND	Left	300	210	-90	-30%	401	393	-8	-2%
	Through	821	1,943	1,122	137%	1,567	3,147	1,580	101%
	Right	115	117	2	2%	205	167	-38	-19%
	EB Total	1,236	2,270	1,034	84%	2,173	3,707	1,534	71%
WEST BOUND	Left	102	137	35	34%	146	210	64	44%
	Through	1,169	2,180	1,011	86%	1,112	2,133	1,021	92%
	Right	167	154	-13	-8%	76	131	55	72%
	WB Total	1,438	2,471	1,033	72%	1,334	2,474	1,140	85%
TOTAL ENTERING VOLUME		3,512	5,490	1978	56%	4,317	6,868	2551	59%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	488	315		
North Leg	Outbound	420	590		
North Leg	TOTAL	908	905	30%	30%
South Leg	Inbound	261	372		
South Leg	Outbound	300	399		
South Leg	TOTAL	561	771	#DIV/0!	#DIV/0!
East Leg	Inbound	2,471	2,474		
East Leg	Outbound	2,150	3,420		
East Leg	TOTAL	4,621	5,894	7%	9%
West Leg	Inbound	2,270	3,707		
West Leg	Outbound	2,620	2,459		
West Leg	TOTAL	4,890	6,166	7%	9%
OVERALL TOTAL		10,980	13,736	8%	10%

U:\UcJobs_08600-09000_08600\08651\Post Processing\[17 Dexter_Central.xls]Output (3)

INPUT DATA

Project: =====>	Lake Elsinore Walmart	<===	Job #: 08651
Scenario: =====>	GP Buildout Post 2035 With Project	<===	Analyst: CH
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/12/13
Future Conditions Model Run ID: ==>	RivTAM-Lake Elsinore GP	<===	

LOCATION:		Dexter Avenue / 3rd Street	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES:		EXISTING TURNING MOVEMENT VOLUMES:	
2013 1 2 1 < v > 1 ^ 1 > 1 v < ^ > 1 2 1		2013 1 2 1 < v > 1 ^ 1 > 1 v < ^ > 1 2 1	
FUTURE MODEL YEAR:		FUTURE MODEL YEAR:	
2035 150 162 v ^ 267 < IN = 779 < 117 462 > OUT = 780 > 301 v ^ 50 50		2035 325 300 v ^ 886 < IN = 1381 < 561 445 > OUT = 1381 > 145 v ^ 50 50	
REFINED FUTURE ADT'S BY LEG:		REFINED FUTURE ADT'S BY LEG:	
2035 6,000 N 12,000 W LEG E 5,000 S 1,000		2035 6,000 N 12,000 W + E 5,000 S 1,000	

U:\UcJobs_08600-09000_08600\08651\Post Processing\[20 Dexter_3rd-SEMI.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
 Scenario: GP Buildout Post 2035 With Project

Job #: 08651
 Analyst: CH
 Date: 7/12/13

LOCATION: Dexter Avenue / 3rd Street

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM EXISTING COUNT YEAR: 2013 4 4 v ^ 3 < IN = 14 < 3 3 > OUT = 14 > 3 v ^ 4 4					PM EXISTING COUNT YEAR: 2013 4 4 v ^ 3 < IN = 14 < 3 3 > OUT = 14 > 3 v ^ 4 4				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < MUL > v ^ MUL MUL					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < MUL > v ^ MUL MUL				
MINIMUM GROWTH %s 2013 TO 2035 0% 0% v ^ 0% < 0% > v ^ 0% 0%					MINIMUM GROWTH %s 2013 TO 2035 0% 0% v ^ 0% < 0% > v ^ 0% 0%				
REFINED GROWTH: 2013 TO 2035 146 156 v ^ 267 < 457 > v ^ 46 46					ADJUSTED GROWTH: 2013 TO 2035 326 296 v ^ 887 < 447 > v ^ 46 46				
PRORATED GROWTH: 2013 TO 2035 22 YEARS 150 160 v ^ 270 < 460 > v ^ 50 50					PRORATED GROWTH: 2013 TO 2035 22 YEARS 330 300 v ^ 890 < 450 > v ^ 50 50				
NEW PROJECTED VOLUMES: 2035 150 160 v ^ 270 < IN = 780 < 120 460 > OUT = 780 > 300 v ^ 50 50					NEW PROJECTED VOLUMES: 2035 330 300 v ^ 890 < IN = 1390 < 560 450 > OUT = 1390 > 150 v ^ 50 50				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\20 Dexter_3rd-SEMI.xls Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: CH
Date: 7/12/13

LOCATION: Dexter Avenue / 3rd Street
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	30	29	2900%	1	34	33	3300%
	Through	2	17	15	750%	2	15	13	650%
	Right	1	4	3	300%	1	1	0	0%
	NB Total	4	51	47	1175%	4	50	46	1150%
SOUTH BOUND	Left	1	16	15	1500%	1	8	7	700%
	Through	2	16	14	700%	2	16	14	700%
	Right	1	123	122	12200%	1	313	312	31200%
	SB Total	4	155	151	3775%	4	337	333	8325%
EAST BOUND	Left	1	136	135	13500%	1	258	257	25700%
	Through	1	281	280	28000%	1	141	140	14000%
	Right	1	32	31	3100%	1	30	29	2900%
	EB Total	3	449	446	14867%	3	429	426	14200%
WEST BOUND	Left	1	2	1	100%	1	3	2	200%
	Through	1	116	115	11500%	1	543	542	54200%
	Right	1	7	6	600%	1	27	26	2600%
	WB Total	3	125	122	4067%	3	573	570	19000%
TOTAL ENTERING VOLUME		14	780	766	5471%	14	1,389	1375	9821%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	155	337	6,000
North Leg	Outbound	160	300	
North Leg	TOTAL	315	637	
South Leg	Inbound	51	50	1,000
South Leg	Outbound	50	49	
South Leg	TOTAL	101	99	
East Leg	Inbound	125	573	5,000
East Leg	Outbound	301	150	
East Leg	TOTAL	426	723	
West Leg	Inbound	449	429	12,000
West Leg	Outbound	269	890	
West Leg	TOTAL	718	1,319	
OVERALL TOTAL		1,560	2,778	24,000

U:\UcJobs\ _08600-09000\ _08600\08651\ Post Processing \[20 Dexter_3rd-SEMI.xls]Output (3)

INPUT DATA

Project: =====> Lake Elsinore Walmart <==== Job #: 08651
Scenario: =====> GP Buildout Post 2035 With Project <==== Analyst: BC
Existing Conditions Model Run ID: ==> RivTAM for MV-Existing Base Model <==== Date: 7/2/2013
Future Conditions Model Run ID: ==> RivTAM-Lake Elsinore GP <====

LOCATION: Camino del Norte / N. Main Street									
AM PEAK HOUR					PM PEAK HOUR				
EXISTING TURNING MOVEMENT VOLUMES:					EXISTING TURNING MOVEMENT VOLUMES:				
2013		1	2	0	2013		1	2	0
	<	v	>			<	v	>	
1 ^				^	0	1 ^			^
0 >				<	0	0 >			<
1 v				v	0	1 v			v
	<	^	>			<	^	>	
		1	2	0			1	2	0
FUTURE MODEL YEAR:					FUTURE MODEL YEAR:				
2035		276	505		2035		956	467	
		v	^				v	^	
850	<	IN	=	1851	<	0	1371	<	IN
742	>	OUT	=	1851	>	0	1314	>	OUT
		v	^				v	^	
		496	833				1311	879	
REFINED FUTURE ADT'S BY LEG:					REFINED FUTURE ADT'S BY LEG:				
2035		13,000			2035		13,000		
		N					N		
26,000	W	LEG	E	0	26,000	W	+	E	0
		S					S		
		21,000					21,000		

U:\UcJobs_08600-09000_08600\08651\Post Processing\[22 Camino del Norte_Main-SEMI.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Camino del Norte / N. Main Street

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM EXISTING COUNT YEAR: 2013 3 3 v ^ 2 < IN = 8 < 0 2 > OUT = 8 > 0 v ^ 3 3					PM EXISTING COUNT YEAR: 2013 3 3 v ^ 2 < IN = 8 < 0 2 > OUT = 8 > 0 v ^ 3 3				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < < ADD MUL > > ADD v ^ MUL MUL					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < < ADD MUL > > ADD v ^ MUL MUL				
MINIMUM GROWTH %s 2013 TO 2035 0% 0% v ^ 0% < < 0% 0% > > 0% v ^ 0% 0%					MINIMUM GROWTH %s 2013 TO 2035 0% 0% v ^ 0% < < 0% 0% > > 0% v ^ 0% 0%				
REFINED GROWTH: 2013 TO 2035 277 507 v ^ 848 < < 0 738 > > 0 v ^ 497 827					ADJUSTED GROWTH: 2013 TO 2035 957 467 v ^ 1368 < < 0 1308 > > 0 v ^ 1307 877				
PRORATED GROWTH: 2013 TO 2035 22 YEARS 280 510 v ^ 850 < < 0 740 > > 0 v ^ 500 830					PRORATED GROWTH: 2013 TO 2035 22 YEARS 960 470 v ^ 1370 < < 0 1310 > > 0 v ^ 1310 880				
NEW PROJECTED VOLUMES: 2035 280 510 v ^ 850 < IN = 1850 < 0 740 > OUT = 1860 > 0 v ^ * 500 830					NEW PROJECTED VOLUMES: 2035 960 470 v ^ 1370 < IN = 3150 < 0 1310 > OUT = 3150 > 0 v ^ * 1310 880				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\22 Camino del Norte_Main-SEMI.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Camino del Norte / N. Main Street
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	647	646	64600%	1	747	746	74600%
	Through	2	192	190	9500%	2	139	137	6850%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	3	839	836	27867%	3	886	883	29433%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	79	77	3850%	2	340	338	16900%
	Right	1	203	202	20200%	1	623	622	62200%
	SB Total	3	282	279	9300%	3	963	960	32000%
EAST BOUND	Left	1	318	317	31700%	1	331	330	33000%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	421	420	42000%	1	970	969	96900%
	EB Total	2	739	737	36850%	2	1,301	1,299	64950%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		8	1,860	1852	23150%	8	3,150	3142	39275%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	282	963	13,000
North Leg	Outbound	510	470	
North Leg	TOTAL	792	1,433	
South Leg	Inbound	839	886	21,000
South Leg	Outbound	500	1,310	
South Leg	TOTAL	1,339	2,196	
East Leg	Inbound	0	0	-
East Leg	Outbound	0	0	
East Leg	TOTAL	0	0	
West Leg	Inbound	739	1,301	26,000
West Leg	Outbound	850	1,370	
West Leg	TOTAL	1,589	2,671	
OVERALL TOTAL		3,720	6,300	60,000

U:\UcJobs_08600-09000_08600\08651\Post Processing\[22 Camino del Norte_Main-SEMI.xls]Output (3)

INPUT DATA

Project: =====>	Lake Elsinore Walmart	<===	Job #: 08651
Scenario: =====>	GP Buildout Post 2035 With Project	<===	Analyst: BC
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Lake Elsinore GP	<===	

LOCATION: Summerhill Drive / Railroad Canyon Road	
AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: 2013 466 71 139 < v > 186 ^ 732 > 194 v Total = 3,979 < 63 1531 149 < ^ > 271 48 129	EXISTING TURNING MOVEMENT VOLUMES: 2013 353 153 190 < v > 345 ^ 1248 > 350 v Total = 4,392 < 51 815 132 < ^ > 365 143 247
EXISTING MODEL YEAR: 2008 772 556 v ^ 1763 < IN = 3134 < 1222 1111 > OUT = 3133 > 794 v ^ 20 29	EXISTING MODEL YEAR: 2008 743 907 v ^ 1651 < IN = 3962 < 1276 1908 > OUT = 3963 > 1367 v ^ 38 35
FUTURE MODEL YEAR: 2035 1038 1300 v ^ 1653 < IN = 5280 < 2087 1551 > OUT = 5280 > 1514 v ^ 813 604	FUTURE MODEL YEAR: 2035 1981 1386 v ^ 2160 < IN = 7086 < 2203 2136 > OUT = 7086 > 2561 v ^ 979 766
EXISTING (COUNTED) ADTs BY LEG: 2013 14,820 N 41,712 W LEG E 32,196 S 16,680	EXISTING (COUNTED) ADTs BY LEG: 2013 14,820 N 41,712 W + E 32,196 S 16,680
REFINED FUTURE ADT'S BY LEG: 2035 31,000 N 46,000 W LEG E 53,000 S 20,000	REFINED FUTURE ADT'S BY LEG: 2035 31,000 N 46,000 W + E 53,000 S 20,000

U:\UcJobs\08600-09000\08600\08651\Post Processing\23 Summerhill_Railroad Canyon.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Summerhill Drive / Railroad Canyon Road

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM					PM				
EXISTING COUNT YEAR: 2013					EXISTING COUNT YEAR: 2013				
	676	297				696	539		
	v	^				v	^		
2268 <	IN	=	3979 <	1743	1533 <	IN	=	4392 <	998
1112 >	OUT	=	3979 >	1000	1943 >	OUT	=	4392 >	1685
	v	^				v	^		
	414	448				635	755		
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach				
	MUL	MUL				MUL	MUL		
	v	^				v	^		
MIN <			<	ADD	MUL <			<	MUL
ADD >			>	ADD	ADD >			>	ADD
	v	^				v	^		
	ADD	ADD				ADD	ADD		
MINIMUM GROWTH %s 2008 TO 2035									
	0%	0%				0%	0%		
	v	^				v	^		
0% <			<	0%	0% <			<	0%
0% >			>	0%	0% >			>	0%
	v	^				v	^		
	0%	0%				0%	0%		
REFINED GROWTH: 2008 TO 2035					ADJUSTED GROWTH: 2008 TO 2035				
	234	393				1164	281		
	v	^				v	^		
0 <			<	870	477 <			<	722
440 >			>	720	230 >			>	1190
	v	^				v	^		
	790	580				940	730		
PRORATED GROWTH: 2013 TO 2035 22 YEARS					PRORATED GROWTH: 2013 TO 2035 22 YEARS				
	190	320				950	230		
	v	^				v	^		
0 <			<	710	390 <			<	590
360 >			>	590	190 >			>	970
	v	^				v	^		
	640	470				770	590		
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035				
	870	640				1650	770		
	v	^				v	^		
2344 <	IN	=	5710 <	2450	1920 <	IN	=	6720 <	1590
1470 >	OUT	=	5710 >	1642	2130 >	OUT	=	6760 >	2660
	v	^	*			v	^	*	
	1084	920				1410	1350		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\23 Summerhill_Railroad Canyon.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Summerhill Drive / Railroad Canyon Road
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	271	320	49	18%	365	400	35	10%
	Through	48	175	127	265%	143	315	172	120%
	Right	129	426	297	230%	247	644	397	161%
	NB Total	448	921	473	106%	755	1,359	604	80%
SOUTH BOUND	Left	139	305	166	119%	190	624	434	228%
	Through	71	199	128	180%	153	549	396	259%
	Right	466	365	-101	-22%	353	487	134	38%
	SB Total	676	869	193	29%	696	1,660	964	139%
EAST BOUND	Left	186	255	69	37%	345	325	-20	-6%
	Through	732	910	178	24%	1,248	1,392	144	12%
	Right	194	308	114	59%	350	426	76	22%
	EB Total	1,112	1,473	361	32%	1,943	2,143	200	10%
WEST BOUND	Left	149	577	428	287%	132	435	303	230%
	Through	1,531	1,659	128	8%	815	1,033	218	27%
	Right	63	211	148	235%	51	130	79	155%
	WB Total	1,743	2,447	704	40%	998	1,598	600	60%
TOTAL ENTERING VOLUME		3,979	5,710	1731	44%	4,392	6,760	2368	54%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	869	1,660	5%	8%	31,000
North Leg	Outbound	641	770			
North Leg	TOTAL	1,510	2,430			
South Leg	Inbound	921	1,359	10%	14%	20,000
South Leg	Outbound	1,084	1,410			
South Leg	TOTAL	2,005	2,769			
East Leg	Inbound	2,447	1,598	8%	8%	53,000
East Leg	Outbound	1,641	2,660			
East Leg	TOTAL	4,088	4,258			
West Leg	Inbound	1,473	2,143	8%	9%	46,000
West Leg	Outbound	2,344	1,920			
West Leg	TOTAL	3,817	4,063			
OVERALL TOTAL		11,420	13,520	8%	9%	150,000

U:\UcJobs\ _08600-09000\ _08600\08651\ Post Processing \ [23 Summerhill_Railroad Canyon.xls]Output (3)

INPUT DATA

Project: =====> Lake Elsinore Walmart <==== Job #: 08651
Scenario: =====> GP Buildout Post 2035 With Project <==== Analyst: BC
Existing Conditions Model Run ID: ==> RivTAM for MV-Existing Base Model <==== Date: 7/2/2013
Future Conditions Model Run ID: ==> RivTAM-Lake Elsinore GP <====

LOCATION:		Cambern Avenue / Central Avenue (SR-74)	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES:		EXISTING TURNING MOVEMENT VOLUMES:	
2013 1 1 1 < v > 1 ^ 2 > 1 v < ^ > 1 1 1		2013 1 1 1 < v > 1 ^ 2 > 1 v < ^ > 1 1 1	
FUTURE MODEL YEAR:		FUTURE MODEL YEAR:	
2035 596 978 v ^ 2341 < IN = 6361 < 2577 2544 > OUT = 6362 > 2578 v ^ 465 644		2035 1400 1110 v ^ 2604 < IN = 8670 < 3003 3416 > OUT = 8670 > 3786 v ^ 1170 851	
REFINED FUTURE ADT'S BY LEG:		REFINED FUTURE ADT'S BY LEG:	
2035 25,000 N 69,000 W LEG E 71,000 S 20,000		2035 25,000 N 69,000 W + E 71,000 S 20,000	

U:\UcJobs_08600-09000_08600\08651\Post Processing\[25 Cambern_Central-SEMI.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Cambern Avenue / Central Avenue (SR-74)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM EXISTING COUNT YEAR: 2013 3 3 v ^ 4 < IN = 14 < 4 4 > OUT = 14 > 4 v ^ 3 3					PM EXISTING COUNT YEAR: 2013 3 3 v ^ 4 < IN = 14 < 4 4 > OUT = 14 > 4 v ^ 3 3				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < MUL > v ^ MUL MUL					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < MUL > v ^ MUL MUL				
MINIMUM GROWTH %s 2013 TO 2035 0% 0% v ^ 0% < 0% > v ^ 0% 0%					MINIMUM GROWTH %s 2013 TO 2035 0% 0% v ^ 0% < 0% > v ^ 0% 0%				
REFINED GROWTH: 2013 TO 2035 597 977 v ^ 2336 < 2536 > v ^ 467 637					ADJUSTED GROWTH: 2013 TO 2035 1397 1107 v ^ 2596 < 3416 > v ^ 1167 847				
PRORATED GROWTH: 2013 TO 2035 22 YEARS 600 980 v ^ 2340 < 2540 > v ^ 470 640					PRORATED GROWTH: 2013 TO 2035 22 YEARS 1400 1110 v ^ 2600 < 3420 > v ^ 1170 850				
NEW PROJECTED VOLUMES: 2035 600 980 v ^ 2340 < IN = 6360 < 2580 2540 > OUT = 6370 > 2580 v ^ 470 640					NEW PROJECTED VOLUMES: 2035 1400 1110 v ^ 2600 < IN = 8670 < 3000 3420 > OUT = 8670 > 3790 v ^ 1170 850				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\25 Cambern_Central-SEMI.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Cambern Avenue / Central Avenue (SR-74)
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	154	153	15300%	1	171	170	17000%
	Through	1	276	275	27500%	1	336	335	33500%
	Right	1	212	211	21100%	1	343	342	34200%
	NB Total	3	642	639	21300%	3	850	847	28233%
SOUTH BOUND	Left	1	260	259	25900%	1	597	596	59600%
	Through	1	153	152	15200%	1	504	503	50300%
	Right	1	189	188	18800%	1	299	298	29800%
	SB Total	3	602	599	19967%	3	1,400	1,397	46567%
EAST BOUND	Left	1	305	304	30400%	1	311	310	31000%
	Through	2	2,108	2,106	105300%	2	2,850	2,848	142400%
	Right	1	138	137	13700%	1	267	266	26600%
	EB Total	4	2,551	2,547	63675%	4	3,428	3,424	85600%
WEST BOUND	Left	1	180	179	17900%	1	399	398	39800%
	Through	2	1,998	1,996	99800%	2	2,129	2,127	106350%
	Right	1	399	398	39800%	1	464	463	46300%
	WB Total	4	2,577	2,573	64325%	4	2,992	2,988	74700%
TOTAL ENTERING VOLUME		14	6,372	6358	45414%	14	8,670	8656	61829%

FORECAST PEAK HOUR TO ADT COMPARISON					
		VOLUMES		PERCENT OF ADT	
		AM	PM	AM	PM
North Leg	Inbound	602	1,400		
North Leg	Outbound	980	1,111		
North Leg	TOTAL	1,582	2,511	6%	10%
South Leg	Inbound	642	850		
South Leg	Outbound	471	1,170		
South Leg	TOTAL	1,113	2,020	6%	10%
East Leg	Inbound	2,577	2,992		
East Leg	Outbound	2,580	3,790		
East Leg	TOTAL	5,157	6,782	7%	10%
West Leg	Inbound	2,551	3,428		
West Leg	Outbound	2,341	2,599		
West Leg	TOTAL	4,892	6,027	7%	9%
OVERALL TOTAL		12,744	17,340	7%	9%

U:\UcJobs_08600-09000_08600\08651\Post Processing\[25 Cambern_Central-SEMI.xls]Output (3)

INPUT DATA

Project: =====> Lake Elsinore Walmart <==== Job #: 08651
Scenario: =====> GP Buildout Post 2035 With Project <==== Analyst: CS
Existing Conditions Model Run ID: ==> RivTAM for MV-Existing Base Model <==== Date: 7/12/13
Future Conditions Model Run ID: ==> RivTAM-Lake Elsinore GP <====

LOCATION: Cambern Avenue / 3rd Street											
AM PEAK HOUR						PM PEAK HOUR					
EXISTING TURNING MOVEMENT VOLUMES:						EXISTING TURNING MOVEMENT VOLUMES:					
2013						2013					
1 1 1						1 1 1					
< v >						< v >					
1 ^ 1						1 ^ 1					
2 > 2						2 > 2					
1 v 1						1 v 1					
< ^ >						< ^ >					
1 1 1						1 1 1					
FUTURE MODEL YEAR:						FUTURE MODEL YEAR:					
2035						2035					
117 301						561 145					
v ^						v ^					
117 < IN = 418 < 0						561 < IN = 706 < 0					
301 > OUT = 418 > 0						145 > OUT = 706 > 0					
v ^						v ^					
0 0						0 0					
REFINED FUTURE ADT'S BY LEG:						REFINED FUTURE ADT'S BY LEG:					
2035						2035					
5,000						5,000					
N						N					
LEG						+					
S						S					
0						0					

U:\UcJobs_08600-09000_08600\08651\Post Processing\[28 Cambern_3rd-SEMI.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: CS
Date: 7/12/13

LOCATION: Cambern Avenue / 3rd Street

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM EXISTING COUNT YEAR: 2013 3 3 v ^ 4 < IN = 14 < 4 4 > OUT = 14 > 4 v ^ 3 3					PM EXISTING COUNT YEAR: 2013 3 3 v ^ 4 < IN = 14 < 4 4 > OUT = 14 > 4 v ^ 3 3				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < < MIN MUL > > MIN v ^ MIN MIN					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < < MIN MUL > > MIN v ^ MIN MIN				
MINIMUM GROWTH %s 2013 TO 2035 0% 0% v ^ 0% < < 0% 0% > > 0% v ^ 0% 0%					MINIMUM GROWTH %s 2013 TO 2035 0% 0% v ^ 0% < < 0% 0% > > 0% v ^ 0% 0%				
REFINED GROWTH: 2013 TO 2035 117 297 v ^ 116 < < 0 296 > > 0 v ^ 0 0					ADJUSTED GROWTH: 2013 TO 2035 557 147 v ^ 556 < < 0 146 > > 0 v ^ 0 0				
PRORATED GROWTH: 2013 TO 2035 22 YEARS 120 300 v ^ 120 < < 0 300 > > 0 v ^ 0 0					PRORATED GROWTH: 2013 TO 2035 22 YEARS 560 150 v ^ 560 < < 0 150 > > 0 v ^ 0 0				
NEW PROJECTED VOLUMES: 2035 120 300 v ^ 120 < IN = 420 < 0 300 > OUT = 420 > 0 v ^ * 0 0					NEW PROJECTED VOLUMES: 2035 560 150 v ^ 560 < IN = 710 < 0 150 > OUT = 710 > 0 v ^ * 0 0				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\28 Cambern_3rd-SEMI.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: CS
Date: 7/12/13

LOCATION: Cambern Avenue / 3rd Street
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	0	-1	-100%	1	0	-1	-100%
	Through	1	0	-1	-100%	1	0	-1	-100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	NB Total	3	0	-3	-100%	3	0	-3	-100%
SOUTH BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	1	0	-1	-100%	1	0	-1	-100%
	Right	1	120	119	11900%	1	560	559	55900%
	SB Total	3	120	117	3900%	3	560	557	18567%
EAST BOUND	Left	1	300	299	29900%	1	150	149	14900%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	EB Total	4	300	296	7400%	4	150	146	3650%
WEST BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	WB Total	4	0	-4	-100%	4	0	-4	-100%
TOTAL ENTERING VOLUME		14	420	406	2900%	14	710	696	4971%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	120	560	5,000
North Leg	Outbound	300	150	
North Leg	TOTAL	420	710	
South Leg	Inbound	0	0	-
South Leg	Outbound	0	0	
South Leg	TOTAL	0	0	
East Leg	Inbound	0	0	-
East Leg	Outbound	0	0	
East Leg	TOTAL	0	0	
West Leg	Inbound	300	150	5,000
West Leg	Outbound	120	560	
West Leg	TOTAL	420	710	
OVERALL TOTAL		840	1,420	10,000

U:\UcJobs_08600-09000_08600\08651\Post Processing\[28 Cambern_3rd-SEMI.xls]Output (3)

INPUT DATA

Project: =====> Lake Elsinore Walmart <==== Job #: 08651
Scenario: =====> GP Buildout Post 2035 With Project <==== Analyst: CS
Existing Conditions Model Run ID: ==> RivTAM for MV-Existing Base Model <==== Date: 7/12/13
Future Conditions Model Run ID: ==> RivTAM-Lake Elsinore GP <====

LOCATION:		Conard Avenue / Central Avenue (SR-74)	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES:		EXISTING TURNING MOVEMENT VOLUMES:	
2013 1 1 1 < v > 1 ^ 2 > 1 v < ^ > 1 1 1		2013 1 1 1 < v > 1 ^ 2 > 1 v < ^ > 1 1 1	
FUTURE MODEL YEAR:		FUTURE MODEL YEAR:	
2035 478 598 v ^ 2577 < IN = 5385 < 2247 2578 > OUT = 5384 > 2114 v ^ 95 82		2035 696 720 v ^ 3003 < IN = 7137 < 2528 3786 > OUT = 7138 > 3309 v ^ 106 127	
REFINED FUTURE ADT'S BY LEG:		REFINED FUTURE ADT'S BY LEG:	
2035 14,000 N 71,000 W LEG E 61,000 S 2,000		2035 14,000 N 71,000 W + E 61,000 S 2,000	

U:\UcJobs_08600-09000_08600\08651\Post Processing\[29 Conard_Central-SEMI.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: CS
Date: 7/12/13

LOCATION: Conard Avenue / Central Avenue (SR-74)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM EXISTING COUNT YEAR: 2013 3 3 v ^ 4 < IN = 14 < 4 4 > OUT = 14 > 4 v ^ 3 3					PM EXISTING COUNT YEAR: 2013 3 3 v ^ 4 < IN = 14 < 4 4 > OUT = 14 > 4 v ^ 3 3				
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < MUL > v ^ MUL MUL					GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < MUL > v ^ MUL MUL				
MINIMUM GROWTH %s 2013 TO 2035 0% 0% v ^ 0% < 0% > v ^ 0% 0%					MINIMUM GROWTH %s 2013 TO 2035 0% 0% v ^ 0% < 0% > v ^ 0% 0%				
REFINED GROWTH: 2013 TO 2035 477 597 v ^ 2576 < 2576 > v ^ 97 77					ADJUSTED GROWTH: 2013 TO 2035 697 717 v ^ 2996 < 3786 > v ^ 107 127				
PRORATED GROWTH: 2013 TO 2035 22 YEARS 480 600 v ^ 2580 < 2580 > v ^ 100 80					PRORATED GROWTH: 2013 TO 2035 22 YEARS 700 720 v ^ 3000 < 3790 > v ^ 110 130				
NEW PROJECTED VOLUMES: 2035 480 600 v ^ 2580 < IN = 5390 < 2250 2580 > OUT = 5390 > 2110 v ^ 100 80					NEW PROJECTED VOLUMES: 2035 700 721 v ^ 3004 < IN = 7150 < 2530 3790 > OUT = 7150 > 3315 v ^ 110 130				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\29 Conard_Central-SEMI.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: CS
Date: 7/12/13

LOCATION: Conard Avenue / Central Avenue (SR-74)
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	44	43	4300%	1	67	66	6600%
	Through	1	24	23	2300%	1	39	38	3800%
	Right	1	12	11	1100%	1	26	25	2500%
	NB Total	3	80	77	2567%	3	132	129	4300%
SOUTH BOUND	Left	1	101	100	10000%	1	188	187	18700%
	Through	1	26	25	2500%	1	33	32	3200%
	Right	1	362	361	36100%	1	492	491	49100%
	SB Total	3	489	486	16200%	3	713	710	23667%
EAST BOUND	Left	1	442	441	44100%	1	524	523	52300%
	Through	2	1,997	1,995	99750%	2	3,101	3,099	154950%
	Right	1	57	56	5600%	1	60	59	5900%
	EB Total	4	2,496	2,492	62300%	4	3,685	3,681	92025%
WEST BOUND	Left	1	17	16	1600%	1	18	17	1700%
	Through	2	2,174	2,172	108600%	2	2,445	2,443	122150%
	Right	1	134	133	13300%	1	158	157	15700%
	WB Total	4	2,325	2,321	58025%	4	2,621	2,617	65425%
TOTAL ENTERING VOLUME		14	5,390	5376	38400%	14	7,151	7137	50979%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	489	713	14,000
North Leg	Outbound	600	721	
North Leg	TOTAL	1,089	1,434	
South Leg	Inbound	80	132	2,000
South Leg	Outbound	100	111	
South Leg	TOTAL	180	243	
East Leg	Inbound	2,325	2,621	61,000
East Leg	Outbound	2,110	3,315	
East Leg	TOTAL	4,435	5,936	
West Leg	Inbound	2,496	3,685	71,000
West Leg	Outbound	2,580	3,004	
West Leg	TOTAL	5,076	6,689	
OVERALL TOTAL		10,780	14,302	148,000

U:\UcJobs_08600-09000_08600\08651\Post Processing\[29 Conard_Central-SEMI.xls]Output (3)

INPUT DATA

Project: =====>	Lake Elsinore Walmart	<===	Job #: 08651
Scenario: =====>	GP Buildout Post 2035 With Project	<===	Analyst: BC
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Lake Elsinore GP	<===	

LOCATION: Rosetta Canyon Drive / Central Avenue (SR-74)									
AM PEAK HOUR					PM PEAK HOUR				
EXISTING TURNING MOVEMENT VOLUMES: 2013					EXISTING TURNING MOVEMENT VOLUMES: 2013				
0 0 0 < v > 0 ^ 0 934 > Total = 2,462 < 1208 104 v < ^ > v 13 185 0 18					0 0 0 < v > 0 ^ 0 1456 > Total = 2,747 < 982 153 v < ^ > v 24 112 0 20				
EXISTING MODEL YEAR: 2008					EXISTING MODEL YEAR: 2008				
0 0 v ^ 1105 < IN = 2295 < 1003 1188 > OUT = 2294 > 1156 v ^ 33 104					0 0 v ^ 1383 < IN = 2824 < 1337 1440 > OUT = 2825 > 1344 v ^ 98 47				
FUTURE MODEL YEAR: 2035					FUTURE MODEL YEAR: 2035				
0 0 v ^ 2247 < IN = 4556 < 2005 2114 > OUT = 4556 > 2120 v ^ 189 437					0 0 v ^ 2528 < IN = 6131 < 2498 3309 > OUT = 6131 > 3043 v ^ 560 324				
EXISTING (COUNTED) ADTs BY LEG: 2013					EXISTING (COUNTED) ADTs BY LEG: 2013				
0 N 32,436 W LEG E 29,784 S 3,708					0 N 32,436 W + E 29,784 S 3,708				
REFINED FUTURE ADT'S BY LEG: 2035					REFINED FUTURE ADT'S BY LEG: 2035				
0 N 61,000 W LEG E 58,000 S 9,000					0 N 61,000 W + E 58,000 S 9,000				

U:\UcJobs_08600-09000_08600\08651\Post Processing\[30 Rosetta Canyon_Central.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Rosetta Canyon Drive / Central Avenue (SR-74)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION									
AM					PM				
EXISTING COUNT YEAR: 2013					EXISTING COUNT YEAR: 2013				
		0	0				0	0	
		v	^				v	^	
1393 <	IN =	2462 <	1221		1094 <	IN =	2747 <	1006	
1038 >	OUT =	2462 >	952		1609 >	OUT =	2747 >	1476	
		v	^				v	^	
		117	203				177	132	
GROWTH CALCULATION DECISION RULE					GROWTH CALCULATION DECISION RULE				
MIN = Minimum Count Growth Approach					MIN = Minimum Count Growth Approach				
ADD = Additive (Growth Increment) Approach					ADD = Additive (Growth Increment) Approach				
MUL = Multiplicative (Ratio) Approach					MUL = Multiplicative (Ratio) Approach				
		MUL	ADD				MUL	MUL	
		v	^				v	^	
ADD <				< ADD	MUL <				< MUL
MUL >				> MUL	ADD >				> ADD
		v	^				v	^	
		ADD	ADD				ADD	ADD	
MINIMUM GROWTH %s 2008 TO 2035					MINIMUM GROWTH %s 2008 TO 2035				
		0%	0%				0%	0%	
		v	^				v	^	
0% <				< 0%	0% <				< 0%
0% >				> 0%	0% >				> 0%
		v	^				v	^	
		0%	0%				0%	0%	
REFINED GROWTH: 2008 TO 2035					ADJUSTED GROWTH: 2008 TO 2035				
		0	0				0	0	
		v	^				v	^	
1140 <				< 1000	906 <				< 874
812 >				> 798	1870 >				> 1700
		v	^				v	^	
		160	330				460	280	
PRORATED GROWTH: 2013 TO 2035 22 YEARS					PRORATED GROWTH: 2013 TO 2035 22 YEARS				
		0	0				0	0	
		v	^				v	^	
930 <				< 810	740 <				< 710
660 >				> 650	1520 >				> 1390
		v	^				v	^	
		130	270				370	230	
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035				
		0	0				0	0	
		v	^				v	^	
2337 <	IN =	4200 <	2030		1830 <	IN =	5210 <	1720	
1700 >	OUT =	4200 >	1612		3130 >	OUT =	5250 >	2870	
		v	^ *				v	^ *	
		252	470				550	360	

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\30 Rosetta Canyon_Central.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Rosetta Canyon Drive / Central Avenue (SR-74)
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	185	398	213	115%	112	266	154	138%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	18	64	46	256%	20	87	67	335%
	NB Total	203	462	259	128%	132	353	221	167%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	-100%	0	0	0	#DIV/0!
	Through	934	1,547	613	66%	1,456	2,783	1,327	91%
	Right	104	210	106	102%	153	444	291	190%
	EB Total	1,038	1,757	719	69%	1,609	3,227	1,618	101%
WEST BOUND	Left	13	42	29	223%	24	106	82	342%
	Through	1,208	1,939	731	61%	982	1,564	582	59%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	1,221	1,981	760	62%	1,006	1,670	664	66%
TOTAL ENTERING VOLUME		2,462	4,200	1737.8544	71%	2,747	5,250	2503	91%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	0	0	#DIV/0! #DIV/0! -
North Leg	Outbound	0	0	
North Leg	TOTAL	0	0	
South Leg	Inbound	462	353	8% 10% 9,000
South Leg	Outbound	252	550	
South Leg	TOTAL	714	903	
East Leg	Inbound	1,981	1,670	6% 8% 58,000
East Leg	Outbound	1,611	2,870	
East Leg	TOTAL	3,592	4,540	
West Leg	Inbound	1,757	3,227	7% 8% 61,000
West Leg	Outbound	2,337	1,830	
West Leg	TOTAL	4,094	5,057	
OVERALL TOTAL		8,400	10,500	7% 8% 128,000

U:\UcJobs_08600-09000_08600\08651\Post Processing\[30 Rosetta Canyon_Central.xls]Output (3)

INPUT DATA

Project: =====> Lake Elsinore Walmart <==== Job #: 08651
Scenario: =====> GP Buildout Post 2035 With Project <==== Analyst: BC
Existing Conditions Model Run ID: ==> RivTAM for MV-Existing Base Model <==== Date: 7/2/2013
Future Conditions Model Run ID: ==> RivTAM-Lake Elsinore GP <====

LOCATION:		Riverside Street / Central Avenue (SR-74)	
AM PEAK HOUR		PM PEAK HOUR	
EXISTING TURNING MOVEMENT VOLUMES:		EXISTING TURNING MOVEMENT VOLUMES:	
2013 1 1 1 < v > 1 ^ 2 > 1 v < 1 1 1 > 1		2013 1 1 1 < v > 1 ^ 2 > 1 v < 1 1 1 > 1	
FUTURE MODEL YEAR:		FUTURE MODEL YEAR:	
2035 999 1302 v ^ 2005 < IN = 6523 < 2650 2120 > OUT = 6524 > 2720 v ^ 497 754		2035 1362 1449 v ^ 2498 < IN = 8360 < 3230 3043 > OUT = 8360 > 3471 v ^ 942 725	
REFINED FUTURE ADT'S BY LEG:		REFINED FUTURE ADT'S BY LEG:	
2035 34,000 N 58,000 W LEG E 76,000 S 17,000		2035 34,000 N 58,000 W + E 76,000 S 17,000	

U:\UcJobs_08600-09000_08600\08651\Post Processing\[31 Riverside_Central-SEMI.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Riverside Street / Central Avenue (SR-74)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION											
AM						PM					
EXISTING COUNT YEAR: 2013						EXISTING COUNT YEAR: 2013					
3 3 v ^ 4 < IN = 14 < 4 4 > OUT = 14 > 4 v ^ 3 3						3 3 v ^ 4 < IN = 14 < 4 4 > OUT = 14 > 4 v ^ 3 3					
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach						MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach					
MUL < < MUL MUL > > MUL v ^ MUL MUL						MUL < < MUL MUL > > MUL v ^ MUL MUL					
MINIMUM GROWTH %s 2013 TO 2035											
0% 0% v ^ 0% < < 0% 0% > > 0% v ^ 0% 0%						0% 0% v ^ 0% < < 0% 0% > > 0% v ^ 0% 0%					
REFINED GROWTH: 2013 TO 2035						ADJUSTED GROWTH: 2013 TO 2035					
997 1297 v ^ 2006 < < 2646 2116 > > 2716 v ^ 497 747						1357 1447 v ^ 2496 < < 3226 3036 > > 3466 v ^ 937 727					
PRORATED GROWTH: 2013 TO 2035 22 YEARS						PRORATED GROWTH: 2013 TO 2035 22 YEARS					
1000 1300 v ^ 2010 < < 2650 2120 > > 2720 v ^ 500 750						1360 1450 v ^ 2500 < < 3230 3040 > > 3470 v ^ 940 730					
NEW PROJECTED VOLUMES: 2035						NEW PROJECTED VOLUMES: 2035					
1000 1300 v ^ 2010 < IN = 6520 < 2650 2120 > OUT = 6530 > 2720 v ^ * 500 750						1360 1450 v ^ 2500 < IN = 8360 < 3230 3040 > OUT = 8360 > 3470 v ^ * 940 730					

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\31 Riverside_Central-SEMI.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Riverside Street / Central Avenue (SR-74)
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	97	96	9600%	1	110	109	10900%
	Through	1	356	355	35500%	1	348	347	34700%
	Right	1	299	298	29800%	1	272	271	27100%
	NB Total	3	752	749	24967%	3	730	727	24233%
SOUTH BOUND	Left	1	597	596	59600%	1	675	674	67400%
	Through	1	215	214	21400%	1	413	412	41200%
	Right	1	193	192	19200%	1	273	272	27200%
	SB Total	3	1,005	1,002	33400%	3	1,361	1,358	45267%
EAST BOUND	Left	1	241	240	24000%	1	358	357	35700%
	Through	2	1,824	1,822	91100%	2	2,522	2,520	126000%
	Right	1	73	72	7200%	1	171	170	17000%
	EB Total	4	2,138	2,134	53350%	4	3,051	3,047	76175%
WEST BOUND	Left	1	213	212	21200%	1	356	355	35500%
	Through	2	1,721	1,719	85950%	2	2,117	2,115	105750%
	Right	1	704	703	70300%	1	744	743	74300%
	WB Total	4	2,638	2,634	65850%	4	3,217	3,213	80325%
TOTAL ENTERING VOLUME		14	6,533	6519	46564%	14	8,359	8345	59607%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	1,005	1,361	34,000
North Leg	Outbound	1,301	1,450	
North Leg	TOTAL	2,306	2,811	
South Leg	Inbound	752	730	17,000
South Leg	Outbound	501	940	
South Leg	TOTAL	1,253	1,670	
East Leg	Inbound	2,638	3,217	76,000
East Leg	Outbound	2,720	3,469	
East Leg	TOTAL	5,358	6,686	
West Leg	Inbound	2,138	3,051	58,000
West Leg	Outbound	2,011	2,500	
West Leg	TOTAL	4,149	5,551	
OVERALL TOTAL		13,066	16,718	185,000

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INPUT DATA

Project: =====>	Lake Elsinore Walmart	<===	Job #: 08651
Scenario: =====>	GP Buildout Post 2035 With Project	<===	Analyst: BC
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Lake Elsinore GP	<===	

LOCATION: Greenwald Avenue / Central Avenue (SR-74)	
AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: 2013 71 17 284 < v > 18 ^ 635 > 22 v Total = 1,926 < 87 718 8 < ^ > 43 9 14	EXISTING TURNING MOVEMENT VOLUMES: 2013 19 16 35 < v > 12 ^ 927 > 295 v Total = 2,309 < 32 736 60 < ^ > 118 21 38
EXISTING MODEL YEAR: 2008 92 47 v ^ 780 < IN = 2282 < 805 1174 > OUT = 2282 > 1376 v ^ 79 211	EXISTING MODEL YEAR: 2008 67 101 v ^ 1319 < IN = 2870 < 1580 1112 > OUT = 2869 > 1172 v ^ 277 111
FUTURE MODEL YEAR: 2035 97 62 v ^ 2657 < IN = 6404 < 2982 2924 > OUT = 6404 > 3384 v ^ 301 401	FUTURE MODEL YEAR: 2035 87 113 v ^ 3480 < IN = 7549 < 3813 3586 > OUT = 7548 > 3675 v ^ 280 63
EXISTING (COUNTED) ADTs BY LEG: 2013 1,620 N 25,284 W LEG E 21,936 S 6,576	EXISTING (COUNTED) ADTs BY LEG: 2013 1,620 N 25,284 W + E 21,936 S 6,576
REFINED FUTURE ADT'S BY LEG: 2035 2,000 N 78,000 W LEG E 87,000 S 9,000	REFINED FUTURE ADT'S BY LEG: 2035 2,000 N 78,000 W + E 87,000 S 9,000

U:\UcJobs\08600-09000\08600\08651\Post Processing\32 Greenwald_Central.xls]Input (1)

Growth Calculations

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Greenwald Avenue / Central Avenue (SR-74)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION											
AM						PM					
EXISTING COUNT YEAR: 2013						EXISTING COUNT YEAR: 2013					
372 114 v ^ 832 < IN = 1926 < 813 675 > OUT = 1926 > 933 v ^ 47 66						70 65 v ^ 873 < IN = 2309 < 828 1234 > OUT = 2309 > 1000 v ^ 371 177					
GROWTH CALCULATION DECISION RULE MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach ADD < ^ < ADD MUL > ^ > MUL v ^ MUL MUL						MIN = Minimum Count Growth Approach ADD = Additive (Growth Increment) Approach MUL = Multiplicative (Ratio) Approach MUL < ^ < MUL ADD > ^ > MUL v ^ ADD MIN					
MINIMUM GROWTH %s 2008 TO 2035											
0% 0% v ^ 0% < ^ < 0% 0% > ^ > 0% v ^ 0% 0%						0% 0% v ^ 0% < ^ < 0% 0% > ^ > 0% v ^ 0% 0%					
REFINED GROWTH: 2008 TO 2035						ADJUSTED GROWTH: 2008 TO 2035					
10 20 v ^ 1880 < ^ < 2180 1005 > ^ > 1357 v ^ 133 64						20 5 v ^ 1427 < ^ < 1172 2470 > ^ > 2130 v ^ 0 0					
PRORATED GROWTH: 2013 TO 2035 22 YEARS						PRORATED GROWTH: 2013 TO 2035 22 YEARS					
10 20 v ^ 1530 < ^ < 1780 820 > ^ > 1110 v ^ 110 50						20 0 v ^ 1160 < ^ < 950 2010 > ^ > 1740 v ^ 0 0					
NEW PROJECTED VOLUMES: 2035						NEW PROJECTED VOLUMES: 2035					
380 130 v ^ 2360 < IN = 4590 < 2590 1500 > OUT = 4690 > 2040 v ^ * 160 120						90 71 v ^ 2061 < IN = 5290 < 1780 3240 > OUT = 5290 > 2782 v ^ * 376 180					

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs\08600-09000\08600\08651\Post Processing\32 Greenwald_Central.xls] Growth Summary (2)

Project: Lake Elsinore Walmart
Scenario: GP Buildout Post 2035 With Project

Job #: 08651
Analyst: BC
Date: 7/2/2013

LOCATION: Greenwald Avenue / Central Avenue (SR-74)
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	43	53	10	23%	118	159	41	35%
	Through	9	5	-4	-44%	21	10	-11	-52%
	Right	14	66	52	371%	38	20	-18	-47%
	NB Total	66	124	58	88%	177	189	12	7%
SOUTH BOUND	Left	284	371	87	31%	35	36	1	3%
	Through	17	20	3	18%	16	7	-9	-56%
	Right	71	24	-47	-66%	19	49	30	158%
	SB Total	372	415	43	12%	70	92	22	31%
EAST BOUND	Left	18	5	-13	-72%	12	32	20	167%
	Through	635	1,603	968	152%	927	2,726	1,799	194%
	Right	22	51	29	132%	295	345	50	17%
	EB Total	675	1,659	984	146%	1,234	3,103	1,869	151%
WEST BOUND	Left	8	89	81	1013%	60	24	-36	-60%
	Through	718	2,282	1,564	218%	736	1,853	1,117	152%
	Right	87	120	33	38%	32	29	-3	-9%
	WB Total	813	2,491	1,678	206%	828	1,906	1,078	130%
TOTAL ENTERING VOLUME		1,926	4,689	2763	143%	2,309	5,290	2981	129%

FORECAST PEAK HOUR TO ADT COMPARISON				
		VOLUMES		ADT
		AM	PM	
North Leg	Inbound	415	92	2,000
North Leg	Outbound	130	71	
North Leg	TOTAL	545	163	
South Leg	Inbound	124	189	9,000
South Leg	Outbound	160	376	
South Leg	TOTAL	284	565	
East Leg	Inbound	2,491	1,906	87,000
East Leg	Outbound	2,040	2,782	
East Leg	TOTAL	4,531	4,688	
West Leg	Inbound	1,659	3,103	78,000
West Leg	Outbound	2,359	2,061	
West Leg	TOTAL	4,018	5,164	
OVERALL TOTAL		9,378	10,580	176,000

U:\UcJobs_08600-09000_08600\08651\Post Processing\[32 Greenwald_Central.xls]Output (3)

APPENDIX 5.1

Existing plus Project Conditions Intersection Operations Analysis Worksheets

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Lakeshore Drive / Riverside Drive (SR-74)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 16 Average Delay (sec/veh): 41.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Protected			Protected				
Rights:	Include			Include			Include			Include				
Min. Green:	10	33	33	10	33	33	10	31	31	10	31	31		
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	2	0	1	1	0	1

Volume Module:

Base Vol:	172	130	15	213	223	93	123	471	276	30	442	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:	172	130	15	213	223	93	123	471	276	30	442	111
Added Vol:	0	0	10	10	0	0	0	10	0	8	8	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	130	25	223	223	93	123	481	276	38	450	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:	181	137	26	235	235	98	129	506	291	40	474	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	137	26	235	235	98	129	506	291	40	474	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:	181	137	26	235	235	98	129	506	291	40	474	125

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	0.85	0.95	0.95	0.85	0.95	1.00	0.85
Lanes:	1.00	1.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2955	568	1805	3610	1615	1805	3610	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.05	0.05	0.13	0.07	0.06	0.07	0.14	0.18	0.02	0.25	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.29	0.29	0.17	0.34	0.34	0.09	0.31	0.31	0.10	0.32	0.32
Volume/Cap:	0.86	0.16	0.16	0.79	0.19	0.18	0.79	0.45	0.58	0.22	0.79	0.24
Delay/Veh:	77.2	30.7	30.7	58.9	27.3	27.2	72.8	32.2	35.2	48.3	42.5	29.3
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:	77.2	30.7	30.7	58.9	27.3	27.2	72.8	32.2	35.2	48.3	42.5	29.3
LOS by Move:	E	C	C	E	C	C	E	C	D	D	D	C
HCM2kAvgQ:	9	2	2	10	3	2	6	8	9	1	17	3

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 W. Graham Avenue / N. Main Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 0 Average Delay (sec/veh): 9.3
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	1	0	0 1 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	7	12	2	87	7	84	97	92	4	5	72	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	12	2	87	7	84	97	92	4	5	72	53
Added Vol:	0	0	0	7	0	0	0	14	0	0	10	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	12	2	94	7	84	97	106	4	5	82	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	8	14	2	107	8	96	111	121	5	6	94	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	14	2	107	8	96	111	121	5	6	94	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	14	2	107	8	96	111	121	5	6	94	66

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.57	0.10	1.00	0.08	0.92	0.47	0.51	0.02	0.03	0.57	0.40
Final Sat.:	211	362	60	579	55	655	343	374	14	26	429	304

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.19	0.15	0.15	0.32	0.32	0.32	0.22	0.22	0.22
Crit Moves:	****			****			****			****		
Delay/Veh:	8.4	8.4	8.4	9.9	8.3	8.3	9.9	9.9	9.9	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	9.9	8.3	8.3	9.9	9.9	9.9	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.4			9.1			9.9			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			9.1			9.9			8.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.4	0.4	0.3	0.3	0.3

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

HCM Signalized Intersection Capacity Analysis

3: Mission Trail & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	43	5	290	122	167	17	200	223	126	181	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5096		3072	3266		1805	3610	1419	1805	3610	1589
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5096		3072	3266		1805	3610	1419	1805	3610	1589
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	26	51	6	345	145	199	20	238	265	150	215	37
RTOR Reduction (vph)	0	3	0	0	103	0	0	0	0	0	0	27
Lane Group Flow (vph)	26	54	0	345	241	0	20	238	265	150	215	10
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	14%	0%	0%	0%	0%	12%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	3.2	51.1		7.3	55.2		5.7	30.6	30.6	5.0	29.9	29.9
Effective Green, g (s)	3.2	51.1		7.3	55.2		5.7	30.6	30.6	5.0	29.9	29.9
Actuated g/C Ratio	0.03	0.44		0.06	0.48		0.05	0.27	0.27	0.04	0.26	0.26
Clearance Time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	50	2264		195	1567		89	960	377	78	938	413
v/s Ratio Prot	0.01	0.01		c0.11	c0.07		0.01	0.07		c0.08	0.06	
v/s Ratio Perm									c0.19			0.01
v/c Ratio	0.52	0.02		1.77	0.15		0.22	0.25	0.70	1.92	0.23	0.02
Uniform Delay, d1	55.1	17.9		53.9	16.8		52.5	33.2	38.1	55.0	33.5	31.7
Progression Factor	1.00	1.00		0.92	0.30		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.4	0.0		365.1	0.2		0.5	0.0	4.8	458.9	0.0	0.0
Delay (s)	59.6	18.0		414.7	5.2		53.0	33.2	42.9	513.9	33.5	31.7
Level of Service	E	B		F	A		D	C	D	F	C	C
Approach Delay (s)		31.0			210.2			38.9			212.6	
Approach LOS		C			F			D			F	
Intersection Summary												
HCM 2000 Control Delay			149.2			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			71.7%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Gunnerson Street / Riverside Drive (SR-74)

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: F[60.4]

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	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1	3	15	35	3	8	3	718	7	2	541	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	3	15	35	3	8	3	718	7	2	541	31
Added Vol:	0	0	10	10	0	0	0	34	0	8	26	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	3	25	45	3	8	3	752	7	10	567	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	1	3	26	47	3	8	3	781	7	10	589	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	3	26	47	3	8	3	781	7	10	589	40

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
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:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1426	1441	785	1435	1424	609	629	xxxx	xxxxx	788	xxxx	xxxxx
Potent Cap.:	114	134	396	113	137	499	963	xxxx	xxxxx	840	xxxx	xxxxx
Move Cap.:	109	132	396	102	135	499	963	xxxx	xxxxx	840	xxxx	xxxxx
Volume/Cap:	0.01	0.02	0.07	0.46	0.02	0.02	0.00	xxxx	xxxxx	0.01	xxxx	xxxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.7	xxxxx	xxxx	12.3	8.8	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	125	xxxx	xxxxx	104	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	0.1	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	34.7	xxxx	xxxxx	68.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	17.5			60.4			xxxxxx			xxxxxx		
ApproachLOS:	C			F			*			*		

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Collier Avenue / Riverside Drive (SR-74)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 12 Average Delay (sec/veh): 13.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	511	44	11	2	47	54	78	4	692	5	4	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	511	44	11	2	47	54	78	4	692	5	4	4
Added Vol:	41	8	0	0	10	0	0	0	54	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	552	52	11	2	57	54	78	4	746	5	4	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	563	53	11	2	58	55	80	4	760	5	4	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	53	11	2	58	55	80	4	760	5	4	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	563	53	11	2	58	55	80	4	760	5	4	4

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	0.85	0.72	0.72	0.85	0.87	0.87	0.87
Lanes:	1.00	0.83	0.17	1.00	1.00	1.00	0.95	0.05	1.00	0.38	0.31	0.31
Final Sat.:	1805	1527	323	1805	1900	1615	1292	66	1615	632	506	506

Capacity Analysis Module:

Vol/Sat:	0.31	0.03	0.03	0.00	0.03	0.03	0.06	0.06	0.47	0.01	0.01	0.01
Crit Moves:	****			****			****					
Green/Cycle:	0.47	0.47	0.47	0.17	0.17	0.17	0.17	0.17	0.63	0.17	0.17	0.17
Volume/Cap:	0.67	0.07	0.07	0.01	0.18	0.20	0.37	0.37	0.74	0.05	0.05	0.05
Delay/Veh:	14.5	8.9	8.9	20.9	21.8	21.9	23.2	23.2	10.6	21.1	21.1	21.1
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:	14.5	8.9	8.9	20.9	21.8	21.9	23.2	23.2	10.6	21.1	21.1	21.1
LOS by Move:	B	A	A	C	C	C	C	C	B	C	C	C
HCM2kAvgQ:	9	1	1	0	1	1	2	2	11	0	0	0

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

HCM Signalized Intersection Capacity Analysis

6: Collier Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	98	16	448	166	580	18	38	270	723	46	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lane Util. Factor	0.97	0.95		0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3119		3242	1759	2805	1805	1900	1404	3502	3610	1586
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3119		3242	1759	2805	1805	1900	1404	3502	3610	1586
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	24	104	17	477	177	617	19	40	287	769	49	13
RTOR Reduction (vph)	0	13	0	0	0	302	0	0	152	0	0	6
Lane Group Flow (vph)	24	108	0	477	177	315	19	40	135	769	49	7
Confl. Peds. (#/hr)			5			5						5
Heavy Vehicles (%)	0%	15%	0%	8%	8%	0%	0%	0%	15%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	3.5	13.2		20.9	29.9	61.3	2.8	35.4	56.3	31.4	64.0	64.0
Effective Green, g (s)	3.5	13.2		20.9	29.9	61.3	2.8	35.4	56.3	31.4	64.0	64.0
Actuated g/C Ratio	0.03	0.11		0.17	0.25	0.51	0.02	0.29	0.47	0.26	0.53	0.53
Clearance Time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	102	343		564	438	1432	42	560	658	916	1925	845
v/s Ratio Prot	0.01	0.03		c0.15	c0.10	0.06	0.01	0.02	c0.04	c0.22	0.01	
v/s Ratio Perm						0.05			0.06			0.00
v/c Ratio	0.24	0.31		0.85	0.40	0.22	0.45	0.07	0.20	0.84	0.03	0.01
Uniform Delay, d1	56.9	49.2		48.0	37.6	16.2	57.8	30.5	18.7	41.9	13.2	13.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.2		10.8	0.2	0.0	2.8	0.2	0.1	6.5	0.0	0.0
Delay (s)	57.4	49.4		58.8	37.8	16.2	60.6	30.7	18.8	48.5	13.3	13.1
Level of Service	E	D		E	D	B	E	C	B	D	B	B
Approach Delay (s)		50.7			35.2			22.4			45.8	
Approach LOS		D			D			C			D	
Intersection Summary												
HCM 2000 Control Delay			37.8			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			19.8			
Intersection Capacity Utilization			56.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

7: Auto Center Dr. & Diamond Dr.

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	353	13	115	515	210	12	44	66	195	52	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.91		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	4787		3502	3250		1798	3252		1798	3312	
Flt Permitted	0.95	1.00		0.95	1.00		0.67	1.00		0.67	1.00	
Satd. Flow (perm)	1805	4787		3502	3250		1277	3252		1267	3312	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	29	415	15	135	606	247	14	52	78	229	61	61
RTOR Reduction (vph)	0	2	0	0	27	0	0	60	0	0	47	0
Lane Group Flow (vph)	29	428	0	135	826	0	14	70	0	229	75	0
Confl. Peds. (#/hr)			5			5	5		5	5		5
Heavy Vehicles (%)	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	4.5	60.3		12.3	68.1		25.9	25.9		25.9	25.9	
Effective Green, g (s)	4.5	60.3		12.3	68.1		25.9	25.9		25.9	25.9	
Actuated g/C Ratio	0.04	0.52		0.11	0.59		0.23	0.23		0.23	0.23	
Clearance Time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	70	2510		374	1924		287	732		285	745	
v/s Ratio Prot	c0.02	0.09		0.04	c0.25			0.02			0.02	
v/s Ratio Perm							0.01			c0.18		
v/c Ratio	0.41	0.17		0.36	0.43		0.05	0.10		0.80	0.10	
Uniform Delay, d1	54.0	14.3		47.7	12.8		34.9	35.3		42.1	35.3	
Progression Factor	0.82	0.42		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.1		0.2	0.7		0.0	0.0		14.2	0.0	
Delay (s)	45.0	6.1		47.9	13.5		34.9	35.3		56.4	35.3	
Level of Service	D	A		D	B		C	D		E	D	
Approach Delay (s)		8.6			18.2			35.3			49.1	
Approach LOS		A			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			22.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			16.5			
Intersection Capacity Utilization			60.8%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
8: I-15 SB On Ramp/I-15 SB Off Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

4/6/2015

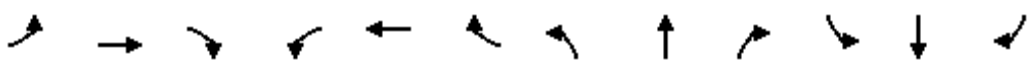
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	238	202	29	180	0	0	0	0	132	3	76
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	0	290	246	35	220	0	0	0	0	161	4	93
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total (vph)	290	246	35	220	257							
Volume Left (vph)	0	0	35	0	161							
Volume Right (vph)	0	246	0	0	93							
Hadj (s)	0.05	-0.48	0.62	0.07	-0.02							
Departure Headway (s)	5.2	3.2	6.2	5.6	5.3							
Degree Utilization, x	0.42	0.22	0.06	0.34	0.38							
Capacity (veh/h)	663	1122	554	609	630							
Control Delay (s)	11.8	7.1	8.4	10.3	11.4							
Approach Delay (s)	9.6		10.1		11.4							
Approach LOS	A		B		B							
Intersection Summary												
Delay			10.2									
Level of Service			B									
Intersection Capacity Utilization			38.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Volume (vph)	0	660	430	650	1148	0	0	0	0	324	1	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.99	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (prot)		3406	1553	3367	3505					1531	1460	1434
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (perm)		3406	1553	3367	3505					1531	1460	1434
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	742	483	730	1290	0	0	0	0	364	1	176
RTOR Reduction (vph)	0	0	267	0	0	0	0	0	0	0	3	72
Lane Group Flow (vph)	0	742	216	730	1290	0	0	0	0	193	187	86
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	6%	4%	4%	3%	0%	0%	0%	0%	12%	0%	7%
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		2		1	6					4	4	4
Permitted Phases			2									
Actuated Green, G (s)		49.3	49.3	27.0	80.9					18.1	18.1	18.1
Effective Green, g (s)		49.3	49.3	27.0	80.9					18.1	18.1	18.1
Actuated g/C Ratio		0.45	0.45	0.25	0.74					0.16	0.16	0.16
Clearance Time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1526	696	826	2577					251	240	235
v/s Ratio Prot		0.22		c0.22	c0.37					0.13	c0.13	0.06
v/s Ratio Perm			0.14									
v/c Ratio		0.49	0.31	0.88	0.50					0.77	0.78	0.37
Uniform Delay, d1		21.4	19.5	40.0	6.1					43.9	44.0	40.9
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		1.1	1.2	10.8	0.7					12.0	13.4	0.4
Delay (s)		22.5	20.6	50.8	6.8					55.9	57.4	41.2
Level of Service		C	C	D	A					E	E	D
Approach Delay (s)		21.8			22.7			0.0			52.2	
Approach LOS		C			C			A			D	
Intersection Summary												
HCM 2000 Control Delay			26.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				15.6		
Intersection Capacity Utilization			68.8%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	189	260	52	437	0	0	0	0	4	1	50
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	228	313	63	527	0	0	0	0	5	1	60
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												8
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	527			541			910	880	228	880	1193	527
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	527			541			910	880	228	880	1193	527
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.6	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	4.0	4.0	3.3
p0 queue free %	100			94			100	100	100	98	99	89
cM capacity (veh/h)	1051			998			217	270	817	211	177	555
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	228	313	63	527	66							
Volume Left	0	0	63	0	5							
Volume Right	0	313	0	0	60							
cSH	1700	1700	998	1700	611							
Volume to Capacity	0.13	0.18	0.06	0.31	0.11							
Queue Length 95th (ft)	0	0	5	0	9							
Control Delay (s)	0.0	0.0	8.8	0.0	13.3							
Lane LOS			A		B							
Approach Delay (s)	0.0		0.9		13.3							
Approach LOS					B							
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			46.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑↑	↑	↑
Volume (vph)	0	466	149	591	574	0	0	0	0	567	2	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97	0.95	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	0.98	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.85	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		3471	1538	1770	3505					3335	1398	1393
Flt Permitted		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)		3471	1538	1770	3505					3335	1398	1393
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	568	182	721	700	0	0	0	0	691	2	324
RTOR Reduction (vph)	0	0	129	0	0	0	0	0	0	0	129	129
Lane Group Flow (vph)	0	568	53	721	700	0	0	0	0	691	35	33
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	4%	5%	2%	3%	0%	0%	0%	0%	5%	0%	8%
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Effective Green, g (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Actuated g/C Ratio		0.29	0.29	0.38	0.71					0.21	0.21	0.21
Clearance Time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1003	444	669	2473					686	287	286
v/s Ratio Prot		c0.16		c0.41	0.20					c0.21	0.03	
v/s Ratio Perm			0.03									0.02
v/c Ratio		0.57	0.12	1.08	0.28					1.01	0.12	0.12
Uniform Delay, d1		36.3	31.4	37.3	6.5					47.6	38.8	38.8
Progression Factor		1.00	1.00	0.95	1.10					1.00	1.00	1.00
Incremental Delay, d2		2.3	0.5	51.1	0.2					36.2	0.1	0.1
Delay (s)		38.6	31.9	86.4	7.3					83.8	38.9	38.8
Level of Service		D	C	F	A					F	D	D
Approach Delay (s)		37.0			47.4			0.0			69.4	
Approach LOS		D			D			A			E	
Intersection Summary												
HCM 2000 Control Delay			52.0			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				15.2		
Intersection Capacity Utilization			84.6%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	296	0	0	101	83	108	2	101	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	106	423	0	0	144	119	154	3	144	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	263			423			838	897	423	984	838	204
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	263			423			838	897	423	984	838	204
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			42	99	77	100	100	100
cM capacity (veh/h)	1267			1147			265	258	635	165	279	842
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	106	423	263	301								
Volume Left	106	0	0	154								
Volume Right	0	0	119	144								
cSH	1267	1700	1700	368								
Volume to Capacity	0.08	0.25	0.15	0.82								
Queue Length 95th (ft)	7	0	0	182								
Control Delay (s)	8.1	0.0	0.0	46.7								
Lane LOS	A			E								
Approach Delay (s)	1.6		0.0	46.7								
Approach LOS				E								
Intersection Summary												
Average Delay			13.7									
Intersection Capacity Utilization			38.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	915	0	0	1379	483	420	0	551	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Lane Util. Factor	1.00	0.91			0.91	1.00	0.95	0.91	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	0.89	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	1597	4848			4988	1481	1698	1481	1490			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	1597	4848			4988	1481	1698	1481	1490			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	78	1040	0	0	1567	549	477	0	626	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	282	0	83	83	0	0	0
Lane Group Flow (vph)	78	1040	0	0	1567	267	382	281	274	0	0	0
Confl. Peds. (#/hr)						5						
Heavy Vehicles (%)	13%	7%	0%	0%	4%	7%	1%	0%	3%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	7.8	56.2			43.8	43.8	22.8	22.8	22.8			
Effective Green, g (s)	7.8	56.2			43.8	43.8	22.8	22.8	22.8			
Actuated g/C Ratio	0.09	0.62			0.49	0.49	0.25	0.25	0.25			
Clearance Time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Vehicle Extension (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lane Grp Cap (vph)	138	3027			2427	720	430	375	377			
v/s Ratio Prot	c0.05	0.21			c0.31		c0.23	0.19	0.18			
v/s Ratio Perm						0.18						
v/c Ratio	0.57	0.34			0.65	0.37	0.89	0.75	0.73			
Uniform Delay, d1	39.5	8.1			17.3	14.5	32.4	31.0	30.8			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	3.1	0.3			1.3	1.5	19.0	7.0	5.8			
Delay (s)	42.6	8.4			18.6	15.9	51.3	38.0	36.6			
Level of Service	D	A			B	B	D	D	D			
Approach Delay (s)		10.8			17.9			42.2			0.0	
Approach LOS		B			B			D			A	
Intersection Summary												
HCM 2000 Control Delay			22.3									C
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			90.0									15.6
Intersection Capacity Utilization			68.8%									C
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	84	109	0	0	148	2	341	6	79	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	101	131	0	0	178	2	411	7	95	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	181			131			513	514	131	612	513	180
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	181			131			513	514	131	612	513	180
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			100			7	98	90	100	100	100
cM capacity (veh/h)	1377			1466			444	432	924	341	433	868
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	101	131	181	513								
Volume Left	101	0	0	411								
Volume Right	0	0	2	95								
cSH	1377	1700	1700	491								
Volume to Capacity	0.07	0.08	0.11	1.05								
Queue Length 95th (ft)	6	0	0	384								
Control Delay (s)	7.8	0.0	0.0	82.4								
Lane LOS	A			F								
Approach Delay (s)	3.4		0.0	82.4								
Approach LOS				F								
Intersection Summary												
Average Delay			46.5									
Intersection Capacity Utilization			46.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	258	775	0	0	979	1313	186	2	355	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Lane Util. Factor	0.97	0.91			0.91	0.91		1.00	0.88			
Frt	1.00	1.00			0.94	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	3303	4988			3240	1470		1647	2760			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	3303	4988			3240	1470		1647	2760			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	293	881	0	0	1112	1492	211	2	403	0	0	0
RTOR Reduction (vph)	0	0	0	0	66	258	0	0	343	0	0	0
Lane Group Flow (vph)	293	881	0	0	1732	548	0	213	60	0	0	0
Heavy Vehicles (%)	6%	4%	0%	0%	1%	0%	10%	0%	3%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Actuated Green, G (s)	15.4	91.4			71.4	71.4		18.0	18.0			
Effective Green, g (s)	15.4	91.4			71.4	71.4		18.0	18.0			
Actuated g/C Ratio	0.13	0.76			0.60	0.60		0.15	0.15			
Clearance Time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Vehicle Extension (s)	4.0	2.0			2.0	2.0		2.0	2.0			
Lane Grp Cap (vph)	423	3799			1927	874		247	414			
v/s Ratio Prot	c0.09	0.18			c0.53			c0.13				
v/s Ratio Perm						0.37			0.02			
v/c Ratio	0.69	0.23			0.90	0.63		0.86	0.15			
Uniform Delay, d1	50.0	4.1			21.2	15.7		49.8	44.3			
Progression Factor	1.94	1.25			1.10	3.44		1.00	1.00			
Incremental Delay, d2	7.6	0.1			2.0	0.9		24.5	0.1			
Delay (s)	104.5	5.2			25.2	54.9		74.3	44.4			
Level of Service	F	A			C	D		E	D			
Approach Delay (s)		30.0			34.4			54.7			0.0	
Approach LOS		C			C			D			A	
Intersection Summary												
HCM 2000 Control Delay			36.1				HCM 2000 Level of Service		D			
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)		15.2			
Intersection Capacity Utilization			84.6%				ICU Level of Service		E			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Dexter Avenue / 11th Street

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	0	56	9	3	64	0	0	0	0	19	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	56	9	3	64	0	0	0	0	19	0	1
Added Vol:	0	5	8	0	7	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	61	17	3	71	0	0	0	0	29	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
PHF Volume:	0	108	30	5	125	0	0	0	0	51	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	108	30	5	125	0	0	0	0	51	0	2

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	138	xxxx	xxxxx	259	273	125	243	243	108
Potent Cap.:	xxxx	xxxx	xxxxx	1459	xxxx	xxxxx	698	637	931	749	662	952
Move Cap.:	xxxx	xxxx	xxxxx	1459	xxxx	xxxxx	695	635	931	747	659	952
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.00	0.07	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	753	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	A	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.1		
ApproachLOS:	*			*			*			B		

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

HCM Signalized Intersection Capacity Analysis

17: Dexter Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (vph)	300	973	193	102	1284	167	141	120	66	66	97	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	4759	1583	1805	6052	1583	1805	1900	1586	1805	1900	1602
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.66	1.00	1.00	0.61	1.00	1.00
Satd. Flow (perm)	1805	4759	1583	1805	6052	1583	1256	1900	1586	1165	1900	1602
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	353	1145	227	120	1511	196	166	141	78	78	114	514
RTOR Reduction (vph)	0	0	109	0	0	120	0	0	57	0	0	12
Lane Group Flow (vph)	353	1145	118	120	1511	76	166	141	21	78	114	502
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	9%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			6	8		8	4		4
Actuated Green, G (s)	29.1	67.3	67.3	12.4	50.6	50.6	34.7	34.7	34.7	34.7	34.7	63.8
Effective Green, g (s)	29.1	67.3	67.3	12.4	50.6	50.6	34.7	34.7	34.7	34.7	34.7	63.8
Actuated g/C Ratio	0.22	0.52	0.52	0.10	0.39	0.39	0.27	0.27	0.27	0.27	0.27	0.49
Clearance Time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	404	2463	819	172	2355	616	335	507	423	310	507	786
v/s Ratio Prot	c0.20	0.24		0.07	c0.25			0.07			0.06	c0.14
v/s Ratio Perm			0.07			0.05	0.13		0.01	0.07		0.17
v/c Ratio	0.87	0.46	0.14	0.70	0.64	0.12	0.50	0.28	0.05	0.25	0.22	0.64
Uniform Delay, d1	48.7	19.9	16.3	57.0	32.3	25.5	40.3	37.7	35.4	37.4	37.2	24.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	18.0	0.6	0.4	9.5	1.4	0.4	5.2	1.4	0.2	1.9	1.0	1.3
Delay (s)	66.6	20.5	16.7	66.5	33.7	25.9	45.4	39.1	35.6	39.4	38.2	25.8
Level of Service	E	C	B	E	C	C	D	D	D	D	D	C
Approach Delay (s)		29.5			35.0			41.1			29.3	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			32.6		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				15.6			
Intersection Capacity Utilization			78.0%		ICU Level of Service				D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 18: Dexter Av. & Allan St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Volume (veh/h)	0	0	3	0	0	10	0	215	17	0	213	5						
Sign Control	Stop			Stop			Free			Free								
Grade	0%			0%			0%			0%								
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84						
Hourly flow rate (vph)	0	0	4	0	0	12	0	256	20	0	254	6						
Pedestrians																		
Lane Width (ft)																		
Walking Speed (ft/s)																		
Percent Blockage																		
Right turn flare (veh)																		
Median type							TWLTL			TWLTL								
Median storage (veh)							2			2								
Upstream signal (ft)										211								
pX, platoon unblocked	1.00	1.00	1.00	1.00	1.00		1.00											
vC, conflicting volume	521	530	254	513	515	256	260			276								
vC1, stage 1 conf vol	254	254		256	256													
vC2, stage 2 conf vol	268	276		257	260													
vCu, unblocked vol	518	527	249	510	512	256	255			276								
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1								
tC, 2 stage (s)	6.1	5.5		6.1	5.5													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2								
p0 queue free %	100	100	100	100	100	98	100			100								
cM capacity (veh/h)	634	600	792	643	606	788	1317			1298								
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2												
Volume Total	4	12	256	20	254	6												
Volume Left	0	0	0	0	0	0												
Volume Right	4	12	0	20	0	6												
cSH	792	788	1700	1700	1700	1700												
Volume to Capacity	0.00	0.02	0.15	0.01	0.15	0.00												
Queue Length 95th (ft)	0	1	0	0	0	0												
Control Delay (s)	9.6	9.6	0.0	0.0	0.0	0.0												
Lane LOS	A	A																
Approach Delay (s)	9.6	9.6	0.0		0.0													
Approach LOS	A	A																
Intersection Summary																		
Average Delay			0.3															
Intersection Capacity Utilization			21.3%	ICU Level of Service		A												
Analysis Period (min)			15															

HCM Unsignalized Intersection Capacity Analysis 19: Dexter Av. & Crane St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	0	6	26	1	34	2	164	15	77	131	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	20	0	8	35	1	46	3	222	20	104	177	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage (veh)								2			2	
Upstream signal (ft)											649	
pX, platoon unblocked												
vC, conflicting volume	659	632	177	620	614	222	178			242		
vC1, stage 1 conf vol	385	385		227	227							
vC2, stage 2 conf vol	274	247		393	386							
vCu, unblocked vol	659	632	177	620	614	222	178			242		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	99	93	100	94	100			92		
cM capacity (veh/h)	494	498	871	536	520	823	1410			1336		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	28	82	3	222	20	104	177	1				
Volume Left	20	35	3	0	0	104	0	0				
Volume Right	8	46	0	0	20	0	0	1				
cSH	563	665	1410	1700	1700	1336	1700	1700				
Volume to Capacity	0.05	0.12	0.00	0.13	0.01	0.08	0.10	0.00				
Queue Length 95th (ft)	4	11	0	0	0	6	0	0				
Control Delay (s)	11.7	11.2	7.6	0.0	0.0	7.9	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	11.7	11.2	0.1			2.9						
Approach LOS	B	B										
Intersection Summary												
Average Delay			3.3									
Intersection Capacity Utilization			26.5%			ICU Level of Service			A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

20: Dexter Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	1	7	1	4	0	182	5	0	161	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	1	0	1	10	1	6	0	256	7	0	227	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	494	491	227	489	488	260	228			263		
vC1, stage 1 conf vol	227	227		260	260							
vC2, stage 2 conf vol	266	263		229	228							
vCu, unblocked vol	494	491	227	489	488	260	228			263		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	100	99	100			100		
cM capacity (veh/h)	650	616	817	656	617	784	1352			1312		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	3	17	263	228								
Volume Left	1	10	0	0								
Volume Right	1	6	7	1								
cSH	724	690	1352	1312								
Volume to Capacity	0.00	0.02	0.00	0.00								
Queue Length 95th (ft)	0	2	0	0								
Control Delay (s)	10.0	10.3	0.0	0.0								
Lane LOS	A	B										
Approach Delay (s)	10.0	10.3	0.0	0.0								
Approach LOS	A	B										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			19.9%	ICU Level of Service						A		
Analysis Period (min)			15									

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #21 Dexter Avenue / 2nd Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 Average Delay (sec/veh): 9.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1	0	2	0	155	154	5	0	0	5	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	1	0	2	0	155	154	5	0	0	5	0
Added Vol:	0	0	0	0	0	21	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	0	2	0	176	181	5	0	0	5	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:	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
PHF Volume:	0	1	0	3	0	243	250	7	0	0	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	3	0	243	250	7	0	0	7	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	1	0	3	0	243	250	7	0	0	7	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.01	0.00	0.99	0.97	0.03	0.00	0.00	1.00	0.00
Final Sat.:	0	709	0	10	0	865	735	20	0	0	722	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	0.00	xxxx	0.28	xxxx	0.28	0.34	0.34	xxxx	xxxx	0.01	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	7.8	0.0	8.4	0.0	8.4	9.8	9.8	0.0	0.0	7.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	0.0	8.4	0.0	8.4	9.8	9.8	0.0	0.0	7.7	0.0
LOS by Move:	*	A	*	A	*	A	A	A	*	*	A	*
ApproachDel:	7.8			8.4			9.8			7.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.8			8.4			9.8			7.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.5	0.5	0.5	0.0	0.0	0.0

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

HCM Unsignalized Intersection Capacity Analysis

22: Camino del Norte & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	187	1	2	0	0	148
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	253	1	3	0	0	200
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	105	100	200			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	105	100	200			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	72	100	100			
cM capacity (veh/h)	893	961	1384			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	253	1	3	200		
Volume Left	253	0	3	0		
Volume Right	0	1	0	200		
cSH	893	961	1384	1700		
Volume to Capacity	0.28	0.00	0.00	0.12		
Queue Length 95th (ft)	29	0	0	0		
Control Delay (s)	10.6	8.8	7.6	0.0		
Lane LOS	B	A	A			
Approach Delay (s)	10.6		7.6	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			5.9			
Intersection Capacity Utilization			26.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

23: Grape St./Summerhill Dr. & Railroad Canyon Rd.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	191	740	199	149	1541	63	278	48	129	139	71	473
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		0.97	0.95		1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	0.99		1.00	0.98	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89		1.00	0.89	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3406	1587	1805	5104		3502	3176		1805	1576	1513
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3406	1587	1805	5104		3502	3176		1805	1576	1513
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	210	813	219	164	1693	69	305	53	142	153	78	520
RTOR Reduction (vph)	0	0	155	0	3	0	0	98	0	0	0	0
Lane Group Flow (vph)	210	813	64	164	1759	0	305	97	0	153	307	291
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	6%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases			2									4
Actuated Green, G (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Effective Green, g (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Actuated g/C Ratio	0.05	0.29	0.29	0.07	0.31		0.31	0.31		0.14	0.14	0.20
Clearance Time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	189	993	462	127	1573		1079	979		255	223	296
v/s Ratio Prot	0.06	0.24		c0.09	c0.34		c0.09	0.03		0.08	c0.19	0.05
v/s Ratio Perm			0.04									0.14
v/c Ratio	1.11	0.82	0.14	1.29	1.12		0.28	0.10		0.60	1.38	0.98
Uniform Delay, d1	56.8	39.5	31.4	55.8	41.5		31.4	29.6		48.3	51.5	48.1
Progression Factor	0.78	0.76	1.64	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	97.2	7.2	0.6	177.5	62.3		0.7	0.2		2.5	195.1	47.3
Delay (s)	141.7	37.4	52.0	233.3	103.8		32.1	29.8		50.8	246.6	95.3
Level of Service	F	D	D	F	F		C	C		D	F	F
Approach Delay (s)		57.6			114.8			31.2			148.1	
Approach LOS		E			F			C			F	
Intersection Summary												
HCM 2000 Control Delay			95.0			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			22.5			
Intersection Capacity Utilization			93.9%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

24: Driveway 1 & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/6/2015

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Volume (veh/h)	937	168	0	1553	0	105	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	1018	183	0	1688	0	114	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh							
Upstream signal (ft)	531			516			
pX, platoon unblocked			0.84		0.84	0.84	
vC, conflicting volume			1201		1532	601	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			849		1244	131	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	85	
cM capacity (veh/h)			667		141	754	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	679	522	422	422	422	422	114
Volume Left	0	0	0	0	0	0	0
Volume Right	0	183	0	0	0	0	114
cSH	1700	1700	1700	1700	1700	1700	754
Volume to Capacity	0.40	0.31	0.25	0.25	0.25	0.25	0.15
Queue Length 95th (ft)	0	0	0	0	0	0	13
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	10.6
Lane LOS							B
Approach Delay (s)	0.0		0.0				10.6
Approach LOS							B
Intersection Summary							
Average Delay			0.4				
Intersection Capacity Utilization			44.4%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Signalized Intersection Capacity Analysis

25: Cambern Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	103	886	53	55	1384	122	104	6	17	121	8	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.89			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	3502	3294		1805	3374	1586	1805	1671			1806	1581
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.56	1.00			0.72	1.00
Satd. Flow (perm)	3502	3294		1805	3374	1586	1070	1671			1362	1581
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	117	1007	60	62	1573	139	118	7	19	138	9	60
RTOR Reduction (vph)	0	3	0	0	0	55	0	16	0	0	0	50
Lane Group Flow (vph)	117	1064	0	62	1573	84	118	10	0	0	147	10
Confl. Peds. (#/hr)			5			5			5	5		5
Heavy Vehicles (%)	0%	9%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	8.9	64.8		7.5	63.4	63.4	16.8	16.8			16.8	16.8
Effective Green, g (s)	8.9	64.8		7.5	63.4	63.4	16.8	16.8			16.8	16.8
Actuated g/C Ratio	0.08	0.62		0.07	0.60	0.60	0.16	0.16			0.16	0.16
Clearance Time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	296	2032		128	2037	957	171	267			217	252
v/s Ratio Prot	0.03	0.32		c0.03	c0.47			0.01				
v/s Ratio Perm						0.05	c0.11				0.11	0.01
v/c Ratio	0.40	0.52		0.48	0.77	0.09	0.69	0.04			0.68	0.04
Uniform Delay, d1	45.5	11.4		46.9	15.4	8.7	41.6	37.3			41.5	37.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.9	1.0		2.9	2.9	0.2	11.4	0.1			8.1	0.1
Delay (s)	46.4	12.3		49.8	18.4	8.9	53.0	37.3			49.7	37.3
Level of Service	D	B		D	B	A	D	D			D	D
Approach Delay (s)		15.7			18.7			50.2			46.1	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			20.7									
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			105.0									
Intersection Capacity Utilization			69.6%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

26: Cambern Av. & Driveway 2

Lake Elsinore Walmart (JN 08651)

4/6/2015

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	127	55	61
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	138	60	66
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					307	
pX, platoon unblocked						
vC, conflicting volume	231	93	126			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	231	93	126			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	762	970	1473			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	138	126			
Volume Left	0	0	0			
Volume Right	0	0	66			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.08	0.07			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		10.0%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 27: Cambern Av. & Driveway 3

Lake Elsinore Walmart (JN 08651)
4/6/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	123	3	3	4	4	51
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	134	3	3	4	4	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLT	None	
Median storage (veh)				2		
Upstream signal (ft)					753	
pX, platoon unblocked						
vC, conflicting volume	43	32	60			
vC1, stage 1 conf vol	32					
vC2, stage 2 conf vol	11					
vCu, unblocked vol	43	32	60			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	100	100			
cM capacity (veh/h)	968	1048	1557			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	137	8	60			
Volume Left	134	3	0			
Volume Right	3	0	55			
cSH	970	1557	1700			
Volume to Capacity	0.14	0.00	0.04			
Queue Length 95th (ft)	12	0	0			
Control Delay (s)	9.3	3.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.3	3.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		6.4				
Intersection Capacity Utilization		17.0%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 28: Cambern Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)
4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	1	0	0	7	6	0	0	1	5	1	1
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	0	1	0	0	10	9	0	0	1	7	1	1
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	1	19	1	10								
Volume Left (vph)	0	0	0	7								
Volume Right (vph)	0	9	1	1								
Hadj (s)	0.00	-0.28	-0.60	0.06								
Departure Headway (s)	3.9	3.6	3.4	4.0								
Degree Utilization, x	0.00	0.02	0.00	0.01								
Capacity (veh/h)	903	977	1063	890								
Control Delay (s)	6.9	6.7	6.4	7.0								
Approach Delay (s)	6.9	6.7	6.4	7.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				6.8								
Level of Service				A								
Intersection Capacity Utilization				14.6%	ICU Level of Service		A					
Analysis Period (min)				15								

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Conard Avenue / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 12 Average Delay (sec/veh): 18.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	10	10	10	10	26	26	10	26	26
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	1	0	2	0	1	1

Volume Module:

Base Vol:	58	14	5	55	3	19	6	980	24	0	1357	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	14	5	55	3	19	6	980	24	0	1357	90
Added Vol:	3	0	0	0	0	7	5	33	3	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	14	5	55	3	26	11	1013	27	0	1401	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	73	17	6	66	4	31	13	1218	32	0	1684	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	17	6	66	4	31	13	1218	32	0	1684	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	73	17	6	66	4	31	13	1218	32	0	1684	108

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.74	0.74	0.71	0.71	0.85	0.95	0.95	0.85	1.00	0.95	0.85
Lanes:	0.77	0.17	0.06	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1071	246	88	1272	69	1615	1805	3610	1615	1900	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.05	0.05	0.02	0.01	0.34	0.02	0.00	0.47	0.07
Crit Moves:	****						****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.08	0.66	0.66	0.00	0.58	0.58
Volume/Cap:	0.28	0.28	0.28	0.22	0.22	0.08	0.09	0.51	0.03	0.00	0.81	0.12
Delay/Veh:	37.5	37.5	37.5	36.7	36.7	35.3	51.0	10.8	7.2	0.0	22.8	11.7
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:	37.5	37.5	37.5	36.7	36.7	35.3	51.0	10.8	7.2	0.0	22.8	11.7
LOS by Move:	D	D	D	D	D	D	D	B	A	A	C	B
HCM2kAvgQ:	3	3	3	2	2	1	1	12	0	0	27	2

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Rosetta Canyon Drive / Central Avenue (SR-74)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 12 Average Delay (sec/veh): 19.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	33	0	33	0	0	0	0	32	32	10	10	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	1

Volume Module:

Base Vol:	185	0	18	0	0	0	0	934	104	13	1208	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:	185	0	18	0	0	0	0	934	104	13	1208	0
Added Vol:	10	0	0	0	0	0	0	26	8	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	0	18	0	0	0	0	960	112	13	1242	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	232	0	21	0	0	0	0	1140	133	15	1475	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	21	0	0	0	0	1140	133	15	1475	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:	232	0	21	0	0	0	0	1140	133	15	1475	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	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.00	0.01	0.00	0.00	0.00	0.00	0.22	0.08	0.01	0.41	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.45	0.45	0.10	0.55	0.00
Volume/Cap:	0.39	0.00	0.04	0.00	0.00	0.00	0.00	0.49	0.18	0.09	0.74	0.00
Delay/Veh:	26.2	0.0	22.8	0.0	0.0	0.0	0.0	19.5	16.6	41.1	18.7	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:	26.2	0.0	22.8	0.0	0.0	0.0	0.0	19.5	16.6	41.1	18.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	B	A
HCM2kAvgQ:	6	0	0	0	0	0	0	9	2	0	19	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Riverside Street / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 12 Average Delay (sec/veh): 13.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	27	0	27	0	0	0	0	29	29	10	10	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	1

Volume Module:

Base Vol:	154	0	8	0	0	0	0	810	100	7	1023	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	8	0	0	0	0	810	100	7	1023	0
Added Vol:	7	0	0	0	0	0	0	18	5	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	8	0	0	0	0	828	105	7	1047	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	182	0	9	0	0	0	0	938	119	8	1186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	0	9	0	0	0	0	938	119	8	1186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	0	9	0	0	0	0	938	119	8	1186	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.01	0.00	0.00	0.00	0.00	0.26	0.07	0.00	0.33	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.59	0.59	0.08	0.68	0.00
Volume/Cap:	0.23	0.00	0.02	0.00	0.00	0.00	0.00	0.44	0.12	0.05	0.49	0.00
Delay/Veh:	38.2	0.0	36.3	0.0	0.0	0.0	0.0	13.7	10.9	50.8	9.6	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:	38.2	0.0	36.3	0.0	0.0	0.0	0.0	13.7	10.9	50.8	9.6	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	3	0	0	0	0	0	0	10	2	0	11	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Meadowbrook Avenue/Greenwald Avenue / Central Avenue (SR-74)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.546

Loss Time (sec): 12 Average Delay (sec/veh): 21.8

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	34	34	34	10	10	10	10	25	25	10	25	25
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:	43	9	14	284	17	71	18	635	22	8	718	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	9	14	284	17	71	18	635	22	8	718	87
Added Vol:	7	0	0	0	0	0	0	8	5	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	9	14	284	17	71	18	643	27	8	728	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	56	10	16	321	19	80	20	727	31	9	823	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	10	16	321	19	80	20	727	31	9	823	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	56	10	16	321	19	80	20	727	31	9	823	98

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.91	0.91	0.75	0.88	0.88	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.39	0.61	1.00	0.19	0.81	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1311	676	1051	1419	323	1347	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.02	0.02	0.23	0.06	0.06	0.01	0.20	0.02	0.01	0.23	0.06
Crit Moves:				****				****				****
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.12	0.35	0.35	0.14	0.37	0.37
Volume/Cap:	0.12	0.04	0.04	0.62	0.16	0.16	0.09	0.58	0.05	0.04	0.62	0.17
Delay/Veh:	17.3	16.7	16.7	23.6	17.6	17.6	31.7	22.1	17.5	30.2	22.0	17.5
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:	17.3	16.7	16.7	23.6	17.6	17.6	31.7	22.1	17.5	30.2	22.0	17.5
LOS by Move:	B	B	B	C	B	B	C	C	B	C	C	B
HCM2kAvgQ:	1	0	0	7	2	2	1	8	1	0	10	2

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Lakeshore Drive / Riverside Drive (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 16 Average Delay (sec/veh): 44.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	33	33	10	33	33	10	31	31	10	31	31
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	0	1	1	0	1	0

Volume Module:

Base Vol:	212	319	20	192	245	180	143	703	253	53	488	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	319	20	192	245	180	143	703	253	53	488	308
Added Vol:	0	0	12	12	0	0	0	12	0	13	13	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	319	32	204	245	180	143	715	253	66	501	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	227	342	34	218	262	193	153	766	271	71	536	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	342	34	218	262	193	153	766	271	71	536	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	227	342	34	218	262	193	153	766	271	71	536	344

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	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85
Lanes:	1.00	1.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3235	325	1805	3610	1615	1805	3610	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.13	0.11	0.11	0.12	0.07	0.12	0.08	0.21	0.17	0.04	0.28	0.21
Crit Moves:	****			****		****	****			****		
Green/Cycle:	0.15	0.30	0.30	0.13	0.28	0.28	0.10	0.33	0.33	0.11	0.34	0.34
Volume/Cap:	0.83	0.36	0.36	0.93	0.26	0.43	0.83	0.64	0.50	0.36	0.83	0.63
Delay/Veh:	68.7	33.5	33.5	91.5	34.2	36.5	79.4	35.0	32.8	50.9	45.7	35.6
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:	68.7	33.5	33.5	91.5	34.2	36.5	79.4	35.0	32.8	50.9	45.7	35.6
LOS by Move:	E	C	C	F	C	D	E	C	C	D	D	D
HCM2kAvgQ:	11	6	6	11	4	6	8	13	8	3	20	11

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 W. Graham Avenue / N. Main Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	1	0	0 1 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	10	10	14	150	10	116	168	134	6	15	148	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	14	150	10	116	168	134	6	15	148	95
Added Vol:	0	0	0	8	0	0	0	17	0	0	17	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	14	158	10	116	168	151	6	15	165	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	11	11	15	171	11	126	182	163	6	16	179	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	11	15	171	11	126	182	163	6	16	179	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	11	15	171	11	126	182	163	6	16	179	111

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.29	0.42	1.00	0.08	0.92	0.52	0.46	0.02	0.05	0.59	0.36
Final Sat.:	153	153	214	513	49	564	337	303	12	36	392	245

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.33	0.22	0.22	0.54	0.54	0.54	0.46	0.46	0.46
Crit Moves:	****			****			****			****		
Delay/Veh:	9.4	9.4	9.4	12.4	9.7	9.7	14.1	14.1	14.1	12.1	12.1	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	12.4	9.7	9.7	14.1	14.1	14.1	12.1	12.1	12.1
LOS by Move:	A	A	A	B	A	A	B	B	B	B	B	B
ApproachDel:	9.4			11.2			14.1			12.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.4			11.2			14.1			12.1		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.2	0.2	1.0	1.0	1.0	0.7	0.7	0.7

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

HCM Signalized Intersection Capacity Analysis

3: Mission Trail & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	97	11	399	123	234	18	345	303	198	343	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5100		3367	3220		1805	3610	1499	1805	3610	1589
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5100		3367	3220		1805	3610	1499	1805	3610	1589
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	54	98	11	403	124	236	18	348	306	200	346	35
RTOR Reduction (vph)	0	6	0	0	129	0	0	0	0	0	0	25
Lane Group Flow (vph)	54	103	0	403	231	0	18	348	306	200	346	10
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	6%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	4.2	50.2		6.3	52.3		5.2	32.5	32.5	5.0	32.3	32.3
Effective Green, g (s)	4.2	50.2		6.3	52.3		5.2	32.5	32.5	5.0	32.3	32.3
Actuated g/C Ratio	0.04	0.44		0.05	0.45		0.05	0.28	0.28	0.04	0.28	0.28
Clearance Time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	65	2226		184	1464		81	1020	423	78	1013	446
v/s Ratio Prot	0.03	0.02		c0.12	c0.07		0.01	0.10		c0.11	0.10	
v/s Ratio Perm									c0.20			0.01
v/c Ratio	0.83	0.05		2.19	0.16		0.22	0.34	0.72	2.56	0.34	0.02
Uniform Delay, d1	55.0	18.6		54.4	18.4		52.9	32.8	37.2	55.0	32.9	29.9
Progression Factor	1.00	1.00		0.93	0.56		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	54.8	0.0		552.3	0.2		0.5	0.1	5.1	739.8	0.1	0.0
Delay (s)	109.9	18.7		602.8	10.5		53.5	32.8	42.3	794.8	33.0	29.9
Level of Service	F	B		F	B		D	C	D	F	C	C
Approach Delay (s)		48.9			323.4			37.7			295.0	
Approach LOS		D			F			D			F	
Intersection Summary												
HCM 2000 Control Delay			207.2			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			82.3%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Gunnerson Street / Riverside Drive (SR-74)

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: F[330.5]

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

Volume Module:

Base Vol:	1	2	7	29	2	5	4	923	4	5	850	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	2	7	29	2	5	4	923	4	5	850	95
Added Vol:	0	0	12	12	0	0	0	41	0	13	42	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	2	19	41	2	5	4	964	4	18	892	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	1	2	20	43	2	5	4	1000	4	19	925	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	2	20	43	2	5	4	1000	4	19	925	112

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:	2033	2085	1002	2040	2031	981	1037	xxxx	xxxxx	1004	xxxx	xxxxx
Potent Cap.:	43	54	297	42	58	305	678	xxxx	xxxxx	698	xxxx	xxxxx
Move Cap.:	40	52	297	37	56	305	678	xxxx	xxxxx	698	xxxx	xxxxx
Volume/Cap:	0.03	0.04	0.07	1.14	0.04	0.02	0.01	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	18.0	xxxxx	xxxx	17.0	10.3	xxxx	xxxxx	10.3	xxxx	xxxxx			
LOS by Move:	*	*	C	*	*	C	B	*	*	B	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	47	xxxx	xxxxx	38	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	0.2	xxxx	xxxxx	4.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	86.7	xxxx	xxxxx	366.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	F	*	*	F	*	*	*	*	*	*	*	*			
ApproachDel:	27.4			330.5			xxxxxx			xxxxxx					
ApproachLOS:	D			F			*			*					

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Collier Avenue / Riverside Drive (SR-74)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 12 Average Delay (sec/veh): 19.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	845	194	5	2	146	95	85	9	875	25	14	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:	845	194	5	2	146	95	85	9	875	25	14	8
Added Vol:	67	13	0	0	12	0	0	0	66	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	912	207	5	2	158	95	85	9	941	25	14	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	975	221	5	2	169	102	91	10	1006	27	15	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	975	221	5	2	169	102	91	10	1006	27	15	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	975	221	5	2	169	102	91	10	1006	27	15	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.74	0.74	0.85	0.78	0.78	0.78
Lanes:	1.00	0.98	0.02	1.00	1.00	1.00	0.90	0.10	1.00	0.53	0.30	0.17
Final Sat.:	1805	1848	45	1805	1900	1615	1277	135	1615	784	439	251

Capacity Analysis Module:

Vol/Sat:	0.54	0.12	0.12	0.00	0.09	0.06	0.07	0.07	0.62	0.03	0.03	0.03
Crit Moves:	****			****			****					
Green/Cycle:	0.66	0.66	0.66	0.11	0.11	0.11	0.11	0.11	0.77	0.11	0.11	0.11
Volume/Cap:	0.82	0.18	0.18	0.01	0.82	0.58	0.68	0.68	0.81	0.32	0.32	0.32
Delay/Veh:	16.6	6.3	6.3	37.8	63.5	45.1	52.7	52.7	11.2	40.6	40.6	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:	16.6	6.3	6.3	37.8	63.5	45.1	52.7	52.7	11.2	40.6	40.6	40.6
LOS by Move:	B	A	A	D	E	D	D	D	B	D	D	D
HCM2kAvgQ:	23	3	3	0	7	4	4	4	20	2	2	2

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

HCM Signalized Intersection Capacity Analysis

6: Collier Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	176	260	42	212	176	782	51	120	402	996	108	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lane Util. Factor	0.97	0.95		0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3436		3367	1827	2818	1805	1900	1568	3502	3610	1586
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3436		3367	1827	2818	1805	1900	1568	3502	3610	1586
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	189	280	45	228	189	841	55	129	432	1071	116	23
RTOR Reduction (vph)	0	12	0	0	0	286	0	0	111	0	0	11
Lane Group Flow (vph)	189	313	0	228	189	555	55	129	321	1071	116	12
Confl. Peds. (#/hr)			5			5						5
Heavy Vehicles (%)	0%	3%	0%	4%	4%	0%	0%	0%	3%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	9.7	18.9		12.5	21.0	65.9	7.1	24.6	37.1	44.9	62.4	62.4
Effective Green, g (s)	9.7	18.9		12.5	21.0	65.9	7.1	24.6	37.1	44.9	62.4	62.4
Actuated g/C Ratio	0.08	0.16		0.10	0.18	0.55	0.06	0.21	0.31	0.37	0.52	0.52
Clearance Time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	283	541		350	319	1547	106	389	484	1310	1877	824
v/s Ratio Prot	0.05	0.09		0.07	c0.10	0.13	0.03	0.07	c0.07	c0.31	0.03	
v/s Ratio Perm						0.06			0.14			0.01
v/c Ratio	0.67	0.58		0.65	0.59	0.36	0.52	0.33	0.66	0.82	0.06	0.01
Uniform Delay, d1	53.6	46.9		51.7	45.6	15.2	54.8	40.7	36.0	33.9	14.3	13.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.6	0.9		3.3	2.0	0.1	1.8	2.3	2.7	3.9	0.1	0.0
Delay (s)	58.2	47.8		55.0	47.5	15.2	56.6	43.0	38.7	37.7	14.3	14.0
Level of Service	E	D		D	D	B	E	D	D	D	B	B
Approach Delay (s)		51.6			27.3			41.2			35.0	
Approach LOS		D			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			35.7			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			19.8			
Intersection Capacity Utilization			73.4%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

7: Auto Center Dr. & Diamond Dr.

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	518	31	225	643	136	44	94	126	128	143	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	0.91		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	4951		3502	3420		1799	3269		1799	3414	
Flt Permitted	0.95	1.00		0.95	1.00		0.59	1.00		0.58	1.00	
Satd. Flow (perm)	1805	4951		3502	3420		1117	3269		1094	3414	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	52	551	33	239	684	145	47	100	134	136	152	74
RTOR Reduction (vph)	0	4	0	0	10	0	0	110	0	0	61	0
Lane Group Flow (vph)	52	580	0	239	819	0	47	124	0	136	165	0
Confl. Peds. (#/hr)			5			5	5		5	5		5
Heavy Vehicles (%)	0%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8					
Actuated Green, G (s)	6.8	66.8		11.4	71.4		20.3	20.3		20.3	20.3	
Effective Green, g (s)	6.8	66.8		11.4	71.4		20.3	20.3		20.3	20.3	
Actuated g/C Ratio	0.06	0.58		0.10	0.62		0.18	0.18		0.18	0.18	
Clearance Time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	106	2875		347	2123		197	577		193	602	
v/s Ratio Prot	c0.03	0.12		c0.07	c0.24			0.04			0.05	
v/s Ratio Perm							0.04			c0.12		
v/c Ratio	0.49	0.20		0.69	0.39		0.24	0.21		0.70	0.27	
Uniform Delay, d1	52.4	11.4		50.1	10.9		40.7	40.5		44.5	41.0	
Progression Factor	0.94	0.43		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.0		4.5	0.5		0.2	0.1		9.2	0.1	
Delay (s)	49.3	4.9		54.6	11.4		40.9	40.6		53.7	41.1	
Level of Service	D	A		D	B		D	D		D	D	
Approach Delay (s)		8.5			21.1			40.7			45.8	
Approach LOS		A			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			23.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			16.5			
Intersection Capacity Utilization			66.2%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
8: I-15 SB On Ramp/I-15 SB Off Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	206	248	24	280	0	0	0	0	30	4	165
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	229	276	27	311	0	0	0	0	33	4	183
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total (vph)	229	276	27	311	221							
Volume Left (vph)	0	0	27	0	33							
Volume Right (vph)	0	276	0	0	183							
Hadj (s)	0.05	-0.57	0.64	0.02	-0.38							
Departure Headway (s)	5.1	3.2	6.0	5.3	4.9							
Degree Utilization, x	0.32	0.24	0.04	0.46	0.30							
Capacity (veh/h)	668	1112	580	650	664							
Control Delay (s)	10.5	7.2	8.0	11.7	10.0							
Approach Delay (s)	8.7		11.4		10.0							
Approach LOS	A		B		B							
Intersection Summary												
Delay			9.8									
Level of Service			A									
Intersection Capacity Utilization			40.7%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑					↘	↔	↗
Volume (vph)	0	1191	468	721	1228	0	0	0	0	644	1	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.99	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3574	1615	3467	3574					1681	1607	1504
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3574	1615	3467	3574					1681	1607	1504
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1254	493	759	1293	0	0	0	0	678	1	144
RTOR Reduction (vph)	0	0	267	0	0	0	0	0	0	0	2	67
Lane Group Flow (vph)	0	1254	226	759	1293	0	0	0	0	346	345	63
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	0%	0%	0%	2%	0%	2%
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		2		1	6					4	4	4
Permitted Phases			2									
Actuated Green, G (s)		44.7	44.7	25.2	74.5					24.5	24.5	24.5
Effective Green, g (s)		44.7	44.7	25.2	74.5					24.5	24.5	24.5
Actuated g/C Ratio		0.41	0.41	0.23	0.68					0.22	0.22	0.22
Clearance Time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1452	656	794	2420					374	357	334
v/s Ratio Prot		c0.35		c0.22	0.36					0.21	c0.21	0.04
v/s Ratio Perm			0.14									
v/c Ratio		0.86	0.34	0.96	0.53					0.93	0.97	0.19
Uniform Delay, d1		29.9	22.5	41.9	9.0					41.9	42.4	34.7
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		7.0	1.4	21.5	0.8					27.9	38.4	0.1
Delay (s)		36.9	24.0	63.3	9.8					69.7	80.8	34.8
Level of Service		D	C	E	A					E	F	C
Approach Delay (s)		33.3			29.6			0.0			68.9	
Approach LOS		C			C			A			E	
Intersection Summary												
HCM 2000 Control Delay			38.0			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				15.6		
Intersection Capacity Utilization			85.8%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	251	260	58	402	0	0	0	0	7	2	202
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	279	289	64	447	0	0	0	0	8	2	224
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												8
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	447			568			968	854	279	854	1143	447
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	447			568			968	854	279	854	1143	447
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			94			100	100	100	97	99	63
cM capacity (veh/h)	1124			1004			140	279	765	253	189	608
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	279	289	64	447	234							
Volume Left	0	0	64	0	8							
Volume Right	0	289	0	0	224							
cSH	1700	1700	1004	1700	635							
Volume to Capacity	0.16	0.17	0.06	0.26	0.37							
Queue Length 95th (ft)	0	0	5	0	42							
Control Delay (s)	0.0	0.0	8.8	0.0	14.6							
Lane LOS			A		B							
Approach Delay (s)	0.0		1.1		14.6							
Approach LOS					B							
Intersection Summary												
Average Delay			3.0									
Intersection Capacity Utilization			49.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑↑	↑	↑
Volume (vph)	0	639	134	403	655	0	0	0	0	978	6	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97	0.95	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	0.98	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.86	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		3505	1599	1770	3574					3467	1487	1475
Flt Permitted		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)		3505	1599	1770	3574					3467	1487	1475
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	695	146	438	712	0	0	0	0	1063	7	379
RTOR Reduction (vph)	0	0	104	0	0	0	0	0	0	0	148	153
Lane Group Flow (vph)	0	695	42	438	712	0	0	0	0	1063	45	40
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	3%	1%	2%	1%	0%	0%	0%	0%	1%	0%	2%
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Effective Green, g (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Actuated g/C Ratio		0.29	0.29	0.38	0.71					0.21	0.21	0.21
Clearance Time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1013	462	669	2522					713	306	303
v/s Ratio Prot		c0.20		c0.25	0.20					c0.31	0.03	
v/s Ratio Perm			0.03									0.03
v/c Ratio		0.69	0.09	0.65	0.28					1.49	0.15	0.13
Uniform Delay, d1		37.8	31.1	30.8	6.5					47.6	39.0	38.9
Progression Factor		1.00	1.00	0.63	0.61					1.00	1.00	1.00
Incremental Delay, d2		3.8	0.4	1.5	0.2					228.3	0.1	0.1
Delay (s)		41.6	31.5	20.8	4.1					276.0	39.1	39.0
Level of Service		D	C	C	A					F	D	D
Approach Delay (s)		39.9			10.5			0.0			212.9	
Approach LOS		D			B			A			F	
Intersection Summary												
HCM 2000 Control Delay			102.9			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				15.2		
Intersection Capacity Utilization			80.6%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

4/6/2015

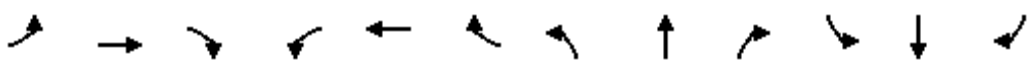
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	149	87	0	0	56	16	248	2	21	0	0	0
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	177	104	0	0	67	19	295	2	25	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	86			104			535	544	104	561	535	76
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	86			104			535	544	104	561	535	76
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			100			29	99	97	100	100	100
cM capacity (veh/h)	1498			1501			415	396	957	389	401	991
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	177	104	86	323								
Volume Left	177	0	0	295								
Volume Right	0	0	19	25								
cSH	1498	1700	1700	434								
Volume to Capacity	0.12	0.06	0.05	0.74								
Queue Length 95th (ft)	10	0	0	151								
Control Delay (s)	7.7	0.0	0.0	33.7								
Lane LOS	A			D								
Approach Delay (s)	4.9		0.0	33.7								
Approach LOS				D								
Intersection Summary												
Average Delay	17.8											
Intersection Capacity Utilization	40.7%			ICU Level of Service				A				
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	1723	0	0	1434	431	515	0	730	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Lane Util. Factor	1.00	0.91			0.91	1.00	0.95	0.91	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	0.88	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	1736	5085			5136	1509	1698	1480	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	1736	5085			5136	1509	1698	1480	1504			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	115	1776	0	0	1478	444	531	0	753	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	244	0	64	64	0	0	0
Lane Group Flow (vph)	115	1776	0	0	1478	200	446	360	350	0	0	0
Confl. Peds. (#/hr)						5						
Heavy Vehicles (%)	4%	2%	0%	0%	1%	5%	1%	0%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	9.2	54.4			40.6	40.6	24.6	24.6	24.6			
Effective Green, g (s)	9.2	54.4			40.6	40.6	24.6	24.6	24.6			
Actuated g/C Ratio	0.10	0.60			0.45	0.45	0.27	0.27	0.27			
Clearance Time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Vehicle Extension (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lane Grp Cap (vph)	177	3073			2316	680	464	404	411			
v/s Ratio Prot	0.07	c0.35			c0.29		c0.26	0.24	0.23			
v/s Ratio Perm						0.13						
v/c Ratio	0.65	0.58			0.64	0.29	0.96	0.89	0.85			
Uniform Delay, d1	38.9	10.8			19.0	15.6	32.2	31.4	31.0			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	6.0	0.8			1.4	1.1	31.7	20.6	15.0			
Delay (s)	44.9	11.6			20.4	16.7	63.9	52.0	46.0			
Level of Service	D	B			C	B	E	D	D			
Approach Delay (s)		13.6			19.6			54.2			0.0	
Approach LOS		B			B			D			A	
Intersection Summary												
HCM 2000 Control Delay			26.1									C
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			90.0									15.6
Intersection Capacity Utilization			85.8%									E
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	106	152	0	0	187	21	273	6	112	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	120	173	0	0	212	24	310	7	127	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	236			173			638	650	173	769	638	224
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	236			173			638	650	173	769	638	224
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			100			14	98	85	100	100	100
cM capacity (veh/h)	1313			1416			361	355	876	251	361	820
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	120	173	236	444								
Volume Left	120	0	0	310								
Volume Right	0	0	24	127								
cSH	1313	1700	1700	434								
Volume to Capacity	0.09	0.10	0.14	1.02								
Queue Length 95th (ft)	8	0	0	340								
Control Delay (s)	8.0	0.0	0.0	80.9								
Lane LOS	A			F								
Approach Delay (s)	3.3		0.0	80.9								
Approach LOS				F								
Intersection Summary												
Average Delay			37.9									
Intersection Capacity Utilization			49.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	263	1354	0	0	793	769	265	3	618	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Lane Util. Factor	0.97	0.91			0.91	0.91		1.00	0.88			
Frt	1.00	1.00			0.96	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	3303	5136			3288	1455		1758	2814			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	3303	5136			3288	1455		1758	2814			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	277	1425	0	0	835	809	279	3	651	0	0	0
RTOR Reduction (vph)	0	0	0	0	28	214	0	0	127	0	0	0
Lane Group Flow (vph)	277	1425	0	0	1106	296	0	282	524	0	0	0
Heavy Vehicles (%)	6%	1%	0%	0%	1%	1%	3%	0%	1%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Actuated Green, G (s)	15.4	89.7			69.7	69.7		19.7	19.7			
Effective Green, g (s)	15.4	89.7			69.7	69.7		19.7	19.7			
Actuated g/C Ratio	0.13	0.75			0.58	0.58		0.16	0.16			
Clearance Time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Vehicle Extension (s)	4.0	2.0			2.0	2.0		2.0	2.0			
Lane Grp Cap (vph)	423	3839			1909	845		288	461			
v/s Ratio Prot	c0.08	0.28			c0.34			0.16				
v/s Ratio Perm						0.20			c0.19			
v/c Ratio	0.65	0.37			0.58	0.35		0.98	1.14			
Uniform Delay, d1	49.8	5.3			15.9	13.2		49.9	50.1			
Progression Factor	1.91	1.16			0.89	4.89		1.00	1.00			
Incremental Delay, d2	5.6	0.0			0.9	0.8		46.6	85.0			
Delay (s)	100.6	6.2			15.2	65.6		96.5	135.1			
Level of Service	F	A			B	E		F	F			
Approach Delay (s)		21.5			30.8			123.4			0.0	
Approach LOS		C			C			F			A	
Intersection Summary												
HCM 2000 Control Delay			47.3				HCM 2000 Level of Service		D			
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)		15.2			
Intersection Capacity Utilization			80.6%				ICU Level of Service		D			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Dexter Avenue / 11th Street

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[9.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	54	24	2	55	0	0	0	0	25	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	54	24	2	55	0	0	0	0	25	0	3
Added Vol:	0	8	13	0	8	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	62	37	2	63	0	0	0	0	37	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	0	82	49	3	83	0	0	0	0	49	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	82	49	3	83	0	0	0	0	49	0	4

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	xxxx	xxxx	xxxxx	131	xxxx	xxxxx	197	220	83	171	171	82
Potent Cap.:	xxxx	xxxx	xxxxx	1467	xxxx	xxxxx	766	682	981	824	726	983
Move Cap.:	xxxx	xxxx	xxxxx	1467	xxxx	xxxxx	762	681	981	823	725	983
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.00	0.06	0.00	0.00

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	833	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx
Shared LOS:	A	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				9.6	
ApproachLOS:	*			*			*				A	

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

HCM Signalized Intersection Capacity Analysis

17: Dexter Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (vph)	401	1752	300	146	1299	76	216	117	153	47	65	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5036	1583	1805	6346	1583	1805	1900	1586	1805	1900	1603
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.71	1.00	1.00	0.65	1.00	1.00
Satd. Flow (perm)	1805	5036	1583	1805	6346	1583	1355	1900	1586	1232	1900	1603
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	413	1806	309	151	1339	78	223	121	158	48	67	361
RTOR Reduction (vph)	0	0	139	0	0	50	0	0	116	0	0	11
Lane Group Flow (vph)	413	1806	170	151	1339	28	223	121	42	48	67	350
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			6	8		8	4		4
Actuated Green, G (s)	32.4	65.9	65.9	13.8	47.3	47.3	34.7	34.7	34.7	34.7	34.7	67.1
Effective Green, g (s)	32.4	65.9	65.9	13.8	47.3	47.3	34.7	34.7	34.7	34.7	34.7	67.1
Actuated g/C Ratio	0.25	0.51	0.51	0.11	0.36	0.36	0.27	0.27	0.27	0.27	0.27	0.52
Clearance Time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	449	2552	802	191	2308	575	361	507	423	328	507	827
v/s Ratio Prot	c0.23	c0.36		0.08	0.21			0.06			0.04	0.11
v/s Ratio Perm			0.11			0.02	c0.16		0.03	0.04		0.11
v/c Ratio	0.92	0.71	0.21	0.79	0.58	0.05	0.62	0.24	0.10	0.15	0.13	0.42
Uniform Delay, d1	47.5	24.6	17.7	56.7	33.3	26.8	41.8	37.3	35.9	36.4	36.2	19.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	23.4	1.7	0.6	18.4	1.1	0.2	7.7	1.1	0.5	0.9	0.5	0.1
Delay (s)	70.9	26.3	18.3	75.1	34.4	26.9	49.6	38.4	36.4	37.3	36.7	19.6
Level of Service	E	C	B	E	C	C	D	D	D	D	D	B
Approach Delay (s)		32.6			38.0			42.7			23.8	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			34.5			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			15.6			
Intersection Capacity Utilization			83.5%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 18: Dexter Av. & Allan St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	3	0	0	67	0	337	17	0	336	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	3	0	0	78	0	392	20	0	391	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)											211	
pX, platoon unblocked	0.99	0.99	0.99	0.99	0.99		0.99					
vC, conflicting volume	860	802	391	786	791	392	399			412		
vC1, stage 1 conf vol	391	391		392	392							
vC2, stage 2 conf vol	470	412		394	399							
vCu, unblocked vol	853	794	377	777	782	392	385			412		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	88	100			100		
cM capacity (veh/h)	443	497	666	515	501	661	1170			1158		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	3	78	392	20	391	8						
Volume Left	0	0	0	0	0	0						
Volume Right	3	78	0	20	0	8						
cSH	666	661	1700	1700	1700	1700						
Volume to Capacity	0.01	0.12	0.23	0.01	0.23	0.00						
Queue Length 95th (ft)	0	10	0	0	0	0						
Control Delay (s)	10.4	11.2	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	10.4	11.2	0.0		0.0							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			28.6%	ICU Level of Service		A						
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 19: Dexter Av. & Crane St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	1	4	37	1	92	4	235	17	213	143	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	36	1	5	44	1	110	5	280	20	254	170	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage (veh)								2			2	
Upstream signal (ft)											649	
pX, platoon unblocked												
vC, conflicting volume	1077	987	170	972	973	280	176			300		
vC1, stage 1 conf vol	677	677		289	289							
vC2, stage 2 conf vol	399	310		683	683							
vCu, unblocked vol	1077	987	170	972	973	280	176			300		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	86	100	99	87	100	86	100			80		
cM capacity (veh/h)	249	314	879	329	338	764	1412			1273		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	42	155	5	280	20	254	170	6				
Volume Left	36	44	5	0	0	254	0	0				
Volume Right	5	110	0	0	20	0	0	6				
cSH	273	552	1412	1700	1700	1273	1700	1700				
Volume to Capacity	0.15	0.28	0.00	0.16	0.01	0.20	0.10	0.00				
Queue Length 95th (ft)	13	29	0	0	0	19	0	0				
Control Delay (s)	20.6	14.1	7.6	0.0	0.0	8.5	0.0	0.0				
Lane LOS	C	B	A			A						
Approach Delay (s)	20.6	14.1	0.1			5.0						
Approach LOS	C	B										
Intersection Summary												
Average Delay			5.6									
Intersection Capacity Utilization			41.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

20: Dexter Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	5	0	1	1	256	8	0	181	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	0	6	0	1	1	288	9	0	203	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	499	502	203	498	498	292	203			297		
vC1, stage 1 conf vol	203	203		294	294							
vC2, stage 2 conf vol	296	299		203	203							
vCu, unblocked vol	499	502	203	498	498	292	203			297		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	100			100		
cM capacity (veh/h)	646	608	842	647	610	752	1380			1276		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	7	298	203								
Volume Left	0	6	1	0								
Volume Right	0	1	9	0								
cSH	1700	662	1380	1276								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	0.0	10.5	0.0	0.0								
Lane LOS	A	B	A									
Approach Delay (s)	0.0	10.5	0.0	0.0								
Approach LOS	A	B										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			24.8%	ICU Level of Service						A		
Analysis Period (min)			15									

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Dexter Avenue / 2nd Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 0 Average Delay (sec/veh): 9.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	1	1	3	3	1	138	216	4	1	2	1	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	3	1	138	216	4	1	2	1	6
Added Vol:	0	0	0	0	0	33	33	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	3	3	1	171	249	4	1	2	1	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	1	3	3	1	190	277	4	1	2	1	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	3	1	190	277	4	1	2	1	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:	1	1	3	3	1	190	277	4	1	2	1	7

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.20	0.60	0.01	0.01	0.98	0.98	0.01	0.01	0.22	0.11	0.67
Final Sat.:	150	150	451	15	5	834	760	12	3	177	89	532

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.23	0.23	0.23	0.36	0.36	0.36	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	7.5	7.5	7.5	8.1	8.1	8.1	10.0	10.0	10.0	7.3	7.3	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	8.1	8.1	8.1	10.0	10.0	10.0	7.3	7.3	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.5			8.1			10.0			7.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.5			8.1			10.0			7.3		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.5	0.5	0.5	0.0	0.0	0.0

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

HCM Unsignalized Intersection Capacity Analysis

22: Camino del Norte & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	264	0	2	0	2	206
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	284	0	2	0	2	222
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	117	113	224			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	117	113	224			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	68	100	100			
cM capacity (veh/h)	882	945	1357			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	284	0	2	224		
Volume Left	284	0	2	0		
Volume Right	0	0	0	222		
cSH	882	1700	1357	1700		
Volume to Capacity	0.32	0.00	0.00	0.13		
Queue Length 95th (ft)	35	0	0	0		
Control Delay (s)	11.0	0.0	7.7	0.0		
Lane LOS	B	A	A			
Approach Delay (s)	11.0		7.7	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			6.2			
Intersection Capacity Utilization			34.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
23: Grape St./Summerhill Dr. & Railroad Canyon Rd.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	353	1261	358	132	827	51	373	143	247	190	153	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		0.97	0.95		1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	0.99		1.00	0.99	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.90		1.00	0.94	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3539	1587	1805	5041		3502	3232		1805	1672	1513
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3539	1587	1805	5041		3502	3232		1805	1672	1513
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	406	1449	411	152	951	59	429	164	284	218	176	415
RTOR Reduction (vph)	0	0	178	0	6	0	0	113	0	0	0	0
Lane Group Flow (vph)	406	1449	233	152	1004	0	429	335	0	218	309	282
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases			2									4
Actuated Green, G (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Effective Green, g (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Actuated g/C Ratio	0.05	0.29	0.29	0.07	0.31		0.31	0.31		0.14	0.14	0.20
Clearance Time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	189	1032	462	127	1554		1079	996		255	236	296
v/s Ratio Prot	c0.12	c0.41		0.08	0.20		c0.12	0.10		0.12	c0.18	0.05
v/s Ratio Perm			0.15									0.13
v/c Ratio	2.15	1.40	0.50	1.20	0.65		0.40	0.34		0.85	1.31	0.95
Uniform Delay, d1	56.8	42.5	35.3	55.8	35.8		32.7	32.0		50.3	51.5	47.7
Progression Factor	0.97	0.73	0.65	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	531.3	186.8	3.3	142.2	2.1		1.1	0.9		22.6	166.2	39.2
Delay (s)	586.2	217.8	26.3	198.0	37.9		33.8	32.9		72.9	217.7	86.9
Level of Service	F	F	C	F	D		C	C		E	F	F
Approach Delay (s)		249.1			58.9			33.4			133.1	
Approach LOS		F			E			C			F	
Intersection Summary												
HCM 2000 Control Delay			150.5			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			1.02									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			22.5			
Intersection Capacity Utilization			102.3%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

24: Driveway 1 & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/6/2015

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Volume (veh/h)	1781	171	0	1521	0	110	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	1936	186	0	1653	0	120	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh							
Upstream signal (ft)	531			516			
pX, platoon unblocked			0.69		0.69	0.69	
vC, conflicting volume			2122		2442	1061	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			1719		2186	172	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	79	
cM capacity (veh/h)			256		27	581	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	1291	831	413	413	413	413	120
Volume Left	0	0	0	0	0	0	0
Volume Right	0	186	0	0	0	0	120
cSH	1700	1700	1700	1700	1700	1700	581
Volume to Capacity	0.76	0.49	0.24	0.24	0.24	0.24	0.21
Queue Length 95th (ft)	0	0	0	0	0	0	19
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	12.8
Lane LOS							B
Approach Delay (s)	0.0		0.0				12.8
Approach LOS							B
Intersection Summary							
Average Delay			0.4				
Intersection Capacity Utilization			68.2%		ICU Level of Service		C
Analysis Period (min)			15				

HCM Signalized Intersection Capacity Analysis

25: Cambern Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	302	1525	64	67	1203	144	168	8	27	233	10	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.88			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3502	3483		1805	3505	1586	1805	1656			1805	1585
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.41	1.00			0.71	1.00
Satd. Flow (perm)	3502	3483		1805	3505	1586	779	1656			1339	1585
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	315	1589	67	70	1253	150	175	8	28	243	10	135
RTOR Reduction (vph)	0	3	0	0	0	79	0	21	0	0	0	103
Lane Group Flow (vph)	315	1653	0	70	1253	71	175	15	0	0	253	32
Confl. Peds. (#/hr)			5			5			5	5		5
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	14.7	56.9		7.6	49.8	49.8	24.6	24.6			24.6	24.6
Effective Green, g (s)	14.7	56.9		7.6	49.8	49.8	24.6	24.6			24.6	24.6
Actuated g/C Ratio	0.14	0.54		0.07	0.47	0.47	0.23	0.23			0.23	0.23
Clearance Time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	490	1887		130	1662	752	182	387			313	371
v/s Ratio Prot	c0.09	c0.47		0.04	0.36			0.01				
v/s Ratio Perm						0.04	c0.22				0.19	0.02
v/c Ratio	0.64	0.88		0.54	0.75	0.09	0.96	0.04			0.81	0.09
Uniform Delay, d1	42.7	21.0		47.0	22.6	15.2	39.7	31.1			38.0	31.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	2.9	6.1		4.2	3.2	0.2	55.2	0.0			14.2	0.1
Delay (s)	45.6	27.1		51.2	25.8	15.4	95.0	31.1			52.1	31.5
Level of Service	D	C		D	C	B	F	C			D	C
Approach Delay (s)		30.0			26.0			84.1			45.0	
Approach LOS		C			C			F			D	
Intersection Summary												
HCM 2000 Control Delay			32.8									
HCM 2000 Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			105.0									
Intersection Capacity Utilization			81.7%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

26: Cambern Av. & Driveway 2

Lake Elsinore Walmart (JN 08651)

4/6/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↗	
Volume (veh/h)	0	0	0	203	67	74
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	221	73	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)					307	
pX, platoon unblocked						
vC, conflicting volume	334	113	153			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	334	113	153			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	665	945	1440			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	221	153			
Volume Left	0	0	0			
Volume Right	0	0	80			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.13	0.09			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization		14.0%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 27: Cambern Av. & Driveway 3

Lake Elsinore Walmart (JN 08651)
4/6/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	200	4	4	3	5	62
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	217	4	4	3	5	67
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLT	None	
Median storage (veh)				2		
Upstream signal (ft)					753	
pX, platoon unblocked						
vC, conflicting volume	51	39	73			
vC1, stage 1 conf vol	39					
vC2, stage 2 conf vol	12					
vCu, unblocked vol	51	39	73			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	77	100	100			
cM capacity (veh/h)	961	1038	1540			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	222	8	73			
Volume Left	217	4	0			
Volume Right	4	0	67			
cSH	962	1540	1700			
Volume to Capacity	0.23	0.00	0.04			
Queue Length 95th (ft)	22	0	0			
Control Delay (s)	9.9	4.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.9	4.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		7.3				
Intersection Capacity Utilization		22.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 28: Cambern Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	6	1	0	4	4	0	0	0	6	0	3
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Hourly flow rate (vph)	2	10	2	0	7	7	0	0	0	10	0	5
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	13	13	0	15								
Volume Left (vph)	2	0	0	10								
Volume Right (vph)	2	7	0	5								
Hadj (s)	-0.05	-0.30	0.00	-0.07								
Departure Headway (s)	3.9	3.6	4.0	3.9								
Degree Utilization, x	0.01	0.01	0.00	0.02								
Capacity (veh/h)	914	978	900	915								
Control Delay (s)	6.9	6.7	7.0	6.9								
Approach Delay (s)	6.9	6.7	0.0	6.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			6.9									
Level of Service			A									
Intersection Capacity Utilization			13.3%		ICU Level of Service					A		
Analysis Period (min)			15									

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Conard Avenue / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 12 Average Delay (sec/veh): 23.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	10	10	10	10	26	26	10	26	26
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	1	0	2	0	1	1

Volume Module:

Base Vol:	44	1	3	10	1	17	19	1666	67	1	1113	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:	44	1	3	10	1	17	19	1666	67	1	1113	23
Added Vol:	4	0	0	0	0	8	8	54	4	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1	3	10	1	25	27	1720	71	1	1167	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	49	1	3	10	1	25	27	1752	72	1	1188	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1	3	10	1	25	27	1752	72	1	1188	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1	3	10	1	25	27	1752	72	1	1188	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.86	0.86	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.92	0.02	0.06	0.91	0.09	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1341	28	84	1480	148	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.01	0.01	0.02	0.02	0.49	0.04	0.00	0.33	0.01
Crit Moves:	****						****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.13	0.58	0.58	0.08	0.53	0.53
Volume/Cap:	0.15	0.15	0.15	0.03	0.03	0.07	0.11	0.84	0.08	0.01	0.63	0.03
Delay/Veh:	36.0	36.0	36.0	34.8	34.8	35.1	46.0	24.4	11.4	50.5	20.8	13.7
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:	36.0	36.0	36.0	34.8	34.8	35.1	46.0	24.4	11.4	50.5	20.8	13.7
LOS by Move:	D	D	D	C	C	D	D	C	B	D	C	B
HCM2kAvgQ:	2	2	2	0	0	1	1	30	1	0	16	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Rosetta Canyon Drive / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 12 Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	33	0	33	0	0	0	0	32	32	10	10	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	1

Volume Module:

Base Vol:	112	0	20	0	0	0	0	1456	153	24	982	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:	112	0	20	0	0	0	0	1456	153	24	982	0
Added Vol:	12	0	0	0	0	0	0	42	13	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	0	20	0	0	0	0	1498	166	24	1023	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	126	0	20	0	0	0	0	1527	169	24	1043	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	0	20	0	0	0	0	1527	169	24	1043	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:	126	0	20	0	0	0	0	1527	169	24	1043	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	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.01	0.00	0.00	0.00	0.00	0.29	0.10	0.01	0.29	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.54	0.54	0.08	0.63	0.00
Volume/Cap:	0.25	0.00	0.05	0.00	0.00	0.00	0.00	0.54	0.19	0.16	0.46	0.00
Delay/Veh:	34.2	0.0	32.0	0.0	0.0	0.0	0.0	18.1	14.2	51.6	12.0	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:	34.2	0.0	32.0	0.0	0.0	0.0	0.0	18.1	14.2	51.6	12.0	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	B	A
HCM2kAvgQ:	4	0	1	0	0	0	0	13	3	1	10	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Riverside Street / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 12 Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	27	0	27	0	0	0	0	29	29	10	10	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	1

Volume Module:

Base Vol:	84	0	6	0	0	0	0	1338	135	8	903	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:	84	0	6	0	0	0	0	1338	135	8	903	0
Added Vol:	8	0	0	0	0	0	0	29	8	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	0	6	0	0	0	0	1367	143	8	932	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	96	0	6	0	0	0	0	1430	150	8	975	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	0	6	0	0	0	0	1430	150	8	975	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:	96	0	6	0	0	0	0	1430	150	8	975	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	0.85	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.09	0.00	0.27	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.59	0.59	0.08	0.68	0.00
Volume/Cap:	0.12	0.00	0.02	0.00	0.00	0.00	0.00	0.67	0.16	0.06	0.40	0.00
Delay/Veh:	37.1	0.0	36.2	0.0	0.0	0.0	0.0	17.4	11.1	50.8	8.8	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:	37.1	0.0	36.2	0.0	0.0	0.0	0.0	17.4	11.1	50.8	8.8	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	1	0	0	0	0	0	0	19	2	0	8	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Meadowbrook Avenue/Greenwald Avenue / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.464

Loss Time (sec): 12 Average Delay (sec/veh): 22.6

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	34	34	34	10	10	10	10	25	25	10	25	25
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:	118	21	38	35	16	19	12	927	295	60	736	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:	118	21	38	35	16	19	12	927	295	60	736	32
Added Vol:	8	0	0	0	0	0	0	13	8	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	21	38	35	16	19	12	940	303	60	748	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	137	23	41	38	17	21	13	1024	330	65	815	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	23	41	38	17	21	13	1024	330	65	815	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	137	23	41	38	17	21	13	1024	330	65	815	35

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.90	0.90	0.72	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.36	0.64	1.00	0.46	0.54	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1400	611	1105	1360	798	948	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.04	0.04	0.03	0.02	0.02	0.01	0.28	0.20	0.04	0.23	0.02
Crit Moves:	****						****			****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.17	0.53	0.53	0.08	0.45	0.45
Volume/Cap:	0.35	0.13	0.13	0.10	0.08	0.08	0.04	0.53	0.38	0.43	0.50	0.05
Delay/Veh:	34.7	32.1	32.1	31.8	31.6	31.6	42.1	18.5	16.7	54.3	23.7	18.6
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:	34.7	32.1	32.1	31.8	31.6	31.6	42.1	18.5	16.7	54.3	23.7	18.6
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	B
HCM2kAvgQ:	4	2	2	1	1	1	0	13	7	3	11	1

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Lakeshore Drive / Riverside Drive (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 16 Average Delay (sec/veh): 44.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Protected			Protected				
Rights:	Include			Include			Include			Include				
Min. Green:	10	33	33	10	33	33	10	31	31	10	31	31		
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	2	0	1	1	0	1

Volume Module:

Base Vol:	172	218	41	228	224	156	152	575	222	62	504	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	218	41	228	224	156	152	575	222	62	504	248
Added Vol:	0	0	18	18	0	0	0	18	0	18	18	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	218	59	246	224	156	152	593	222	80	522	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	177	224	61	253	230	160	156	609	228	82	536	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	224	61	253	230	160	156	609	228	82	536	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	177	224	61	253	230	160	156	609	228	82	536	273

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	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85
Lanes:	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2750	744	1805	3610	1615	1805	3610	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.08	0.08	0.14	0.06	0.10	0.09	0.17	0.14	0.05	0.28	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.28	0.28	0.16	0.32	0.32	0.10	0.32	0.32	0.10	0.33	0.33
Volume/Cap:	0.85	0.30	0.30	0.86	0.20	0.31	0.86	0.52	0.44	0.44	0.86	0.52
Delay/Veh:	79.2	34.5	34.5	70.6	29.5	30.9	84.7	33.4	32.5	52.0	49.4	33.5
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:	79.2	34.5	34.5	70.6	29.5	30.9	84.7	33.4	32.5	52.0	49.4	33.5
LOS by Move:	E	C	C	E	C	C	F	C	C	D	D	C
HCM2kAvgQ:	9	4	4	12	3	4	8	10	7	3	21	8

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 W. Graham Avenue / N. Main Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 0 Average Delay (sec/veh): 11.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	0	0	1

Volume Module:

Base Vol:	11	16	8	122	12	111	162	110	11	12	131	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:	11	16	8	122	12	111	162	110	11	12	131	80
Added Vol:	0	0	0	12	0	0	0	24	0	0	24	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	8	134	12	111	162	134	11	12	155	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	11	16	8	137	12	113	166	137	11	12	158	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	16	8	137	12	113	166	137	11	12	158	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
FinalVolume:	11	16	8	137	12	113	166	137	11	12	158	94

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.46	0.23	1.00	0.10	0.90	0.53	0.44	0.03	0.05	0.60	0.35
Final Sat.:	174	253	127	531	62	575	359	297	24	33	421	250

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.26	0.20	0.20	0.46	0.46	0.46	0.38	0.38	0.38
Crit Moves:	****			****			****			****		
Delay/Veh:	9.1	9.1	9.1	11.2	9.2	9.2	12.2	12.2	12.2	10.7	10.7	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	11.2	9.2	9.2	12.2	12.2	12.2	10.7	10.7	10.7
LOS by Move:	A	A	A	B	A	A	B	B	B	B	B	B
ApproachDel:	9.1			10.2			12.2			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.1			10.2			12.2			10.7		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.2	0.2	0.8	0.8	0.8	0.5	0.5	0.5

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

HCM Signalized Intersection Capacity Analysis

3: Mission Trail & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	47	99	8	438	80	227	19	294	433	218	255	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5125		3433	3171		1805	3610	1528	1805	3610	1589
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5125		3433	3171		1805	3610	1528	1805	3610	1589
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	104	8	461	84	239	20	309	456	229	268	26
RTOR Reduction (vph)	0	5	0	0	148	0	0	0	0	0	0	17
Lane Group Flow (vph)	49	107	0	461	175	0	20	309	456	229	268	9
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	4%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	4.2	41.9		6.3	44.0		7.7	40.8	40.8	5.0	38.1	38.1
Effective Green, g (s)	4.2	41.9		6.3	44.0		7.7	40.8	40.8	5.0	38.1	38.1
Actuated g/C Ratio	0.04	0.36		0.05	0.38		0.07	0.35	0.35	0.04	0.33	0.33
Clearance Time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	65	1867		188	1213		120	1280	542	78	1196	526
v/s Ratio Prot	0.03	0.02		c0.13	c0.06		0.01	0.09		c0.13	0.07	
v/s Ratio Perm									c0.30			0.01
v/c Ratio	0.75	0.06		2.45	0.14		0.17	0.24	0.84	2.94	0.22	0.02
Uniform Delay, d1	54.9	23.7		54.4	23.2		50.6	26.2	34.1	55.0	27.8	25.9
Progression Factor	1.00	1.00		0.89	0.63		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	34.8	0.1		668.4	0.2		0.2	0.0	10.9	904.8	0.0	0.0
Delay (s)	89.7	23.8		716.7	14.9		50.9	26.2	45.0	959.8	27.8	25.9
Level of Service	F	C		F	B		D	C	D	F	C	C
Approach Delay (s)		43.9			427.6			37.8			435.8	
Approach LOS		D			F			D			F	
Intersection Summary												
HCM 2000 Control Delay		266.2					HCM 2000 Level of Service		F			
HCM 2000 Volume to Capacity ratio		0.75										
Actuated Cycle Length (s)		115.0					Sum of lost time (s)		21.0			
Intersection Capacity Utilization		87.8%					ICU Level of Service		E			
Analysis Period (min)		15										
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Gunnerson Street / Riverside Drive (SR-74)

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: F[186.8]

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	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	31	0	6	1	0	6	5	852	65	4	889	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	0	6	1	0	6	5	852	65	4	889	1
Added Vol:	0	0	18	18	0	0	0	60	0	18	60	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	0	24	19	0	6	5	912	65	22	949	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	0	26	21	0	7	5	990	71	24	1030	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	0	26	21	0	7	5	990	71	24	1030	21

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
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:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	2128	2135	1026	2138	2160	1041	1051	xxxx	xxxxx	1061	xxxx	xxxxx
Potent Cap.:	37	50	288	36	48	282	670	xxxx	xxxxx	664	xxxx	xxxxx
Move Cap.:	35	48	288	32	46	282	670	xxxx	xxxxx	664	xxxx	xxxxx
Volume/Cap:	0.97	0.00	0.09	0.65	0.00	0.02	0.01	xxxx	xxxxx	0.04	xxxx	xxxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	0.3	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	18.8	xxxxx	xxxx	18.1	10.4	xxxx	xxxxx	10.6	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	C	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	35	xxxx	xxxxx	32	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	316.8	xxxx	xxxxx	238.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	186.8			185.9			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Collier Avenue / Riverside Drive (SR-74)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 12 Average Delay (sec/veh): 24.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	848	226	42	13	194	106	85	23	800	34	16	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	848	226	42	13	194	106	85	23	800	34	16	10
Added Vol:	96	18	0	0	18	0	0	0	96	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	944	244	42	13	212	106	85	23	896	34	16	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1023	264	46	14	230	115	92	25	971	37	17	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1023	264	46	14	230	115	92	25	971	37	17	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1023	264	46	14	230	115	92	25	971	37	17	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.76	0.76	0.85	0.62	0.62	0.62
Lanes:	1.00	0.85	0.15	1.00	1.00	1.00	0.79	0.21	1.00	0.56	0.27	0.17
Final Sat.:	1805	1585	273	1805	1900	1615	1136	308	1615	672	316	198

Capacity Analysis Module:

Vol/Sat:	0.57	0.17	0.17	0.01	0.12	0.07	0.08	0.08	0.60	0.05	0.05	0.05
Crit Moves:	****			****			****					
Green/Cycle:	0.63	0.63	0.63	0.14	0.14	0.14	0.11	0.11	0.74	0.11	0.11	0.11
Volume/Cap:	0.89	0.26	0.26	0.06	0.89	0.53	0.77	0.77	0.81	0.52	0.52	0.52
Delay/Veh:	24.0	7.8	7.8	35.9	70.7	40.6	62.4	62.4	12.5	44.1	44.1	44.1
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:	24.0	7.8	7.8	35.9	70.7	40.6	62.4	62.4	12.5	44.1	44.1	44.1
LOS by Move:	C	A	A	D	E	D	E	E	B	D	D	D
HCM2kAvgQ:	29	4	4	0	10	4	5	5	21	3	3	3

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

HCM Signalized Intersection Capacity Analysis

6: Collier Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/6/2015

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	188	256	47	119	202	808	48	90	101	1103	75	32	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3	
Lane Util. Factor	0.97	0.95		0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	3502	3319		3303	1792	2818	1805	1900	1495	3502	3610	1586	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	3502	3319		3303	1792	2818	1805	1900	1495	3502	3610	1586	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	204	278	51	129	220	878	52	98	110	1199	82	35	
RTOR Reduction (vph)	0	14	0	0	0	233	0	0	85	0	0	17	
Lane Group Flow (vph)	204	315	0	129	220	645	52	98	25	1199	82	18	
Confl. Peds. (#/hr)			5			5						5	
Heavy Vehicles (%)	0%	7%	0%	6%	6%	0%	0%	0%	8%	0%	0%	0%	
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	
Protected Phases	7	4		3	8	1	5	2	3	1	6		
Permitted Phases						8			2			6	
Actuated Green, G (s)	9.8	24.0		9.1	22.6	71.7	7.0	18.7	27.8	49.1	60.8	60.8	
Effective Green, g (s)	9.8	24.0		9.1	22.6	71.7	7.0	18.7	27.8	49.1	60.8	60.8	
Actuated g/C Ratio	0.08	0.20		0.08	0.19	0.60	0.06	0.16	0.23	0.41	0.51	0.51	
Clearance Time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	285	663		250	337	1683	105	296	346	1432	1829	803	
v/s Ratio Prot	c0.06	0.10		0.04	c0.12	0.16	0.03	c0.05	0.01	c0.34	0.02		
v/s Ratio Perm						0.07			0.01			0.01	
v/c Ratio	0.72	0.48		0.52	0.65	0.38	0.50	0.33	0.07	0.84	0.04	0.02	
Uniform Delay, d1	53.7	42.4		53.3	45.1	12.6	54.8	45.1	36.0	31.9	14.9	14.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.9	0.2		0.7	3.4	0.1	1.3	3.0	0.0	4.2	0.0	0.1	
Delay (s)	60.7	42.6		54.1	48.5	12.7	56.1	48.1	36.1	36.1	15.0	14.8	
Level of Service	E	D		D	D	B	E	D	D	D	B	B	
Approach Delay (s)		49.5			23.4			44.6			34.2		
Approach LOS		D			C			D			C		
Intersection Summary													
HCM 2000 Control Delay			33.5									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.69										
Actuated Cycle Length (s)			120.0									Sum of lost time (s)	19.8
Intersection Capacity Utilization			70.5%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

7: Auto Center Dr. & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	657	38	252	658	127	29	47	162	204	88	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.88		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	5044		3502	3454		1798	3149		1799	3374	
Flt Permitted	0.95	1.00		0.95	1.00		0.66	1.00		0.61	1.00	
Satd. Flow (perm)	1805	5044		3502	3454		1241	3149		1163	3374	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	57	684	40	262	685	132	30	49	169	212	92	60
RTOR Reduction (vph)	0	4	0	0	10	0	0	131	0	0	46	0
Lane Group Flow (vph)	57	720	0	262	807	0	30	87	0	212	106	0
Confl. Peds. (#/hr)			5			5	5		5	5		5
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	7.1	61.1		11.4	65.4		26.0	26.0		26.0	26.0	
Effective Green, g (s)	7.1	61.1		11.4	65.4		26.0	26.0		26.0	26.0	
Actuated g/C Ratio	0.06	0.53		0.10	0.57		0.23	0.23		0.23	0.23	
Clearance Time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	111	2679		347	1964		280	711		262	762	
v/s Ratio Prot	c0.03	0.14		c0.07	c0.23			0.03			0.03	
v/s Ratio Perm							0.02			c0.18		
v/c Ratio	0.51	0.27		0.76	0.41		0.11	0.12		0.81	0.14	
Uniform Delay, d1	52.3	14.7		50.4	14.0		35.3	35.4		42.2	35.6	
Progression Factor	0.96	0.39		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.0		8.0	0.6		0.1	0.0		15.8	0.0	
Delay (s)	50.6	5.8		58.5	14.6		35.4	35.4		57.9	35.6	
Level of Service	D	A		E	B		D	D		E	D	
Approach Delay (s)		9.1			25.3			35.4			48.6	
Approach LOS		A			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			24.6			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			16.5			
Intersection Capacity Utilization			71.2%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
8: I-15 SB On Ramp/I-15 SB Off Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

4/6/2015

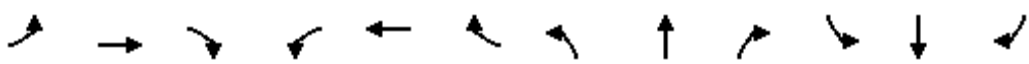
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	200	233	26	261	0	0	0	0	32	1	172
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	213	248	28	278	0	0	0	0	34	1	183
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total (vph)	213	248	28	278	218							
Volume Left (vph)	0	0	28	0	34							
Volume Right (vph)	0	248	0	0	183							
Hadj (s)	0.07	-0.58	0.50	0.00	-0.43							
Departure Headway (s)	5.0	3.2	5.8	5.3	4.8							
Degree Utilization, x	0.30	0.22	0.04	0.41	0.29							
Capacity (veh/h)	675	1122	597	656	700							
Control Delay (s)	10.2	7.1	7.9	10.7	9.7							
Approach Delay (s)	8.5		10.4		9.7							
Approach LOS	A		B		A							
Intersection Summary												
Delay			9.4									
Level of Service			A									
Intersection Capacity Utilization			40.2%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Volume (vph)	0	976	484	710	1266	0	0	0	0	504	2	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.99	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (prot)		3539	1583	3433	3574					1681	1600	1490
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (perm)		3539	1583	3433	3574					1681	1600	1490
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	996	494	724	1292	0	0	0	0	514	2	188
RTOR Reduction (vph)	0	0	280	0	0	0	0	0	0	0	2	69
Lane Group Flow (vph)	0	996	214	724	1292	0	0	0	0	267	266	100
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	2%	2%	2%	1%	0%	0%	0%	0%	2%	0%	3%
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		2		1	6					4	4	4
Permitted Phases			2									
Actuated Green, G (s)		47.6	47.6	25.4	77.6					21.4	21.4	21.4
Effective Green, g (s)		47.6	47.6	25.4	77.6					21.4	21.4	21.4
Actuated g/C Ratio		0.43	0.43	0.23	0.71					0.19	0.19	0.19
Clearance Time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1531	685	792	2521					327	311	289
v/s Ratio Prot		c0.28		c0.21	0.36					0.16	c0.17	0.07
v/s Ratio Perm			0.14									
v/c Ratio		0.65	0.31	0.91	0.51					0.82	0.85	0.35
Uniform Delay, d1		24.6	20.5	41.2	7.5					42.4	42.8	38.2
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		2.2	1.2	14.7	0.7					13.8	19.1	0.3
Delay (s)		26.8	21.6	55.9	8.2					56.2	61.9	38.5
Level of Service		C	C	E	A					E	E	D
Approach Delay (s)		25.1			25.4			0.0			54.1	
Approach LOS		C			C			A			D	
Intersection Summary												
HCM 2000 Control Delay			30.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				15.6		
Intersection Capacity Utilization			79.2%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	233	151	54	260	0	0	0	0	8	3	111
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	243	157	56	271	0	0	0	0	8	3	116
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												8
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	271			400			685	626	243	626	783	271
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	271			400			685	626	243	626	783	271
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			100	100	100	98	99	85
cM capacity (veh/h)	1304			1148			296	384	801	385	312	765
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	243	157	56	271	127							
Volume Left	0	0	56	0	8							
Volume Right	0	157	0	0	116							
cSH	1700	1700	1148	1700	841							
Volume to Capacity	0.14	0.09	0.05	0.16	0.15							
Queue Length 95th (ft)	0	0	4	0	13							
Control Delay (s)	0.0	0.0	8.3	0.0	11.0							
Lane LOS			A		B							
Approach Delay (s)	0.0		1.4		11.0							
Approach LOS					B							
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			37.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑↑	↑	↑
Volume (vph)	0	822	201	379	678	0	0	0	0	893	2	359
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97	0.95	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	0.98	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.85	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		3574	1583	1770	3574					3467	1493	1490
Flt Permitted		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)		3574	1583	1770	3574					3467	1493	1490
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	839	205	387	692	0	0	0	0	911	2	366
RTOR Reduction (vph)	0	0	146	0	0	0	0	0	0	0	145	145
Lane Group Flow (vph)	0	839	59	387	692	0	0	0	0	911	40	38
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	1%	2%	2%	1%	0%	0%	0%	0%	1%	0%	1%
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Effective Green, g (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Actuated g/C Ratio		0.29	0.29	0.38	0.71					0.21	0.21	0.21
Clearance Time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1033	457	669	2522					713	307	306
v/s Ratio Prot		c0.23		c0.22	0.19					c0.26	0.03	
v/s Ratio Perm			0.04									0.03
v/c Ratio		0.81	0.13	0.58	0.27					1.28	0.13	0.12
Uniform Delay, d1		39.6	31.5	29.7	6.4					47.6	38.9	38.8
Progression Factor		1.00	1.00	0.68	0.84					1.00	1.00	1.00
Incremental Delay, d2		7.0	0.6	0.6	0.2					135.7	0.1	0.1
Delay (s)		46.6	32.1	20.8	5.6					183.3	38.9	38.9
Level of Service		D	C	C	A					F	D	D
Approach Delay (s)		43.7			11.1			0.0			141.8	
Approach LOS		D			B			A			F	
Intersection Summary												
HCM 2000 Control Delay			70.2			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				15.2		
Intersection Capacity Utilization			81.9%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	158	74	0	0	50	12	237	4	13	0	0	0
Sign Control	Free				Free				Stop			
Grade	0%				0%				0%			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	161	76	0	0	51	12	242	4	13	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	63			76			455	461	76	470	455	57
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	63			76			455	461	76	470	455	57
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			100			49	99	99	100	100	100
cM capacity (veh/h)	1552			1536			478	448	991	457	452	1015
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	161	76	63	259								
Volume Left	161	0	0	242								
Volume Right	0	0	12	13								
cSH	1552	1700	1700	490								
Volume to Capacity	0.10	0.04	0.04	0.53								
Queue Length 95th (ft)	9	0	0	76								
Control Delay (s)	7.6	0.0	0.0	20.3								
Lane LOS	A			C								
Approach Delay (s)	5.2		0.0	20.3								
Approach LOS				C								
Intersection Summary												
Average Delay				11.6								
Intersection Capacity Utilization				40.2%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	72	1409	0	0	1543	529	434	0	759	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Lane Util. Factor	1.00	0.91			0.91	1.00	0.95	0.91	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	0.87	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	1805	5085			5136	1553	1665	1459	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	1805	5085			5136	1553	1665	1459	1504			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	73	1438	0	0	1574	540	443	0	774	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	279	0	65	65	0	0	0
Lane Group Flow (vph)	73	1438	0	0	1574	261	399	343	345	0	0	0
Confl. Peds. (#/hr)						5						
Heavy Vehicles (%)	0%	2%	0%	0%	1%	2%	3%	0%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	7.1	55.2			43.5	43.5	23.8	23.8	23.8			
Effective Green, g (s)	7.1	55.2			43.5	43.5	23.8	23.8	23.8			
Actuated g/C Ratio	0.08	0.61			0.48	0.48	0.26	0.26	0.26			
Clearance Time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Vehicle Extension (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lane Grp Cap (vph)	142	3118			2482	750	440	385	397			
v/s Ratio Prot	0.04	c0.28			c0.31		c0.24	0.24	0.23			
v/s Ratio Perm						0.17						
v/c Ratio	0.51	0.46			0.63	0.35	0.91	0.89	0.87			
Uniform Delay, d1	39.8	9.4			17.3	14.4	32.0	31.9	31.6			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	1.3	0.5			1.2	1.3	21.6	21.4	17.4			
Delay (s)	41.1	9.9			18.6	15.7	53.6	53.3	49.1			
Level of Service	D	A			B	B	D	D	D			
Approach Delay (s)		11.4			17.8			52.0			0.0	
Approach LOS		B			B			D			A	
Intersection Summary												
HCM 2000 Control Delay			24.4				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		15.6			
Intersection Capacity Utilization			79.2%				ICU Level of Service		D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	104	137	0	0	155	0	159	6	79	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	112	147	0	0	167	0	171	6	85	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	167			147			538	538	147	626	538	167
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	167			147			538	538	147	626	538	167
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			60	98	91	100	100	100
cM capacity (veh/h)	1411			1447			425	417	902	336	417	883
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	112	147	167	262								
Volume Left	112	0	0	171								
Volume Right	0	0	0	85								
cSH	1411	1700	1700	513								
Volume to Capacity	0.08	0.09	0.10	0.51								
Queue Length 95th (ft)	6	0	0	72								
Control Delay (s)	7.8	0.0	0.0	19.1								
Lane LOS	A			C								
Approach Delay (s)	3.4		0.0	19.1								
Approach LOS				C								
Intersection Summary												
Average Delay			8.6									
Intersection Capacity Utilization			37.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	334	1381	0	0	904	875	153	4	403	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Lane Util. Factor	0.97	0.91			0.91	0.91		1.00	0.88			
Frt	1.00	1.00			0.96	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	3467	5136			3288	1455		1794	2814			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	3467	5136			3288	1455		1794	2814			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	341	1409	0	0	922	893	156	4	411	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	215	0	0	137	0	0	0
Lane Group Flow (vph)	341	1409	0	0	1227	348	0	160	274	0	0	0
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	1%	0%	1%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Actuated Green, G (s)	15.4	94.1			74.1	74.1		15.3	15.3			
Effective Green, g (s)	15.4	94.1			74.1	74.1		15.3	15.3			
Actuated g/C Ratio	0.13	0.78			0.62	0.62		0.13	0.13			
Clearance Time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Vehicle Extension (s)	4.0	2.0			2.0	2.0		2.0	2.0			
Lane Grp Cap (vph)	444	4027			2030	898		228	358			
v/s Ratio Prot	c0.10	0.27			c0.37			0.09				
v/s Ratio Perm						0.24			c0.10			
v/c Ratio	0.77	0.35			0.60	0.39		0.70	0.77			
Uniform Delay, d1	50.6	3.9			14.0	11.5		50.2	50.6			
Progression Factor	1.86	1.34			0.85	4.35		1.00	1.00			
Incremental Delay, d2	7.0	0.0			1.0	0.9		7.7	8.5			
Delay (s)	101.2	5.2			12.9	51.1		57.9	59.1			
Level of Service	F	A			B	D		E	E			
Approach Delay (s)		23.9			24.8			58.8			0.0	
Approach LOS		C			C			E			A	
Intersection Summary												
HCM 2000 Control Delay		29.1			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.65										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			15.2				
Intersection Capacity Utilization		81.9%			ICU Level of Service			D				
Analysis Period (min)		15										
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Dexter Avenue / 11th Street

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	0	58	16	1	75	0	0	0	0	16	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	58	16	1	75	0	0	0	0	16	0	1
Added Vol:	0	12	18	0	12	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	70	34	1	87	0	0	0	0	34	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	84	41	1	104	0	0	0	0	41	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	84	41	1	104	0	0	0	0	41	0	1

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	125	xxxx	xxxxx	211	231	104	190	190	84
Potent Cap.:	xxxx	xxxx	xxxxx	1475	xxxx	xxxxx	750	672	956	803	708	981
Move Cap.:	xxxx	xxxx	xxxxx	1475	xxxx	xxxxx	749	672	956	803	707	981
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.00	0.05	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	807	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx
Shared LOS:	A	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				9.7	
ApproachLOS:	*			*			*				A	

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

HCM Signalized Intersection Capacity Analysis

17: Dexter Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	453	1497	218	91	1397	64	271	124	74	46	59	404
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5036	1583	1805	6408	1583	1805	1900	1586	1805	1900	1603
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.72	1.00	1.00	0.64	1.00	1.00
Satd. Flow (perm)	1805	5036	1583	1805	6408	1583	1364	1900	1586	1212	1900	1603
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	462	1528	222	93	1426	65	277	127	76	47	60	412
RTOR Reduction (vph)	0	0	105	0	0	42	0	0	56	0	0	11
Lane Group Flow (vph)	462	1528	117	93	1426	23	277	127	20	47	60	401
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			6	8		8	4		4
Actuated Green, G (s)	34.6	68.7	68.7	11.0	45.1	45.1	34.7	34.7	34.7	34.7	34.7	69.3
Effective Green, g (s)	34.6	68.7	68.7	11.0	45.1	45.1	34.7	34.7	34.7	34.7	34.7	69.3
Actuated g/C Ratio	0.27	0.53	0.53	0.08	0.35	0.35	0.27	0.27	0.27	0.27	0.27	0.53
Clearance Time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	480	2661	836	152	2223	549	364	507	423	323	507	854
v/s Ratio Prot	c0.26	0.30		0.05	c0.22			0.07			0.03	0.12
v/s Ratio Perm			0.07			0.01	c0.20		0.01	0.04		0.13
v/c Ratio	0.96	0.57	0.14	0.61	0.64	0.04	0.76	0.25	0.05	0.15	0.12	0.47
Uniform Delay, d1	47.1	20.7	15.6	57.4	35.7	28.1	43.8	37.4	35.4	36.3	36.1	18.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	31.3	0.9	0.4	5.0	1.4	0.1	13.9	1.2	0.2	0.9	0.5	0.1
Delay (s)	78.4	21.7	16.0	62.5	37.1	28.3	57.8	38.6	35.6	37.3	36.5	19.1
Level of Service	E	C	B	E	D	C	E	D	D	D	D	B
Approach Delay (s)		32.9			38.2			49.2			22.7	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			35.2			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)				15.6		
Intersection Capacity Utilization			95.0%			ICU Level of Service				F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 18: Dexter Av. & Allan St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	8	0	0	94	0	317	24	0	318	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	9	0	0	101	0	341	26	0	342	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage veh							2			2		
Upstream signal (ft)										211		
pX, platoon unblocked	0.98	0.98	0.98	0.98	0.98		0.98					
vC, conflicting volume	784	709	342	691	700	341	359			367		
vC1, stage 1 conf vol	342	342		341	341							
vC2, stage 2 conf vol	442	367		351	359							
vCu, unblocked vol	772	695	322	677	686	341	339			367		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	86	100			100		
cM capacity (veh/h)	458	531	711	554	534	706	1210			1203		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	9	101	341	26	342	17						
Volume Left	0	0	0	0	0	0						
Volume Right	9	101	0	26	0	17						
cSH	711	706	1700	1700	1700	1700						
Volume to Capacity	0.01	0.14	0.20	0.02	0.20	0.01						
Queue Length 95th (ft)	1	12	0	0	0	0						
Control Delay (s)	10.1	10.9	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	10.1	10.9	0.0		0.0							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			29.2%			ICU Level of Service					A	
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 19: Dexter Av. & Crane St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	0	8	55	0	125	4	186	26	195	113	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	24	0	9	60	0	137	4	204	29	214	124	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage (veh)								2			2	
Upstream signal (ft)											649	
pX, platoon unblocked												
vC, conflicting volume	903	795	124	775	771	204	130			233		
vC1, stage 1 conf vol	553	553		213	213							
vC2, stage 2 conf vol	351	242		562	558							
vCu, unblocked vol	903	795	124	775	771	204	130			233		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	100	99	85	100	84	100			84		
cM capacity (veh/h)	308	386	932	406	407	841	1468			1346		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	33	198	4	204	29	214	124	5				
Volume Left	24	60	4	0	0	214	0	0				
Volume Right	9	137	0	0	29	0	0	5				
cSH	374	634	1468	1700	1700	1346	1700	1700				
Volume to Capacity	0.09	0.31	0.00	0.12	0.02	0.16	0.07	0.00				
Queue Length 95th (ft)	7	33	0	0	0	14	0	0				
Control Delay (s)	15.5	13.2	7.5	0.0	0.0	8.2	0.0	0.0				
Lane LOS	C	B	A			A						
Approach Delay (s)	15.5	13.2	0.1			5.1						
Approach LOS	C	B										
Intersection Summary												
Average Delay			6.1									
Intersection Capacity Utilization			41.1%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 20: Dexter Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	4	0	3	0	211	3	2	152	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	4	0	3	0	222	3	2	160	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	391	389	160	388	388	224	160			225		
vC1, stage 1 conf vol	164	164		224	224							
vC2, stage 2 conf vol	227	225		164	164							
vCu, unblocked vol	391	389	160	388	388	224	160			225		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	100			100		
cM capacity (veh/h)	707	659	890	712	661	821	1432			1355		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	7	225	162								
Volume Left	0	4	0	2								
Volume Right	0	3	3	0								
cSH	1700	755	1432	1355								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	0.0	9.8	0.0	0.1								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	9.8	0.0	0.1								
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			21.3%	ICU Level of Service						A		
Analysis Period (min)			15									

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Dexter Avenue / 2nd Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.295
Loss Time (sec): 0 Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	0	0	1

Volume Module:

Base Vol:	0	0	4	2	3	100	167	2	1	1	2	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	4	2	3	100	167	2	1	1	2	2
Added Vol:	0	0	0	0	0	48	48	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	2	3	148	215	2	1	1	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	4	2	3	158	230	2	1	1	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	2	3	158	230	2	1	1	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	4	2	3	158	230	2	1	1	2	2

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.01	0.02	0.97	0.98	0.01	0.01	0.20	0.40	0.40
Final Sat.:	0	0	843	12	17	858	781	7	4	160	321	321

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	0.01	0.18	0.18	0.18	0.29	0.29	0.29	0.01	0.01	0.01
Crit Moves:			****	****			****			****		
Delay/Veh:	0.0	0.0	7.0	7.7	7.7	7.7	9.2	9.2	9.2	7.3	7.3	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	7.0	7.7	7.7	7.7	9.2	9.2	9.2	7.3	7.3	7.3
LOS by Move:	*	*	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.0			7.7			9.2			7.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.0			7.7			9.2			7.3		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.4	0.4	0.0	0.0	0.0

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

HCM Unsignalized Intersection Capacity Analysis

22: Camino del Norte & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	216	0	3	1	4	152
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	243	0	3	1	4	171
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	98	90	175			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	98	90	175			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	73	100	100			
cM capacity (veh/h)	902	973	1401			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	243	0	4	175		
Volume Left	243	0	3	0		
Volume Right	0	0	0	171		
cSH	902	1700	1401	1700		
Volume to Capacity	0.27	0.00	0.00	0.10		
Queue Length 95th (ft)	27	0	0	0		
Control Delay (s)	10.5	0.0	5.7	0.0		
Lane LOS	B	A	A			
Approach Delay (s)	10.5		5.7	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			6.1			
Intersection Capacity Utilization			28.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

23: Grape St./Summerhill Dr. & Railroad Canyon Rd.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	360	1008	416	184	934	85	467	156	227	117	133	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		0.97	0.95		1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	0.99		1.00	0.99	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.91		1.00	0.93	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3539	1587	1805	4978		3502	3256		1805	1652	1513
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3539	1587	1805	4978		3502	3256		1805	1652	1513
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	367	1029	424	188	953	87	477	159	232	119	136	386
RTOR Reduction (vph)	0	0	258	0	9	0	0	160	0	0	0	0
Lane Group Flow (vph)	367	1029	166	188	1031	0	477	231	0	119	271	251
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases			2									4
Actuated Green, G (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Effective Green, g (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Actuated g/C Ratio	0.05	0.29	0.29	0.07	0.31		0.31	0.31		0.14	0.14	0.20
Clearance Time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	189	1032	462	127	1534		1079	1003		255	234	296
v/s Ratio Prot	c0.10	c0.29		0.10	0.21		c0.14	0.07		0.07	c0.16	0.05
v/s Ratio Perm			0.10									0.12
v/c Ratio	1.94	1.00	0.36	1.48	0.67		0.44	0.23		0.47	1.16	0.85
Uniform Delay, d1	56.8	42.4	33.6	55.8	36.2		33.2	30.9		47.3	51.5	46.5
Progression Factor	0.92	0.66	1.38	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	441.2	26.2	2.0	253.4	2.4		1.3	0.5		0.5	108.2	18.9
Delay (s)	493.4	54.3	48.3	309.2	38.6		34.5	31.4		47.8	159.7	65.4
Level of Service	F	D	D	F	D		C	C		D	F	E
Approach Delay (s)		141.4			80.0			33.1			102.0	
Approach LOS		F			E			C			F	
Intersection Summary												
HCM 2000 Control Delay			98.7			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			22.5			
Intersection Capacity Utilization			94.1%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 24: Driveway 1 & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/6/2015

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Volume (veh/h)	1349	268	0	1552	0	177	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	1466	291	0	1687	0	192	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh							
Upstream signal (ft)	531			516			
pX, platoon unblocked			0.77		0.77	0.77	
vC, conflicting volume			1758		2034	879	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			1386		1744	244	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	67	
cM capacity (veh/h)			385		61	587	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	978	780	422	422	422	422	192
Volume Left	0	0	0	0	0	0	0
Volume Right	0	291	0	0	0	0	192
cSH	1700	1700	1700	1700	1700	1700	587
Volume to Capacity	0.58	0.46	0.25	0.25	0.25	0.25	0.33
Queue Length 95th (ft)	0	0	0	0	0	0	36
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	14.1
Lane LOS							B
Approach Delay (s)	0.0		0.0				14.1
Approach LOS							B
Intersection Summary							
Average Delay			0.7				
Intersection Capacity Utilization			63.5%		ICU Level of Service		B
Analysis Period (min)			15				

HCM Signalized Intersection Capacity Analysis 25: Cambern Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/6/2015

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	447	987	93	99	1078	209	242	14	38	237	12	204	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3	
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99			1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.89			1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.95	1.00	
Satd. Flow (prot)	3502	3429		1805	3505	1586	1805	1672			1806	1586	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.39	1.00			0.70	1.00	
Satd. Flow (perm)	3502	3429		1805	3505	1586	750	1672			1317	1586	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	471	1039	98	104	1135	220	255	15	40	249	13	215	
RTOR Reduction (vph)	0	7	0	0	0	124	0	31	0	0	0	164	
Lane Group Flow (vph)	471	1130	0	104	1135	96	255	24	0	0	262	51	
Confl. Peds. (#/hr)			5			5			5	5		5	
Heavy Vehicles (%)	0%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm	
Protected Phases	5	2		1	6			8			4		
Permitted Phases						6	8			4		4	
Actuated Green, G (s)	18.4	54.8		9.6	46.0	46.0	24.7	24.7			24.7	24.7	
Effective Green, g (s)	18.4	54.8		9.6	46.0	46.0	24.7	24.7			24.7	24.7	
Actuated g/C Ratio	0.18	0.52		0.09	0.44	0.44	0.24	0.24			0.24	0.24	
Clearance Time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)	613	1789		165	1535	694	176	393			309	373	
v/s Ratio Prot	c0.13	0.33		0.06	c0.32			0.01					
v/s Ratio Perm						0.06	c0.34				0.20	0.03	
v/c Ratio	0.77	0.63		0.63	0.74	0.14	1.45	0.06			0.85	0.14	
Uniform Delay, d1	41.3	17.9		46.0	24.5	17.7	40.1	31.2			38.4	31.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	5.8	1.7		7.6	3.2	0.4	230.9	0.1			18.9	0.2	
Delay (s)	47.0	19.6		53.6	27.8	18.1	271.0	31.2			57.3	31.9	
Level of Service	D	B		D	C	B	F	C			E	C	
Approach Delay (s)		27.6			28.1			228.5			45.8		
Approach LOS		C			C			F			D		
Intersection Summary													
HCM 2000 Control Delay			46.2									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.94										
Actuated Cycle Length (s)			105.0									Sum of lost time (s)	15.9
Intersection Capacity Utilization			76.8%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis

26: Cambern Av. & Driveway 2

Lake Elsinore Walmart (JN 08651)

4/6/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗	↗	
Volume (veh/h)	0	0	0	293	96	108
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	318	104	117
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					307	
pX, platoon unblocked						
vC, conflicting volume	482	163	222			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	482	163	222			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	547	887	1359			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	318	222			
Volume Left	0	0	0			
Volume Right	0	0	117			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.19	0.13			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			18.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

27: Cambern Av. & Driveway 3

Lake Elsinore Walmart (JN 08651)

4/6/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	289	6	6	4	6	90
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	314	7	7	4	7	98
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLT	None	
Median storage (veh)				2		
Upstream signal (ft)					753	
pX, platoon unblocked						
vC, conflicting volume	73	55	104			
vC1, stage 1 conf vol	55					
vC2, stage 2 conf vol	17					
vCu, unblocked vol	73	55	104			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	67	99	100			
cM capacity (veh/h)	943	1017	1500			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	321	11	104			
Volume Left	314	7	0			
Volume Right	7	0	98			
cSH	944	1500	1700			
Volume to Capacity	0.34	0.00	0.06			
Queue Length 95th (ft)	38	0	0			
Control Delay (s)	10.8	4.5	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.8	4.5	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			8.0			
Intersection Capacity Utilization			28.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 28: Cambern Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	2	0	4	7	8	0	0	2	6	0	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	1	3	0	5	9	11	0	0	3	8	0	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	4	25	3	8								
Volume Left (vph)	1	5	0	8								
Volume Right (vph)	0	11	3	0								
Hadj (s)	0.07	-0.21	-0.60	0.20								
Departure Headway (s)	4.0	3.7	3.4	4.2								
Degree Utilization, x	0.00	0.03	0.00	0.01								
Capacity (veh/h)	887	960	1056	854								
Control Delay (s)	7.0	6.8	6.4	7.2								
Approach Delay (s)	7.0	6.8	6.4	7.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				6.9								
Level of Service				A								
Intersection Capacity Utilization				15.0%	ICU Level of Service	A						
Analysis Period (min)				15								

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Conard Avenue / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 12 Average Delay (sec/veh): 19.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	10	10	10	10	26	26	10	26	26
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	1	0	2	0	1	1

Volume Module:

Base Vol:	39	2	2	11	0	21	10	1068	63	5	1044	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:	39	2	2	11	0	21	10	1068	63	5	1044	14
Added Vol:	6	0	0	0	0	12	12	78	6	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	2	2	11	0	33	22	1146	69	5	1122	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	47	2	2	11	0	34	23	1185	71	5	1160	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2	2	11	0	34	23	1185	71	5	1160	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	2	2	11	0	34	23	1185	71	5	1160	14

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.84	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.92	0.04	0.04	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1342	60	60	1598	0	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.01	0.00	0.02	0.01	0.33	0.04	0.00	0.32	0.01
Crit Moves:	****						****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.00	0.24	0.14	0.58	0.58	0.08	0.52	0.52
Volume/Cap:	0.14	0.14	0.14	0.03	0.00	0.09	0.09	0.57	0.08	0.03	0.61	0.02
Delay/Veh:	35.9	35.9	35.9	34.8	0.0	35.3	45.6	16.5	11.4	50.7	20.7	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	35.9	35.9	34.8	0.0	35.3	45.6	16.5	11.4	50.7	20.7	13.8
LOS by Move:	D	D	D	C	A	D	D	B	B	D	C	B
HCM2kAvgQ:	1	1	1	0	0	1	1	14	1	0	16	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Rosetta Canyon Drive / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.317
Loss Time (sec): 12 Average Delay (sec/veh): 15.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	33	0	33	0	0	0	0	32	32	10	10	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	1

Volume Module:

Base Vol:	113	0	8	0	0	0	0	923	113	13	878	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:	113	0	8	0	0	0	0	923	113	13	878	0
Added Vol:	18	0	0	0	0	0	0	60	18	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	0	8	0	0	0	0	983	131	13	938	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:	139	0	8	0	0	0	0	1040	139	14	993	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	0	8	0	0	0	0	1040	139	14	993	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:	139	0	8	0	0	0	0	1040	139	14	993	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	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.08	0.00	0.01	0.00	0.00	0.00	0.00	0.20	0.09	0.01	0.27	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.54	0.54	0.08	0.63	0.00
Volume/Cap:	0.28	0.00	0.02	0.00	0.00	0.00	0.00	0.37	0.16	0.09	0.44	0.00
Delay/Veh:	34.5	0.0	31.7	0.0	0.0	0.0	0.0	15.8	13.9	51.1	11.8	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:	34.5	0.0	31.7	0.0	0.0	0.0	0.0	15.8	13.9	51.1	11.8	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	B	A
HCM2kAvgQ:	4	0	0	0	0	0	0	8	3	1	10	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Riverside Street / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 12 Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	27	0	27	0	0	0	0	29	29	10	10	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	1

Volume Module:

Base Vol:	95	0	14	0	0	0	0	846	104	13	764	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:	95	0	14	0	0	0	0	846	104	13	764	0
Added Vol:	12	0	0	0	0	0	0	42	12	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	0	14	0	0	0	0	888	116	13	806	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	111	0	15	0	0	0	0	925	121	14	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	0	15	0	0	0	0	925	121	14	840	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:	111	0	15	0	0	0	0	925	121	14	840	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	0.85	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.26	0.07	0.01	0.23	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.59	0.59	0.08	0.68	0.00
Volume/Cap:	0.14	0.00	0.04	0.00	0.00	0.00	0.00	0.43	0.13	0.09	0.34	0.00
Delay/Veh:	37.3	0.0	36.4	0.0	0.0	0.0	0.0	13.6	10.9	51.1	8.3	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:	37.3	0.0	36.4	0.0	0.0	0.0	0.0	13.6	10.9	51.1	8.3	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	10	2	1	7	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Meadowbrook Avenue/Greenwald Avenue / Central Avenue (SR-74)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375

Loss Time (sec): 12 Average Delay (sec/veh): 21.9

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	34	34	34	10	10	10	10	25	25	10	25	25
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:	155	16	41	24	17	15	28	578	164	42	519	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	16	41	24	17	15	28	578	164	42	519	53
Added Vol:	12	0	0	0	0	0	0	18	12	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	16	41	24	17	15	28	596	176	42	537	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	180	17	44	26	18	16	30	641	189	45	577	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	17	44	26	18	16	30	641	189	45	577	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	17	44	26	18	16	30	641	189	45	577	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.89	0.89	0.72	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.28	0.72	1.00	0.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1406	476	1219	1366	939	828	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.13	0.04	0.04	0.02	0.02	0.02	0.02	0.18	0.12	0.03	0.16	0.04
Crit Moves:	****							****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.15	0.44	0.44	0.10	0.39	0.39
Volume/Cap:	0.38	0.11	0.11	0.06	0.06	0.06	0.11	0.40	0.27	0.25	0.41	0.09
Delay/Veh:	25.5	22.7	22.7	22.2	22.3	22.3	36.5	19.2	18.0	42.3	22.7	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	22.7	22.7	22.2	22.3	22.3	36.5	19.2	18.0	42.3	22.7	19.6
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	B
HCM2kAvgQ:	4	1	1	1	1	1	1	7	4	1	7	1

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

APPENDIX 5.2

Existing plus Project Conditions Traffic Signal Warrant Analysis Worksheets

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	CALC	TRAFFIC CONDITIONS	E+P
Jurisdiction: <u>City of Lake Elsinore</u>				CHK <u>IA</u>	DATE <u>04/06/15</u>	
Major Street: <u>Main Street</u>					DATE <u>04/06/15</u>	
Minor Street: <u>W. Graham Avenue</u>					Critical Approach Speed (Major) <u>30</u> mph	
					Critical Approach Speed (Minor) <u>30</u> mph	
Major Street Approach Lanes = <u>1</u> lane				Minor Street Approach Lanes: <u>1</u> lane		
Major Street Future ADT = <u>7,417</u> vpd				Minor Street Future ADT = <u>3,411</u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						 or
In built up area of isolated community of < 10,000 population						URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX		RURAL		Minimum Requirements EADT	
CONDITION A - Minimum Vehicular Volume <u>Satisfied</u>		Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 7,417	1 3,411	8,000	5,600	2,400 *	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic <u>Satisfied</u>		Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 7,417	1 3,411	12,000	8,400	1,200 *	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B <u>Satisfied</u>		Not Satisfied XX		2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition satisfied, but following conditions fulfilled 80% of more		<u>A</u> 93%	<u>B</u> 62%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	CALC	TRAFFIC CONDITIONS	E+P
Jurisdiction: <u>City of Lake Elsinore</u>				CHK <u>IA</u>	DATE <u>04/06/15</u>	
Major Street: <u>Riverside Drive (SR-74)</u>					DATE <u>04/06/15</u>	
Minor Street: <u>Gunnerson Street</u>					Critical Approach Speed (Major) <u>40</u> mph	
					Critical Approach Speed (Minor) <u>30</u> mph	
Major Street Approach Lanes = <u>1</u> lane				Minor Street Approach Lanes: <u>1</u> lane		
Major Street Future ADT = <u>23,700</u> vpd				Minor Street Future ADT = <u>998</u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						
					or	RURAL (R)
In built up area of isolated community of < 10,000 population						

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX		RURAL		Minimum Requirements EADT	
CONDITION A - Minimum Vehicular Volume <u>Satisfied</u>		Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 23,700	1 998	8,000 *	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic <u>Satisfied</u>		Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 23,700	1 998	12,000 *	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B <u>Satisfied</u>		Not Satisfied XX		2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition satisfied, but following conditions fulfilled 80% of more		<u>A</u> 42%	<u>B</u> 83%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

**Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)**

DIST				CO		RTE		PM		CALC		TRAFFIC CONDITIONS		E+P			
Jurisdiction:				City of Lake Elsinore						CHK		IA		DATE		04/06/15	
Major Street:				Nichols Road								Critical Approach Speed (Major)				35 mph	
Minor Street:				I-15 SB Ramps								Critical Approach Speed (Minor)				45 mph	
Major Street Approach Lanes =				1				lane		Minor Street Approach Lanes:				1		lane	
Major Street Future ADT =				8,676				vpd		Minor Street Future ADT =				1,678		vpd	
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);														or		URBAN (U)	
In built up area of isolated community of < 10,000 population																	

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL XX CONDITION A - Minimum Vehicular Volume		Minimum Requirements			
Satisfied Not Satisfied		EADT			
Major Street Minor Street		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban Rural		Urban Rural		Urban Rural	
1 8,676 1 1,678		8,000 * 5,600		2,400 1,680	
2 + 1		9,600 6,720		2,400 1,680	
2 + 2 +		9,600 6,720		3,200 2,240	
1 2 +		8,000 5,600		3,200 2,240	
Satisfied Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street Minor Street		Urban Rural		Urban Rural	
1 8,676 1 1,678		12,000 8,400		1,200 * 850	
2 + 1		14,400 10,080		1,200 850	
2 + 2 +		14,400 10,080		1,600 1,120	
1 2 +		12,000 8,400		1,600 1,120	
Combination of CONDITIONS A + B Satisfied Not Satisfied XX		2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more A B					
70% 72%					

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	CALC	TRAFFIC CONDITIONS	E+P
Jurisdiction: <u>City of Lake Elsinore</u>				CHK	<u>IA</u>	DATE <u>04/06/15</u>
Major Street: <u>Main Street</u>						DATE <u>04/06/15</u>
Minor Street: <u>I-15 SB Ramps</u>					Critical Approach Speed (Major)	<u>30</u> mph
					Critical Approach Speed (Minor)	<u>45</u> mph
Major Street Approach Lanes = <u>1</u> lane				Minor Street Approach Lanes: <u>1</u> lane		
Major Street Future ADT = <u>11,146</u> vpd				Minor Street Future ADT = <u>1,920</u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						 or
In built up area of isolated community of < 10,000 population						URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX		RURAL		Minimum Requirements	
CONDITION A - Minimum Vehicular Volume		EADT			
<u>Satisfied</u>	<u>Not Satisfied</u> XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>1 11,146</u>	<u>1 1,920</u>	8,000 *	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u> XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 11,146</u>	<u>1 1,920</u>	12,000	8,400	1,200 *	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u> XX	<u>Not Satisfied</u>	80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u> 80%				
	<u>B</u> 93%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	CALC	TRAFFIC CONDITIONS	E+P
Jurisdiction: <u>City of Lake Elsinore</u>				CHK <u>IA</u>	DATE <u>04/06/15</u>	
Major Street: <u>Nichols Road</u>					DATE <u>04/06/15</u>	
Minor Street: <u>I-15 NB Ramps</u>					Critical Approach Speed (Major) <u>35</u> mph	
					Critical Approach Speed (Minor) <u>45</u> mph	
Major Street Approach Lanes = <u>1</u> lane				Minor Street Approach Lanes: <u>1</u> lane		
Major Street Future ADT = <u>4,347</u> vpd				Minor Street Future ADT = <u>1,642</u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						
						or
In built up area of isolated community of < 10,000 population						
URBAN (U)						

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX		RURAL		Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume				Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>		<u>Not Satisfied</u>	XX				
Number of lanes for moving traffic on each approach				<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>		<u>Minor Street</u>					
<u>1</u> 4,347		<u>1</u> 1,642		8,000	5,600	2,400	1,680
2 +		<u>1</u>		9,600	6,720	2,400	1,680
2 +		<u>2 +</u>		9,600	6,720	3,200	2,240
<u>1</u>		<u>2 +</u>		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic				Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>		<u>Not Satisfied</u>	XX				
Number of lanes for moving traffic on each approach				<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>		<u>Minor Street</u>					
<u>1</u> 4,347		<u>1</u> 1,642		12,000	8,400	1,200 *	850
2 +		<u>1</u>		14,400	10,080	1,200	850
2 +		<u>2 +</u>		14,400	10,080	1,600	1,120
<u>1</u>		<u>2 +</u>		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>		<u>Not Satisfied</u>	XX				
No one condition satisfied, but following conditions fulfilled 80% of more							
		<u>A</u>	<u>B</u>				
		54%	36%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	CALC	TRAFFIC CONDITIONS	E+P
Jurisdiction: <u>City of Lake Elsinore</u>				CHK <u>IA</u>	DATE <u>04/06/15</u>	
Major Street: <u>Main Street</u>					DATE <u>04/06/15</u>	
Minor Street: <u>I-15 NB Ramps</u>					Critical Approach Speed (Major) <u>30</u> mph	
					Critical Approach Speed (Minor) <u>45</u> mph	
Major Street Approach Lanes = <u>1</u> lane				Minor Street Approach Lanes: <u>1</u> lane		
Major Street Future ADT = <u>52,288</u> vpd				Minor Street Future ADT = <u>2,346</u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						 or
In built up area of isolated community of < 10,000 population						URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX		RURAL		Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume				Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>		<u>Not Satisfied</u>					
		XX					
Number of lanes for moving traffic on each approach		Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>		<u>Minor Street</u>					
<u>1</u> 52,288		<u>1</u> 2,346		8,000 *	5,600	2,400	1,680
<u>2 +</u>		<u>1</u>		9,600	6,720	2,400	1,680
<u>2 +</u>		<u>2 +</u>		9,600	6,720	3,200	2,240
<u>1</u>		<u>2 +</u>		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic				Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>		<u>Not Satisfied</u>					
XX							
Number of lanes for moving traffic on each approach		Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>		<u>Minor Street</u>					
<u>1</u> 52,288		<u>1</u> 2,346		12,000 *	8,400	1,200 *	850
<u>2 +</u>		<u>1</u>		14,400	10,080	1,200	850
<u>2 +</u>		<u>2 +</u>		14,400	10,080	1,600	1,120
<u>1</u>		<u>2 +</u>		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>		<u>Not Satisfied</u>		80%		80%	
XX							
No one condition satisfied, but following conditions fulfilled 80% of more							
		<u>A</u>	<u>B</u>				
		98%	100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	CALC	TRAFFIC CONDITIONS	E+P
Jurisdiction: <u>City of Lake Elsinore</u>				CHK <u>IA</u>	DATE <u>04/06/15</u>	
Major Street: <u>Dexter Avenue</u>					DATE <u>04/06/15</u>	
Minor Street: <u>11th Street</u>					Critical Approach Speed (Major) <u>45</u> mph	
					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>1</u> lane				Minor Street Approach Lanes: <u>1</u> lane		
Major Street Future ADT = <u>2,042</u> vpd				Minor Street Future ADT = <u>500</u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					☒	
					or	RURAL (R)
In built up area of isolated community of < 10,000 population					☐	

(Based on Estimated Average Daily Traffic - See Note)

URBAN		RURAL		Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>		<u>Not Satisfied</u>					
		XX					
Number of lanes for moving traffic on each approach		Number of lanes for moving traffic on each approach					
<u>Major Street</u>		<u>Minor Street</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>1</u> 2,042		<u>1</u> 500		8,000	5,600	2,400	1,680
2 +		1		9,600	6,720	2,400	1,680
2 +		2 +		9,600	6,720	3,200	2,240
1		2 +		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>		<u>Not Satisfied</u>					
		XX					
Number of lanes for moving traffic on each approach		Number of lanes for moving traffic on each approach					
<u>Major Street</u>		<u>Minor Street</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>1</u> 2,042		<u>1</u> 500		12,000	8,400	1,200	850
2 +		1		14,400	10,080	1,200	850
2 +		2 +		14,400	10,080	1,600	1,120
1		2 +		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		XX		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>		<u>Not Satisfied</u>					
		XX					
No one condition satisfied, but following conditions fulfilled 80% of more							
		<u>A</u>	<u>B</u>				
		30%	24%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	CALC	TRAFFIC CONDITIONS	E+P
Jurisdiction: <u>City of Lake Elsinore</u>				CHK <u>IA</u>	DATE <u>04/06/15</u>	
Major Street: <u>Dexter Avenue</u>					DATE <u>04/06/15</u>	
Minor Street: <u>Crane Street</u>					Critical Approach Speed (Major) <u>45</u> mph	
					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>1</u> lane				Minor Street Approach Lanes: <u>1</u> lane		
Major Street Future ADT = <u>7,092</u> vpd				Minor Street Future ADT = <u>2,358</u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					☒	
					or	RURAL (R)
In built up area of isolated community of < 10,000 population					☐	

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX		RURAL		Minimum Requirements EADT	
CONDITION A - Minimum Vehicular Volume <u>Satisfied</u>		Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Major Street	Minor Street	Major Street	Minor Street	Urban	Rural
1 7,092	1 2,358			8,000	5,600
2 +	1			9,600	6,720
2 +	2 +			9,600	6,720
1	2 +			8,000	5,600
CONDITION B - Interruption of Continuous Traffic <u>Satisfied</u>		Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Major Street	Minor Street	Major Street	Minor Street	Urban	Rural
1 7,092	1 2,358			12,000	8,400
2 +	1			14,400	10,080
2 +	2 +			14,400	10,080
1	2 +			12,000	8,400
Combination of CONDITIONS A + B <u>Satisfied</u>		Not Satisfied XX		2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition satisfied, but following conditions fulfilled 80% of more					
		<u>A</u>	<u>B</u>		
		89%	59%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	CALC	TRAFFIC CONDITIONS	E+P
Jurisdiction: <u>City of Lake Elsinore</u>				CHK	<u>IA</u>	DATE <u>04/06/15</u>
Major Street: <u>Dexter Avenue</u>						DATE <u>04/06/15</u>
Minor Street: <u>3rd Street</u>					Critical Approach Speed (Major)	<u>45</u> mph
					Critical Approach Speed (Minor)	<u>25</u> mph
Major Street Approach Lanes = <u>1</u> lane				Minor Street Approach Lanes: <u>1</u> lane		
Major Street Future ADT = <u>5,480</u> vpd				Minor Street Future ADT = <u>84</u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						☒
						or
In built up area of isolated community of < 10,000 population						☐

RURAL (R)**(Based on Estimated Average Daily Traffic - See Note)**

URBAN		RURAL		Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>		<u>Not Satisfied</u>	XX				
Number of lanes for moving traffic on each approach		Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>		<u>Minor Street</u>					
<u>1</u> 5,480		<u>1</u> 84		8,000	5,600	2,400	1,680
<u>2 +</u>		<u>1</u>		9,600	6,720	2,400	1,680
<u>2 +</u>		<u>2 +</u>		9,600	6,720	3,200	2,240
<u>1</u>		<u>2 +</u>		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>		<u>Not Satisfied</u>	XX				
Number of lanes for moving traffic on each approach		Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>		<u>Minor Street</u>					
<u>1</u> 5,480		<u>1</u> 84		12,000	8,400	1,200	850
<u>2 +</u>		<u>1</u>		14,400	10,080	1,200	850
<u>2 +</u>		<u>2 +</u>		14,400	10,080	1,600	1,120
<u>1</u>		<u>2 +</u>		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		XX		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>		<u>Not Satisfied</u>	XX				
No one condition satisfied, but following conditions fulfilled 80% of more							
		<u>A</u>	<u>B</u>				
		5%	10%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	CALC	TRAFFIC CONDITIONS	E+P
Jurisdiction: <u>City of Lake Elsinore</u>				CHK <u>IA</u>	DATE <u>04/06/15</u>	
Major Street: <u>Dexter Avenue</u>					DATE <u>04/06/15</u>	
Minor Street: <u>2nd Street</u>					Critical Approach Speed (Major) <u>45</u> mph	
					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>1</u> lane				Minor Street Approach Lanes: <u>1</u> lane		
Major Street Future ADT = <u>2,714</u> vpd				Minor Street Future ADT = <u>2,636</u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					☒	
					or	RURAL (R)
In built up area of isolated community of < 10,000 population					☐	

(Based on Estimated Average Daily Traffic - See Note)

URBAN		RURAL		Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>		<u>Not Satisfied</u>	XX				
Number of lanes for moving traffic on each approach		Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>		<u>Minor Street</u>					
<u>1 2,714</u>		<u>1 2,636</u>		8,000	5,600	2,400	1,680 *
2 +		1		9,600	6,720	2,400	1,680
2 +		2 +		9,600	6,720	3,200	2,240
1		2 +		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>		<u>Not Satisfied</u>					
Number of lanes for moving traffic on each approach		Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>		<u>Minor Street</u>					
<u>1 2,714</u>		<u>1 2,636</u>		12,000	8,400	1,200	850 *
2 +		1		14,400	10,080	1,200	850
2 +		2 +		14,400	10,080	1,600	1,120
1		2 +		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		XX		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>		<u>Not Satisfied</u>					
No one condition satisfied, but following conditions fulfilled 80% of more							
		A	B				
		48%	32%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	CALC	TRAFFIC CONDITIONS	E+P
Jurisdiction: <u>City of Lake Elsinore</u>				CHK <u>IA</u>	DATE <u>04/06/15</u>	
Major Street: <u>Camino del Norte</u>					DATE <u>04/06/15</u>	
Minor Street: <u>N. Main Street</u>					Critical Approach Speed (Major) <u>55</u> mph	
					Critical Approach Speed (Minor) <u>30</u> mph	
Major Street Approach Lanes = <u>1</u> lane				Minor Street Approach Lanes: <u>1</u> lane		
Major Street Future ADT = <u>2,930</u> vpd				Minor Street Future ADT = <u>2,906</u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					☒	
					or	RURAL (R)
In built up area of isolated community of < 10,000 population					☐	

(Based on Estimated Average Daily Traffic - See Note)

URBAN		RURAL		Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>		<u>Not Satisfied</u>	XX				
Number of lanes for moving traffic on each approach		Number of lanes for moving traffic on each approach		<u>Urban</u>		<u>Urban</u>	
<u>Major Street</u>		<u>Minor Street</u>		<u>Rural</u>		<u>Rural</u>	
<u>1</u> 2,930		<u>1</u> 2,906		8,000	5,600	2,400	1,680 *
<u>2 +</u>		<u>1</u>		9,600	6,720	2,400	1,680
<u>2 +</u>		<u>2 +</u>		9,600	6,720	3,200	2,240
<u>1</u>		<u>2 +</u>		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>		<u>Not Satisfied</u>					
Number of lanes for moving traffic on each approach		Number of lanes for moving traffic on each approach		<u>Urban</u>		<u>Urban</u>	
<u>Major Street</u>		<u>Minor Street</u>		<u>Rural</u>		<u>Rural</u>	
<u>1</u> 2,930		<u>1</u> 2,906		12,000	8,400	1,200	850 *
<u>2 +</u>		<u>1</u>		14,400	10,080	1,200	850
<u>2 +</u>		<u>2 +</u>		14,400	10,080	1,600	1,120
<u>1</u>		<u>2 +</u>		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		XX		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>		<u>Not Satisfied</u>					
No one condition satisfied, but following conditions fulfilled 80% of more							
		<u>A</u>	<u>B</u>				
		52%	35%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	CALC	TRAFFIC CONDITIONS	E+P
Jurisdiction: <u>City of Lake Elsinore</u>				CHK <u>IA</u>	DATE <u>04/06/15</u>	
Major Street: <u>Cambern Avenue</u>					DATE <u>04/06/15</u>	
Minor Street: <u>Driveway 3</u>					Critical Approach Speed (Major) <u>25</u> mph	
					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>1</u> lane				Minor Street Approach Lanes: <u>1</u> lane		
Major Street Future ADT = <u>2,002</u> vpd				Minor Street Future ADT = <u>1,906</u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						 or
In built up area of isolated community of < 10,000 population						URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX		RURAL		Minimum Requirements EADT	
CONDITION A - Minimum Vehicular Volume <u>Satisfied</u>		Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 2,002	1 1,906	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic <u>Satisfied</u>		Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 2,002	1 1,906	12,000	8,400	1,200 *	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B <u>Satisfied</u>		Not Satisfied XX		2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition satisfied, but following conditions fulfilled 80% of more		<u>A</u> 25%	<u>B</u> 17%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

APPENDIX 5.3

Existing plus Project Conditions Ramp Queuing Analysis Worksheets

HCM Unsignalized Intersection Capacity Analysis
12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

4/6/2015

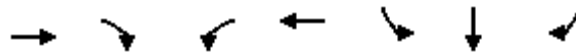
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	296	0	0	101	83	108	2	101	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	106	423	0	0	144	119	154	3	144	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	263			423			838	897	423	984	838	204
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	263			423			838	897	423	984	838	204
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			42	99	77	100	100	100
cM capacity (veh/h)	1267			1147			265	258	635	165	279	842
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	106	423	263	301								
Volume Left	106	0	0	154								
Volume Right	0	0	119	144								
cSH	1267	1700	1700	368								
Volume to Capacity	0.08	0.25	0.15	0.82								
Queue Length 95th (ft)	7	0	0	182								
Control Delay (s)	8.1	0.0	0.0	46.7								
Lane LOS	A			E								
Approach Delay (s)	1.6		0.0	46.7								
Approach LOS				E								
Intersection Summary												
Average Delay			13.7									
Intersection Capacity Utilization			38.0%	ICU Level of Service					A			
Analysis Period (min)			15									

Queues

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

4/6/2015



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	742	483	730	1290	193	190	158
v/c Ratio	0.49	0.50	0.88	0.50	0.77	0.78	0.51
Control Delay	23.8	4.0	53.7	7.5	62.8	63.7	24.7
Queue Delay	0.0	0.0	0.0	0.7	0.0	0.0	0.0
Total Delay	23.8	4.0	53.7	8.2	62.8	63.7	24.7
Queue Length 50th (ft)	200	0	248	175	137	139	47
Queue Length 95th (ft)	262	59	#370	268	205	210	107
Internal Link Dist (ft)	622			431		943	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1525	962	835	2576	343	331	388
Starvation Cap Reductn	0	0	0	847	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.50	0.87	0.75	0.56	0.57	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

4/6/2015



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	78	1040	1567	549	382	364	357
v/c Ratio	0.50	0.34	0.63	0.54	0.89	0.80	0.78
Control Delay	48.6	8.8	19.8	3.9	55.8	35.3	33.6
Queue Delay	0.0	0.0	2.4	0.6	0.0	0.0	0.0
Total Delay	48.6	8.8	22.2	4.5	55.8	35.3	33.6
Queue Length 50th (ft)	43	100	250	0	213	145	133
Queue Length 95th (ft)	82	121	320	54	#354	#262	235
Internal Link Dist (ft)		431	249			865	
Turn Bay Length (ft)	200				240		240
Base Capacity (vph)	361	3025	2475	1011	466	486	489
Starvation Cap Reductn	0	0	742	172	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.34	0.90	0.65	0.82	0.75	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	189	260	52	437	0	0	0	0	4	1	50
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	228	313	63	527	0	0	0	0	5	1	60
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												8
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	527			541			910	880	228	880	1193	527
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	527			541			910	880	228	880	1193	527
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.6	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	4.0	4.0	3.3
p0 queue free %	100			94			100	100	100	98	99	89
cM capacity (veh/h)	1051			998			217	270	817	211	177	555
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	228	313	63	527	66							
Volume Left	0	0	63	0	5							
Volume Right	0	313	0	0	60							
cSH	1700	1700	998	1700	611							
Volume to Capacity	0.13	0.18	0.06	0.31	0.11							
Queue Length 95th (ft)	0	0	5	0	9							
Control Delay (s)	0.0	0.0	8.8	0.0	13.3							
Lane LOS			A		B							
Approach Delay (s)	0.0		0.9		13.3							
Approach LOS					B							
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			46.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

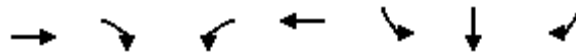
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	84	109	0	0	148	2	341	6	79	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	101	131	0	0	178	2	411	7	95	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	181			131			513	514	131	612	513	180
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	181			131			513	514	131	612	513	180
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			100			7	98	90	100	100	100
cM capacity (veh/h)	1377			1466			444	432	924	341	433	868
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	101	131	181	513								
Volume Left	101	0	0	411								
Volume Right	0	0	2	95								
cSH	1377	1700	1700	491								
Volume to Capacity	0.07	0.08	0.11	1.05								
Queue Length 95th (ft)	6	0	0	384								
Control Delay (s)	7.8	0.0	0.0	82.4								
Lane LOS	A			F								
Approach Delay (s)	3.4		0.0	82.4								
Approach LOS				F								
Intersection Summary												
Average Delay			46.5									
Intersection Capacity Utilization			46.6%		ICU Level of Service				A			
Analysis Period (min)			15									

Queues

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

4/6/2015



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	568	182	721	700	691	164	162
v/c Ratio	0.57	0.32	1.08	0.28	1.01	0.39	0.39
Control Delay	38.9	6.2	84.8	7.4	83.8	9.3	9.0
Queue Delay	0.8	0.0	9.0	0.0	0.0	0.0	0.0
Total Delay	39.7	6.2	93.8	7.4	83.8	9.3	9.0
Queue Length 50th (ft)	196	0	413	97	~280	1	0
Queue Length 95th (ft)	228	39	#466	106	#346	46	44
Internal Link Dist (ft)	335			485		1073	
Turn Bay Length (ft)			185		280		280
Base Capacity (vph)	1003	574	669	2473	686	416	415
Starvation Cap Reductn	182	0	33	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.32	1.13	0.28	1.01	0.39	0.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

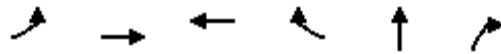
Queue shown is maximum after two cycles.

Queues

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

4/6/2015



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	293	881	1798	806	213	403
v/c Ratio	0.69	0.23	0.90	0.71	0.86	0.53
Control Delay	105.3	5.4	24.1	12.9	80.7	7.0
Queue Delay	0.0	0.0	47.6	51.3	0.0	0.4
Total Delay	105.3	5.4	71.6	64.2	80.7	7.5
Queue Length 50th (ft)	125	72	779	512	160	0
Queue Length 95th (ft)	166	m75	m664	m425	#271	43
Internal Link Dist (ft)		485	178		1151	
Turn Bay Length (ft)	170					335
Base Capacity (vph)	423	3799	1994	1132	270	789
Starvation Cap Reductn	0	0	911	452	0	0
Spillback Cap Reductn	0	267	106	0	0	107
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.25	1.66	1.19	0.79	0.59

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Unsignalized Intersection Capacity Analysis
12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

4/6/2015

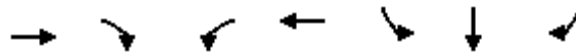
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	149	87	0	0	56	16	248	2	21	0	0	0
Sign Control	Free				Free				Stop		Stop	
Grade	0%				0%				0%		0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	177	104	0	0	67	19	295	2	25	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	86			104			535	544	104	561	535	76
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	86			104			535	544	104	561	535	76
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			100			29	99	97	100	100	100
cM capacity (veh/h)	1498			1501			415	396	957	389	401	991
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	177	104	86	323								
Volume Left	177	0	0	295								
Volume Right	0	0	19	25								
cSH	1498	1700	1700	434								
Volume to Capacity	0.12	0.06	0.05	0.74								
Queue Length 95th (ft)	10	0	0	151								
Control Delay (s)	7.7	0.0	0.0	33.7								
Lane LOS	A			D								
Approach Delay (s)	4.9		0.0	33.7								
Approach LOS				D								
Intersection Summary												
Average Delay			17.8									
Intersection Capacity Utilization			40.7%	ICU Level of Service				A				
Analysis Period (min)			15									

Queues

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

4/6/2015



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1254	493	759	1293	346	347	130
v/c Ratio	0.86	0.53	0.96	0.53	0.93	0.97	0.32
Control Delay	37.6	5.5	65.3	10.0	73.7	82.6	16.3
Queue Delay	0.0	0.0	0.0	1.0	0.0	0.0	0.0
Total Delay	37.6	5.5	65.3	11.1	73.7	82.6	16.3
Queue Length 50th (ft)	422	18	273	220	252	265	26
Queue Length 95th (ft)	518	93	#391	270	#434	#469	81
Internal Link Dist (ft)	622			431		943	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1451	923	800	2420	377	362	404
Starvation Cap Reductn	0	0	0	799	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.53	0.95	0.80	0.92	0.96	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

4/6/2015



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	115	1776	1478	444	446	424	414
v/c Ratio	0.58	0.58	0.62	0.47	0.96	0.90	0.87
Control Delay	48.7	11.8	21.0	3.8	66.9	50.1	45.2
Queue Delay	0.0	0.4	2.9	0.5	0.0	0.0	0.0
Total Delay	48.7	12.2	24.0	4.3	66.9	50.1	45.2
Queue Length 50th (ft)	63	206	235	0	262	207	189
Queue Length 95th (ft)	111	247	315	58	#460	#404	#369
Internal Link Dist (ft)		431	249			865	
Turn Bay Length (ft)	200				240		240
Base Capacity (vph)	393	3070	2369	935	466	470	476
Starvation Cap Reductn	0	646	753	185	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.73	0.91	0.59	0.96	0.90	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	251	260	58	402	0	0	0	0	7	2	202
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	279	289	64	447	0	0	0	0	8	2	224
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												8
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	447			568			968	854	279	854	1143	447
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	447			568			968	854	279	854	1143	447
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			94			100	100	100	97	99	63
cM capacity (veh/h)	1124			1004			140	279	765	253	189	608
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	279	289	64	447	234							
Volume Left	0	0	64	0	8							
Volume Right	0	289	0	0	224							
cSH	1700	1700	1004	1700	635							
Volume to Capacity	0.16	0.17	0.06	0.26	0.37							
Queue Length 95th (ft)	0	0	5	0	42							
Control Delay (s)	0.0	0.0	8.8	0.0	14.6							
Lane LOS			A		B							
Approach Delay (s)	0.0		1.1		14.6							
Approach LOS					B							
Intersection Summary												
Average Delay			3.0									
Intersection Capacity Utilization			49.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

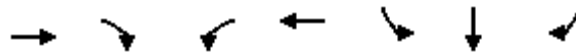
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	106	152	0	0	187	21	273	6	112	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	120	173	0	0	212	24	310	7	127	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	236			173			638	650	173	769	638	224
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	236			173			638	650	173	769	638	224
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			100			14	98	85	100	100	100
cM capacity (veh/h)	1313			1416			361	355	876	251	361	820
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	120	173	236	444								
Volume Left	120	0	0	310								
Volume Right	0	0	24	127								
cSH	1313	1700	1700	434								
Volume to Capacity	0.09	0.10	0.14	1.02								
Queue Length 95th (ft)	8	0	0	340								
Control Delay (s)	8.0	0.0	0.0	80.9								
Lane LOS	A			F								
Approach Delay (s)	3.3		0.0	80.9								
Approach LOS				F								
Intersection Summary												
Average Delay			37.9									
Intersection Capacity Utilization			49.3%	ICU Level of Service					A			
Analysis Period (min)			15									

Queues

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

4/6/2015



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	695	146	438	712	1063	193	193
v/c Ratio	0.69	0.26	0.65	0.28	1.49	0.43	0.42
Control Delay	42.0	6.3	24.0	4.2	263.0	9.6	8.6
Queue Delay	2.1	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	44.0	6.3	24.3	4.2	263.0	9.6	8.6
Queue Length 50th (ft)	251	0	112	52	~586	4	0
Queue Length 95th (ft)	320	49	163	m72	#718	70	65
Internal Link Dist (ft)	335			485		1073	
Turn Bay Length (ft)			185		280		280
Base Capacity (vph)	1013	566	669	2522	713	453	456
Starvation Cap Reductn	183	0	31	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.26	0.69	0.28	1.49	0.43	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

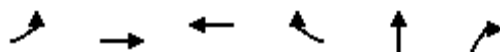
m Volume for 95th percentile queue is metered by upstream signal.

Queues

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

4/6/2015



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	277	1425	1134	510	282	651
v/c Ratio	0.65	0.37	0.59	0.48	0.98	1.11
Control Delay	101.3	6.2	14.5	6.4	98.4	105.0
Queue Delay	0.0	0.2	49.9	3.0	0.0	1.3
Total Delay	101.3	6.5	64.4	9.4	98.4	106.3
Queue Length 50th (ft)	118	119	298	147	220	~267
Queue Length 95th (ft)	162	m93	m329	m204	#396	#399
Internal Link Dist (ft)		485	178		1151	
Turn Bay Length (ft)	170					335
Base Capacity (vph)	423	3839	1936	1058	288	589
Starvation Cap Reductn	0	1448	929	427	0	0
Spillback Cap Reductn	0	399	0	0	0	89
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.60	1.13	0.81	0.98	1.30

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Unsignalized Intersection Capacity Analysis

12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

4/6/2015

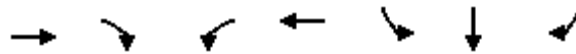
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	158	74	0	0	50	12	237	4	13	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	161	76	0	0	51	12	242	4	13	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	63			76			455	461	76	470	455	57
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	63			76			455	461	76	470	455	57
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			100			49	99	99	100	100	100
cM capacity (veh/h)	1552			1536			478	448	991	457	452	1015
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	161	76	63	259								
Volume Left	161	0	0	242								
Volume Right	0	0	12	13								
cSH	1552	1700	1700	490								
Volume to Capacity	0.10	0.04	0.04	0.53								
Queue Length 95th (ft)	9	0	0	76								
Control Delay (s)	7.6	0.0	0.0	20.3								
Lane LOS	A			C								
Approach Delay (s)	5.2		0.0	20.3								
Approach LOS				C								
Intersection Summary												
Average Delay			11.6									
Intersection Capacity Utilization			40.2%	ICU Level of Service					A			
Analysis Period (min)			15									

Queues

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

4/6/2015



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	996	494	724	1292	267	268	169
v/c Ratio	0.65	0.51	0.92	0.51	0.82	0.86	0.47
Control Delay	27.9	4.0	58.6	8.8	62.3	67.1	23.2
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0	0.0
Total Delay	27.9	4.0	58.6	9.5	62.3	67.1	23.2
Queue Length 50th (ft)	302	0	252	206	188	196	52
Queue Length 95th (ft)	378	63	#366	270	#285	#320	118
Internal Link Dist (ft)	622			431		943	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1533	965	808	2522	377	361	401
Starvation Cap Reductn	0	0	0	824	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.51	0.90	0.76	0.71	0.74	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

4/6/2015



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	73	1438	1574	540	399	408	410
v/c Ratio	0.45	0.46	0.62	0.52	0.91	0.91	0.89
Control Delay	47.0	10.1	19.3	3.5	58.6	51.0	47.8
Queue Delay	0.0	0.0	3.2	0.6	0.0	0.0	0.0
Total Delay	47.0	10.1	22.5	4.2	58.6	51.0	47.8
Queue Length 50th (ft)	40	151	244	0	227	195	186
Queue Length 95th (ft)	80	184	319	58	#400	#384	#364
Internal Link Dist (ft)		431	249			865	
Turn Bay Length (ft)	200				240		240
Base Capacity (vph)	409	3120	2536	1040	456	464	476
Starvation Cap Reductn	0	0	835	209	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.46	0.93	0.65	0.88	0.88	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	233	151	54	260	0	0	0	0	8	3	111
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	243	157	56	271	0	0	0	0	8	3	116
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												8
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	271			400			685	626	243	626	783	271
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	271			400			685	626	243	626	783	271
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			100	100	100	98	99	85
cM capacity (veh/h)	1304			1148			296	384	801	385	312	765
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	243	157	56	271	127							
Volume Left	0	0	56	0	8							
Volume Right	0	157	0	0	116							
cSH	1700	1700	1148	1700	841							
Volume to Capacity	0.14	0.09	0.05	0.16	0.15							
Queue Length 95th (ft)	0	0	4	0	13							
Control Delay (s)	0.0	0.0	8.3	0.0	11.0							
Lane LOS			A		B							
Approach Delay (s)	0.0		1.4		11.0							
Approach LOS					B							
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			37.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/6/2015

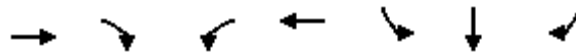
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	104	137	0	0	155	0	159	6	79	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	112	147	0	0	167	0	171	6	85	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	167			147			538	538	147	626	538	167
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	167			147			538	538	147	626	538	167
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			60	98	91	100	100	100
cM capacity (veh/h)	1411			1447			425	417	902	336	417	883
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	112	147	167	262								
Volume Left	112	0	0	171								
Volume Right	0	0	0	85								
cSH	1411	1700	1700	513								
Volume to Capacity	0.08	0.09	0.10	0.51								
Queue Length 95th (ft)	6	0	0	72								
Control Delay (s)	7.8	0.0	0.0	19.1								
Lane LOS	A			C								
Approach Delay (s)	3.4		0.0	19.1								
Approach LOS				C								
Intersection Summary												
Average Delay			8.6									
Intersection Capacity Utilization			37.9%		ICU Level of Service				A			
Analysis Period (min)			15									

Queues

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

4/6/2015



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	839	205	387	692	911	185	183
v/c Ratio	0.81	0.34	0.58	0.27	1.28	0.41	0.40
Control Delay	47.0	6.0	23.5	5.7	175.0	8.9	8.6
Queue Delay	13.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	6.0	23.5	5.7	175.0	8.9	8.6
Queue Length 50th (ft)	317	0	99	68	~460	1	0
Queue Length 95th (ft)	396	56	176	118	#588	65	64
Internal Link Dist (ft)	335			485		1073	
Turn Bay Length (ft)			185		280		280
Base Capacity (vph)	1033	603	669	2522	713	452	452
Starvation Cap Reductn	189	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.34	0.58	0.27	1.28	0.41	0.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

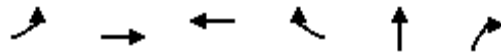
Queue shown is maximum after two cycles.

Queues

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

4/6/2015



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	341	1409	1252	563	160	411
v/c Ratio	0.77	0.35	0.61	0.51	0.70	0.83
Control Delay	101.1	5.6	12.8	5.7	66.1	45.8
Queue Delay	0.0	0.2	18.9	2.2	0.0	2.3
Total Delay	101.1	5.8	31.7	7.9	66.1	48.1
Queue Length 50th (ft)	146	145	329	170	120	110
Queue Length 95th (ft)	m179	m126	m373	m232	188	169
Internal Link Dist (ft)		485	178		1151	
Turn Bay Length (ft)	170					335
Base Capacity (vph)	444	4028	2055	1114	294	593
Starvation Cap Reductn	0	1534	827	398	0	0
Spillback Cap Reductn	0	298	0	0	0	86
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.56	1.02	0.79	0.54	0.81

Intersection Summary

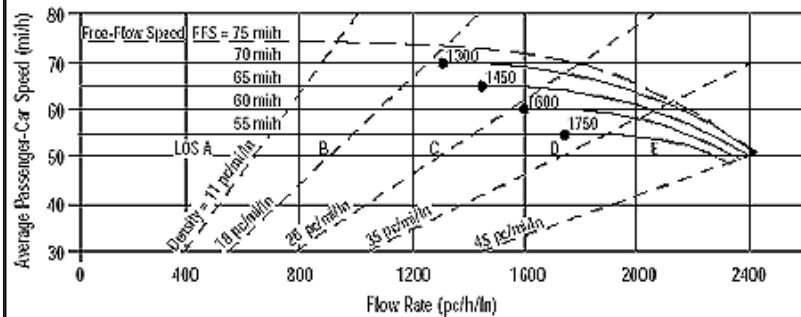
m Volume for 95th percentile queue is metered by upstream signal.

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APPENDIX 5.4

Existing plus Project Conditions
Basic Freeway Segment HCS+ Analysis Worksheets

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CHS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 4/5/2015
 Analysis Time Period AM Peak Hour

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To North of Nichols Road
 Jurisdiction Caltrans
 Analysis Year Existing Plus Project

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 2868 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 10
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.952

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1091 pc/h/ln
 S 70.0 mi/h
 $D = v_p / S$ 15.6 pc/mi/ln
 LOS B

Design (N)

Design (N)

Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

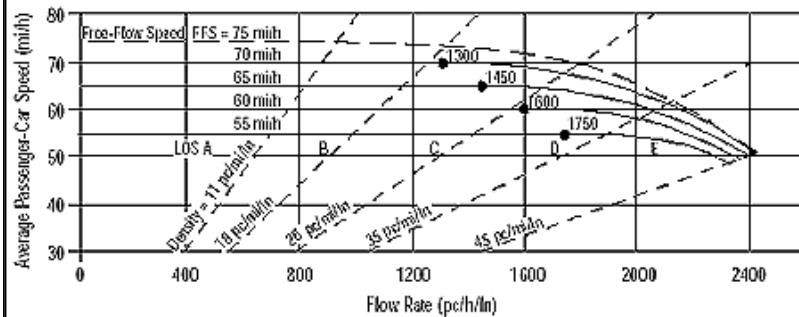
Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst *CHS*
 Agency or Company *Urban Crossroads, Inc.*
 Date Performed *4/5/2015*
 Analysis Time Period *AM Peak Hour*

Site Information

Highway/Direction of Travel *I-15 Southbound*
 From/To *Nichols Road to Central Avenue*
 Jurisdiction *Caltrans*
 Analysis Year *Existing Plus Project*

Project Description *Lake Elsinore Walmart TIA (JN 08651)*

☒ Oper. (LOS)

☐ Des. (N)

☐ Planning Data

Flow Inputs

Volume, V *2891* veh/h Peak-Hour Factor, PHF *0.92*
 AADT veh/day %Trucks and Buses, P_T *10*
 Peak-Hr Prop. of AADT, K %RVs, P_R *0*
 Peak-Hr Direction Prop, D General Terrain: *Level*
 DDHV = AADT x K x D veh/h Grade % Length *mi*
 Driver type adjustment *1.00* Up/Down %

Calculate Flow Adjustments

f_p *1.00* E_R *1.2*
 E_T *1.5* $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ *0.952*

Speed Inputs

Lane Width *12.0* ft
 Rt-Shoulder Lat. Clearance *6.0* ft
 Interchange Density *0.50* l/mi
 Number of Lanes, N *3*
 FFS (measured) *70.0* mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS *70.0* mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ *1100* pc/h/ln
 S *70.0* mi/h
 $D = v_p / S$ *15.7* pc/mi/ln
 LOS *B*

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET																										
Free-Flow Speed: FFS = 75 mi/h, 70 mi/h, 65 mi/h, 60 mi/h, 55 mi/h Density: 11 pc/mi/ln, 18 pc/mi/ln, 26 pc/mi/ln, 35 pc/mi/ln, 45 pc/mi/ln Flow Rate (pc/h/ln): 0, 400, 800, 1200, 1600, 2000, 2400 Average Passenger-Car Speed (mi/h): 30, 40, 50, 60, 70, 80			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Southbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		Central Avenue to Main Street																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		AM Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data																										
Flow Inputs																										
Volume, V		3490	veh/h	Peak-Hour Factor, PHF	0.92																					
AADT			veh/day	%Trucks and Buses, P_T	8																					
Peak-Hr Prop. of AADT, K				%RVs, P_R	0																					
Peak-Hr Direction Prop, D				General Terrain:	Level																					
DDHV = AADT x K x D			veh/h	Grade %	Length mi																					
Driver type adjustment		1.00		Up/Down %																						
Calculate Flow Adjustments																										
f_p		1.00		E_R	1.2																					
E_T		1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	0.962																					
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width		12.0	ft	f_{LW}	mi/h																					
Rt-Shoulder Lat. Clearance		6.0	ft	f_{LC}	mi/h																					
Interchange Density		0.50	l/mi	f_{ID}	mi/h																					
Number of Lanes, N		3		f_N	mi/h																					
FFS (measured)		70.0	mi/h	FFS	70.0																					
Base free-flow Speed, BFFS			mi/h																							
LOS and Performance Measures			Design (N)																							
<u>Operational (LOS)</u>			<u>Design (N)</u>																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
S		70.0	mi/h	S																						
$D = v_p / S$		18.8	pc/mi/ln	$D = v_p / S$																						
LOS		C		Required Number of Lanes, N																						
Glossary			Factor Location																							
N - Number of lanes		S - Speed	E_R - Exhibits 23-8, 23-10		f_{LW} - Exhibit 23-4																					
V - Hourly volume		D - Density	E_T - Exhibits 23-8, 23-10, 23-11		f_{LC} - Exhibit 23-5																					
v_p - Flow rate		FFS - Free-flow speed	f_p - Page 23-12		f_N - Exhibit 23-6																					
LOS - Level of service		BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3		f_{ID} - Exhibit 23-7																					
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET																										
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Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Southbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		Main Street to Railroad Canyon																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		AM Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper. (LOS) ☐ Des. (N) ☐ Planning Data																										
Flow Inputs																										
Volume, V	3748	veh/h	Peak-Hour Factor, PHF	0.92																						
AADT		veh/day	% Trucks and Buses, P_T	8																						
Peak-Hr Prop. of AADT, K			% RVs, P_R	0																						
Peak-Hr Direction Prop, D			General Terrain:	Level																						
DDHV = AADT x K x D		veh/h	Grade %	Length	mi																					
Driver type adjustment	1.00		Up/Down %																							
Calculate Flow Adjustments																										
f_p	1.00		E_R	1.2																						
E_T	1.5		$f_{HV} = 1/[1 + P_T(E_T - 1) + P_R(E_R - 1)]$	0.962																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width	12.0	ft	f_{LW}		mi/h																					
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}		mi/h																					
Interchange Density	0.50	l/mi	f_{ID}		mi/h																					
Number of Lanes, N	3		f_N		mi/h																					
FFS (measured)	70.0	mi/h	FFS	70.0	mi/h																					
Base free-flow Speed, BFFS		mi/h																								
LOS and Performance Measures			Design (N)																							
Operational (LOS)			Design (N)																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
v_p	1412	pc/h/ln	v_p		pc/h																					
S	70.0	mi/h	S		mi/h																					
$D = v_p / S$	20.2	pc/mi/ln	$D = v_p / S$		pc/mi/ln																					
LOS	C		Required Number of Lanes, N																							
Glossary			Factor Location																							
N - Number of lanes	S - Speed		E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																						
V - Hourly volume	D - Density		E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																						
v_p - Flow rate	FFS - Free-flow speed		f_p - Page 23-12	f_N - Exhibit 23-6																						
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																						
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET																										
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Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Southbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		South of Railroad Canyon																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		AM Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data																										
Flow Inputs																										
Volume, V		3655	veh/h	Peak-Hour Factor, PHF	0.92																					
AADT			veh/day	%Trucks and Buses, P_T	7																					
Peak-Hr Prop. of AADT, K				%RVs, P_R	0																					
Peak-Hr Direction Prop, D				General Terrain:	Level																					
DDHV = AADT x K x D			veh/h	Grade % Length	mi																					
Driver type adjustment		1.00		Up/Down %																						
Calculate Flow Adjustments																										
f_p		1.00		E_R	1.2																					
E_T		1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	0.966																					
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width		12.0	ft	f_{LW}	mi/h																					
Rt-Shoulder Lat. Clearance		6.0	ft	f_{LC}	mi/h																					
Interchange Density		0.50	l/mi	f_{ID}	mi/h																					
Number of Lanes, N		3		f_N	mi/h																					
FFS (measured)		70.0	mi/h	FFS	70.0																					
Base free-flow Speed, BFFS			mi/h																							
LOS and Performance Measures			Design (N)																							
<u>Operational (LOS)</u>			<u>Design (N)</u>																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
		1371	pc/h/ln																							
S		70.0	mi/h	S																						
$D = v_p / S$		19.6	pc/mi/ln	$D = v_p / S$																						
LOS		C		Required Number of Lanes, N																						
Glossary			Factor Location																							
N - Number of lanes		S - Speed	E _R - Exhibits 23-8, 23-10		f_{LW} - Exhibit 23-4																					
V - Hourly volume		D - Density	E _T - Exhibits 23-8, 23-10, 23-11		f_{LC} - Exhibit 23-5																					
v_p - Flow rate		FFS - Free-flow speed	f_p - Page 23-12		f_N - Exhibit 23-6																					
LOS - Level of service		BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3		f_{ID} - Exhibit 23-7																					
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET																										
The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows several dashed curves for Free-Flow Speed (FFS) at 75, 70, 65, 60, and 55 mi/h. Solid lines represent density (11, 18, 26, 35, 45 pc/mi/ln). Points A, B, C, D, and E are marked on the graph, corresponding to different flow and speed conditions.			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS		Highway/Direction of Travel																						
Agency or Company		Urban Crossroads, Inc.		From/To																						
Date Performed		4/5/2015		Jurisdiction																						
Analysis Time Period		AM Peak Hour		Analysis Year																						
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data																										
Flow Inputs																										
Volume, V		4469		veh/h																						
AADT				veh/day																						
Peak-Hr Prop. of AADT, K				Peak-Hour Factor, PHF																						
Peak-Hr Direction Prop, D				%Trucks and Buses, P_T																						
DDHV = AADT x K x D				%RVs, P_R																						
Driver type adjustment		1.00		General Terrain:																						
				Grade % Length																						
				Up/Down %																						
Calculate Flow Adjustments																										
f_p		1.00		E_R																						
E_T		1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$																						
				0.948																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width		12.0		ft																						
Rt-Shoulder Lat. Clearance		6.0		ft																						
Interchange Density		0.50		l/mi																						
Number of Lanes, N		3																								
FFS (measured)		70.0		mi/h																						
Base free-flow Speed, BFFS				mi/h																						
				FFS																						
				70.0																						
				mi/h																						
LOS and Performance Measures			Design (N)																							
<u>Operational (LOS)</u>			<u>Design (N)</u>																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			Design LOS																							
1708			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
pc/h/ln			pc/h																							
S			S																							
68.7			mi/h																							
$D = v_p / S$			$D = v_p / S$																							
24.8			pc/mi/ln																							
LOS			Required Number of Lanes, N																							
C																										
Glossary			Factor Location																							
N - Number of lanes			S - Speed																							
V - Hourly volume			D - Density																							
v_p - Flow rate			FFS - Free-flow speed																							
LOS - Level of service			BFFS - Base free-flow speed																							
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			E_T - Exhibits 23-8, 23-10, 23-11																							
			f_p - Page 23-12																							
			LOS, S, FFS, v_p - Exhibits 23-2, 23-3																							
			f_{LW} - Exhibit 23-4																							
			f_{LC} - Exhibit 23-5																							
			f_N - Exhibit 23-6																							
			f_{ID} - Exhibit 23-7																							

BASIC FREEWAY SEGMENTS WORKSHEET																										
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Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Northbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		Nichols Road to Central Avenue																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		AM Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper. (LOS) ☐ Des. (N) ☐ Planning Data																										
Flow Inputs																										
Volume, V	4521	veh/h	Peak-Hour Factor, PHF	0.92																						
AADT		veh/day	% Trucks and Buses, P_T	10																						
Peak-Hr Prop. of AADT, K			% RVs, P_R	0																						
Peak-Hr Direction Prop, D			General Terrain:	Level																						
DDHV = AADT x K x D		veh/h	Grade %	Length	mi																					
Driver type adjustment	1.00		Up/Down %																							
Calculate Flow Adjustments																										
f_p	1.00		E_R	1.2																						
E_T	1.5		$f_{HV} = 1/[1 + P_T(E_T - 1) + P_R(E_R - 1)]$	0.952																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width	12.0	ft	f_{LW}		mi/h																					
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}		mi/h																					
Interchange Density	0.50	l/mi	f_{ID}		mi/h																					
Number of Lanes, N	3		f_N		mi/h																					
FFS (measured)	70.0	mi/h	FFS	70.0	mi/h																					
Base free-flow Speed, BFFS		mi/h																								
LOS and Performance Measures			Design (N)																							
Operational (LOS)			Design (N)																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
v_p	1720	pc/h/ln	v_p		pc/h																					
S	68.6	mi/h	S		mi/h																					
$D = v_p / S$	25.1	pc/mi/ln	$D = v_p / S$		pc/mi/ln																					
LOS	C		Required Number of Lanes, N																							
Glossary			Factor Location																							
N - Number of lanes	S - Speed		E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																						
V - Hourly volume	D - Density		E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																						
v_p - Flow rate	FFS - Free-flow speed		f_p - Page 23-12	f_N - Exhibit 23-6																						
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																						
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET																														
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Application	Input	Output																												
Operational (LOS)	FFS, N, v_p	LOS, S, D																												
Design (N)	FFS, LOS, v_p	N, S, D																												
Design (v_p)	FFS, LOS, N	v_p , S, D																												
Planning (LOS)	FFS, N, AADT	LOS, S, D																												
Planning (N)	FFS, LOS, AADT	N, S, D																												
Planning (v_p)	FFS, LOS, N	v_p , S, D																												
General Information					Site Information																									
Analyst		CHS			Highway/Direction of Travel		I-15 Northbound																							
Agency or Company		Urban Crossroads, Inc.			From/To		Central Avenue to Main Street																							
Date Performed		4/5/2015			Jurisdiction		Caltrans																							
Analysis Time Period		AM Peak Hour			Analysis Year		Existing Plus Project																							
Project Description Lake Elsinore Walmart TIA (JN 08651)																														
☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data																														
Flow Inputs																														
Volume, V		4940		veh/h		Peak-Hour Factor, PHF		0.92																						
AADT				veh/day		%Trucks and Buses, P_T		9																						
Peak-Hr Prop. of AADT, K						%RVs, P_R		0																						
Peak-Hr Direction Prop, D						General Terrain:		Level																						
DDHV = AADT x K x D				veh/h		Grade % Length		mi																						
Driver type adjustment		1.00				Up/Down %																								
Calculate Flow Adjustments																														
f_p		1.00				E_R		1.2																						
E_T		1.5				$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$		0.957																						
Speed Inputs					Calc Speed Adj and FFS																									
Lane Width		12.0		ft		f_{LW}		mi/h																						
Rt-Shoulder Lat. Clearance		6.0		ft		f_{LC}		mi/h																						
Interchange Density		0.50		l/mi		f_{ID}		mi/h																						
Number of Lanes, N		3				f_N		mi/h																						
FFS (measured)		70.0		mi/h		FFS		70.0																						
Base free-flow Speed, BFFS				mi/h				mi/h																						
LOS and Performance Measures					Design (N)																									
<u>Operational (LOS)</u>					<u>Design (N)</u>																									
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$					$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																									
v_p		1870		pc/h/ln		v_p		pc/h																						
S		67.0		mi/h		f_p		mi/h																						
$D = v_p / S$		27.9		pc/mi/ln		$D = v_p / S$		pc/mi/ln																						
LOS		D				Required Number of Lanes, N																								
Glossary					Factor Location																									
N - Number of lanes		S - Speed				E_R - Exhibits 23-8, 23-10		f_{LW} - Exhibit 23-4																						
V - Hourly volume		D - Density				E_T - Exhibits 23-8, 23-10, 23-11		f_{LC} - Exhibit 23-5																						
v_p - Flow rate		FFS - Free-flow speed				f_p - Page 23-12		f_N - Exhibit 23-6																						
LOS - Level of service		BFFS - Base free-flow speed				LOS, S, FFS, v_p - Exhibits 23-2, 23-3		f_{ID} - Exhibit 23-7																						
DDHV - Directional design hour volume																														

BASIC FREEWAY SEGMENTS WORKSHEET																										
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Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Northbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		Main Street to Railroad Canyon																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		AM Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper. (LOS) ☐ Des. (N) ☐ Planning Data																										
Flow Inputs																										
Volume, V		5274	veh/h	Peak-Hour Factor, PHF	0.92																					
AADT			veh/day	% Trucks and Buses, P_T	9																					
Peak-Hr Prop. of AADT, K				% RVs, P_R	0																					
Peak-Hr Direction Prop, D				General Terrain:	Level																					
DDHV = AADT x K x D			veh/h	Grade % Length	mi																					
Driver type adjustment		1.00		Up/Down %																						
Calculate Flow Adjustments																										
f_p		1.00		E_R	1.2																					
E_T		1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	0.957																					
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width		12.0	ft	f_{LW}	mi/h																					
Rt-Shoulder Lat. Clearance		6.0	ft	f_{LC}	mi/h																					
Interchange Density		0.50	l/mi	f_{ID}	mi/h																					
Number of Lanes, N		3		f_N	mi/h																					
FFS (measured)		70.0	mi/h	FFS	70.0																					
Base free-flow Speed, BFFS			mi/h																							
LOS and Performance Measures			Design (N)																							
Operational (LOS)			Design (N)																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
v_p		1997	pc/h/ln	v_p																						
S		64.9	mi/h	S																						
$D = v_p / S$		30.8	pc/mi/ln	$D = v_p / S$																						
LOS		D		Required Number of Lanes, N																						
Glossary			Factor Location																							
N - Number of lanes		S - Speed	E_R - Exhibits 23-8, 23-10		f_{LW} - Exhibit 23-4																					
V - Hourly volume		D - Density	E_T - Exhibits 23-8, 23-10, 23-11		f_{LC} - Exhibit 23-5																					
v_p - Flow rate		FFS - Free-flow speed	f_p - Page 23-12		f_N - Exhibit 23-6																					
LOS - Level of service		BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3		f_{ID} - Exhibit 23-7																					
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET																										
The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It includes Free-Flow Speed (FFS) curves for 75, 70, 65, 60, and 55 mi/h. Dashed lines represent density levels from 11 to 45 pc/mi/ln. Points A through F are marked on the graph, corresponding to different flow and speed conditions.			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Northbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		S of Railroad Canyon																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		AM Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data																										
Flow Inputs																										
Volume, V	4244	veh/h	Peak-Hour Factor, PHF	0.92																						
AADT		veh/day	%Trucks and Buses, P_T	11																						
Peak-Hr Prop. of AADT, K			%RVs, P_R	0																						
Peak-Hr Direction Prop, D			General Terrain:	Level																						
DDHV = AADT x K x D		veh/h	Grade %	Length	mi																					
Driver type adjustment	1.00		Up/Down %																							
Calculate Flow Adjustments																										
f_p	1.00		E_R	1.2																						
E_T	1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	0.948																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width	12.0	ft	f_{LW}		mi/h																					
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}		mi/h																					
Interchange Density	0.50	l/mi	f_{ID}		mi/h																					
Number of Lanes, N	3		f_N		mi/h																					
FFS (measured)	70.0	mi/h	FFS	70.0	mi/h																					
Base free-flow Speed, BFFS		mi/h																								
LOS and Performance Measures			Design (N)																							
<u>Operational (LOS)</u>			<u>Design (N)</u>																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
v_p	1622	pc/h/ln	v_p		pc/h																					
S	69.3	mi/h	S		mi/h																					
$D = v_p / S$	23.4	pc/mi/ln	$D = v_p / S$		pc/mi/ln																					
LOS	C		Required Number of Lanes, N																							
Glossary			Factor Location																							
N - Number of lanes	S - Speed		E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																						
V - Hourly volume	D - Density		E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																						
v_p - Flow rate	FFS - Free-flow speed		f_p - Page 23-12	f_N - Exhibit 23-6																						
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																						
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET																										
The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows several dashed curves for Free-Flow Speed (FFS) at 75, 70, 65, 60, and 55 mi/h. Solid lines represent density (10, 20, 30, 35, 40, 45 pc/mi/ln). Points A through F are marked on the graph, corresponding to different flow and speed conditions.			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Southbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		North of Nichols Road																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		PM Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data																										
Flow Inputs																										
Volume, V	3826	veh/h	Peak-Hour Factor, PHF	0.92																						
AADT		veh/day	%Trucks and Buses, P_T	10																						
Peak-Hr Prop. of AADT, K			%RVs, P_R	0																						
Peak-Hr Direction Prop, D			General Terrain:	Level																						
DDHV = AADT x K x D		veh/h	Grade %	Length	mi																					
Driver type adjustment	1.00		Up/Down %																							
Calculate Flow Adjustments																										
f_p	1.00		E_R	1.2																						
E_T	1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	0.952																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width	12.0	ft	f_{LW}		mi/h																					
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}		mi/h																					
Interchange Density	0.50	l/mi	f_{ID}		mi/h																					
Number of Lanes, N	3		f_N		mi/h																					
FFS (measured)	70.0	mi/h	FFS	70.0	mi/h																					
Base free-flow Speed, BFFS		mi/h																								
LOS and Performance Measures			Design (N)																							
<u>Operational (LOS)</u>			<u>Design (N)</u>																							
$v_p = (V \text{ or DDHV}) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or DDHV}) / (PHF \times N \times f_{HV} \times f_p)$																							
v_p	1456	pc/h/ln	v_p		pc/h																					
S	69.9	mi/h	S		mi/h																					
$D = v_p / S$	20.8	pc/mi/ln	$D = v_p / S$		pc/mi/ln																					
LOS	C		Required Number of Lanes, N																							
Glossary			Factor Location																							
N - Number of lanes	S - Speed		E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																						
V - Hourly volume	D - Density		E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																						
v_p - Flow rate	FFS - Free-flow speed		f_p - Page 23-12	f_N - Exhibit 23-6																						
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																						
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET																										
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Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Southbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		Nichols Road to Central Avenue																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		PM Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper. (LOS) ☐ Des. (N) ☐ Planning Data																										
Flow Inputs																										
Volume, V	3903	veh/h	Peak-Hour Factor, PHF	0.92																						
AADT		veh/day	% Trucks and Buses, P_T	10																						
Peak-Hr Prop. of AADT, K			% RVs, P_R	0																						
Peak-Hr Direction Prop, D			General Terrain:	Level																						
DDHV = AADT x K x D		veh/h	Grade %	Length	mi																					
Driver type adjustment	1.00		Up/Down %																							
Calculate Flow Adjustments																										
f_p	1.00		E_R	1.2																						
E_T	1.5		$f_{HV} = 1/[1 + P_T(E_T - 1) + P_R(E_R - 1)]$	0.952																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width	12.0	ft	f_{LW}		mi/h																					
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}		mi/h																					
Interchange Density	0.50	l/mi	f_{ID}		mi/h																					
Number of Lanes, N	3		f_N		mi/h																					
FFS (measured)	70.0	mi/h	FFS	70.0	mi/h																					
Base free-flow Speed, BFFS		mi/h																								
LOS and Performance Measures			Design (N)																							
Operational (LOS)			Design (N)																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
v_p	1485	pc/h/ln	v_p		pc/h																					
S	69.8	mi/h	S		mi/h																					
$D = v_p / S$	21.3	pc/mi/ln	$D = v_p / S$		pc/mi/ln																					
LOS	C		Required Number of Lanes, N																							
Glossary			Factor Location																							
N - Number of lanes	S - Speed		E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																						
V - Hourly volume	D - Density		E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																						
v_p - Flow rate	FFS - Free-flow speed		f_p - Page 23-12	f_N - Exhibit 23-6																						
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																						
DDHV - Directional design hour volume																										

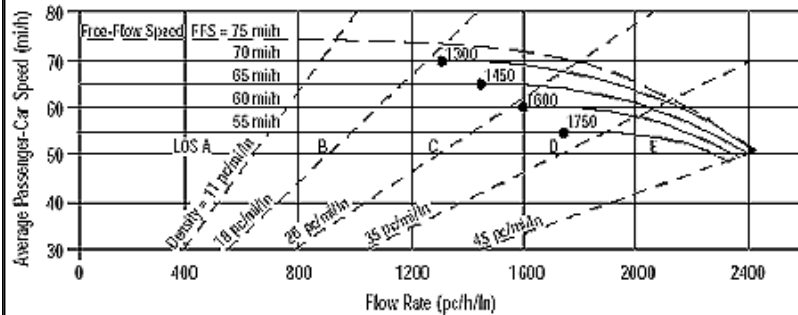
BASIC FREEWAY SEGMENTS WORKSHEET																										
Free-Flow Speed: FFS = 75 mi/h, 70 mi/h, 65 mi/h, 60 mi/h, 55 mi/h Density: 11 pc/mi/ln, 18 pc/mi/ln, 26 pc/mi/ln, 35 pc/mi/ln, 45 pc/mi/ln Flow Rate (pc/h/ln): 0, 400, 800, 1200, 1600, 2000, 2400 Average Passenger-Car Speed (mi/h): 30, 40, 50, 60, 70, 80			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Southbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		Central Avenue to Main Street																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		PM Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data																										
Flow Inputs																										
Volume, V	4311	veh/h	Peak-Hour Factor, PHF	0.92																						
AADT		veh/day	%Trucks and Buses, P_T	9																						
Peak-Hr Prop. of AADT, K			%RVs, P_R	0																						
Peak-Hr Direction Prop, D			General Terrain:	Level																						
DDHV = AADT x K x D		veh/h	Grade %	Length	mi																					
Driver type adjustment	1.00		Up/Down %																							
Calculate Flow Adjustments																										
f_p	1.00		E_R	1.2																						
E_T	1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	0.957																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width	12.0	ft	f_{LW}		mi/h																					
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}		mi/h																					
Interchange Density	0.50	l/mi	f_{ID}		mi/h																					
Number of Lanes, N	3		f_N		mi/h																					
FFS (measured)	70.0	mi/h	FFS	70.0	mi/h																					
Base free-flow Speed, BFFS		mi/h																								
LOS and Performance Measures			Design (N)																							
<u>Operational (LOS)</u>			<u>Design (N)</u>																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
v_p	1632	pc/h/ln	v_p		pc/h																					
S	69.3	mi/h	S		mi/h																					
$D = v_p / S$	23.6	pc/mi/ln	$D = v_p / S$		pc/mi/ln																					
LOS	C		Required Number of Lanes, N																							
Glossary			Factor Location																							
N - Number of lanes	S - Speed		E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																						
V - Hourly volume	D - Density		E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																						
v_p - Flow rate	FFS - Free-flow speed		f_p - Page 23-12	f_N - Exhibit 23-6																						
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																						
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET																										
			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Southbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		Main Street to Railroad Canyon																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		PM Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper. (LOS) ☐ Des. (N) ☐ Planning Data																										
Flow Inputs																										
Volume, V	4420	veh/h	Peak-Hour Factor, PHF	0.92																						
AADT		veh/day	% Trucks and Buses, P_T	9																						
Peak-Hr Prop. of AADT, K			% RVs, P_R	0																						
Peak-Hr Direction Prop, D			General Terrain:	Level																						
DDHV = AADT x K x D		veh/h	Grade %		Length mi																					
Driver type adjustment	1.00		Up/Down %																							
Calculate Flow Adjustments																										
f_p	1.00		E_R	1.2																						
E_T	1.5		$f_{HV} = 1/[1 + P_T(E_T - 1) + P_R(E_R - 1)]$	0.957																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width	12.0	ft	f_{LW}		mi/h																					
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}		mi/h																					
Interchange Density	0.50	l/mi	f_{ID}		mi/h																					
Number of Lanes, N	3		f_N		mi/h																					
FFS (measured)	70.0	mi/h	FFS	70.0	mi/h																					
Base free-flow Speed, BFFS		mi/h																								
LOS and Performance Measures			Design (N)																							
Operational (LOS)			Design (N)																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
v_p	1674	pc/h/ln	v_p		pc/h																					
S	69.0	mi/h	S		mi/h																					
$D = v_p / S$	24.3	pc/mi/ln	$D = v_p / S$		pc/mi/ln																					
LOS	C		Required Number of Lanes, N																							
Glossary			Factor Location																							
N - Number of lanes	S - Speed		E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																						
V - Hourly volume	D - Density		E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																						
v_p - Flow rate	FFS - Free-flow speed		f_p - Page 23-12	f_N - Exhibit 23-6																						
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																						
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET																										
			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS		Highway/Direction of Travel																						
Agency or Company		Urban Crossroads, Inc.		From/To																						
Date Performed		4/5/2015		Jurisdiction																						
Analysis Time Period		PM Peak Hour		Analysis Year																						
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data																										
Flow Inputs																										
Volume, V		3630		veh/h																						
AADT				veh/day																						
Peak-Hr Prop. of AADT, K				Peak-Hour Factor, PHF																						
Peak-Hr Direction Prop, D				%Trucks and Buses, P_T																						
DDHV = AADT x K x D				%RVs, P_R																						
Driver type adjustment		1.00		General Terrain:																						
				Grade % Length																						
				Up/Down %																						
Calculate Flow Adjustments																										
f_p		1.00		E_R																						
E_T		1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$																						
				0.948																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width		12.0		ft																						
Rt-Shoulder Lat. Clearance		6.0		ft																						
Interchange Density		0.50		l/mi																						
Number of Lanes, N		3																								
FFS (measured)		70.0		mi/h																						
Base free-flow Speed, BFFS				mi/h																						
				FFS																						
				70.0																						
				mi/h																						
LOS and Performance Measures			Design (N)																							
<u>Operational (LOS)</u>			<u>Design (N)</u>																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			Design LOS																							
1388			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
pc/h/ln			pc/h																							
S			S																							
70.0			mi/h																							
$D = v_p / S$			$D = v_p / S$																							
19.8			pc/mi/ln																							
LOS			Required Number of Lanes, N																							
C																										
Glossary			Factor Location																							
N - Number of lanes		S - Speed		E_R - Exhibits 23-8, 23-10																						
V - Hourly volume		D - Density		f_{LW} - Exhibit 23-4																						
v_p - Flow rate		FFS - Free-flow speed		E_T - Exhibits 23-8, 23-10, 23-11																						
LOS - Level of service		BFFS - Base free-flow speed		f_{LC} - Exhibit 23-5																						
DDHV - Directional design hour volume				f_p - Page 23-12																						
				f_N - Exhibit 23-6																						
				LOS, S, FFS, v_p - Exhibits 23-2, 23-3																						
				f_{ID} - Exhibit 23-7																						

BASIC FREEWAY SEGMENTS WORKSHEET																										
The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It includes Free-Flow Speed (FFS) curves for 75, 70, 65, 60, and 55 mi/h. Dashed lines represent constant densities: 11, 18, 26, 35, 45, and 55 pc/mi/ln. Points A through F are marked on the graph, corresponding to various flow and speed conditions.			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Northbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		North of Nichols Road																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		PM Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data																										
Flow Inputs																										
Volume, V		4732	veh/h	Peak-Hour Factor, PHF	0.92																					
AADT			veh/day	%Trucks and Buses, P_T	11																					
Peak-Hr Prop. of AADT, K				%RVs, P_R	0																					
Peak-Hr Direction Prop, D				General Terrain:	Level																					
DDHV = AADT x K x D			veh/h	Grade % Length	mi																					
Driver type adjustment		1.00		Up/Down %																						
Calculate Flow Adjustments																										
f_p		1.00		E_R	1.2																					
E_T		1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	0.948																					
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width		12.0	ft	f_{LW}	mi/h																					
Rt-Shoulder Lat. Clearance		6.0	ft	f_{LC}	mi/h																					
Interchange Density		0.50	l/mi	f_{ID}	mi/h																					
Number of Lanes, N		3		f_N	mi/h																					
FFS (measured)		70.0	mi/h	FFS	70.0																					
Base free-flow Speed, BFFS			mi/h																							
LOS and Performance Measures			Design (N)																							
<u>Operational (LOS)</u>			<u>Design (N)</u>																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
S		67.8	mi/h	S																						
$D = v_p / S$		26.7	pc/mi/ln	$D = v_p / S$																						
LOS		D		Required Number of Lanes, N																						
Glossary			Factor Location																							
N - Number of lanes		S - Speed	E_R - Exhibits 23-8, 23-10		f_{LW} - Exhibit 23-4																					
V - Hourly volume		D - Density	E_T - Exhibits 23-8, 23-10, 23-11		f_{LC} - Exhibit 23-5																					
v_p - Flow rate		FFS - Free-flow speed	f_p - Page 23-12		f_N - Exhibit 23-6																					
LOS - Level of service		BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3		f_{ID} - Exhibit 23-7																					
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst *CHS*
 Agency or Company *Urban Crossroads, Inc.*
 Date Performed *4/5/2015*
 Analysis Time Period *PM Peak Hour*

Site Information

Highway/Direction of Travel *I-15 Northbound*
 From/To *Nichols Road to Central Avenue*
 Jurisdiction *Caltrans*
 Analysis Year *Existing Plus Project*

Project Description *Lake Elsinore Walmart TIA (JN 08651)*

☒ Oper. (LOS)

☐ Des. (N)

☐ Planning Data

Flow Inputs

Volume, V *4836* veh/h Peak-Hour Factor, PHF *0.92*
 AADT veh/day %Trucks and Buses, P_T *10*
 Peak-Hr Prop. of AADT, K %RVs, P_R *0*
 Peak-Hr Direction Prop, D General Terrain: *Level*
 DDHV = AADT x K x D veh/h Grade % Length *mi*
 Driver type adjustment *1.00* Up/Down %

Calculate Flow Adjustments

f_p *1.00* E_R *1.2*
 E_T *1.5* $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ *0.952*

Speed Inputs

Lane Width *12.0* ft
 Rt-Shoulder Lat. Clearance *6.0* ft
 Interchange Density *0.50* l/mi
 Number of Lanes, N *3*
 FFS (measured) *70.0* mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS *70.0* mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ *1840* pc/h/ln
 S *67.4* mi/h
 $D = v_p / S$ *27.3* pc/mi/ln
 LOS *D*

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

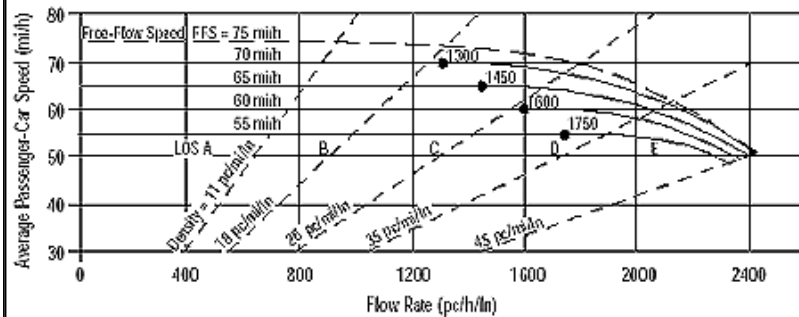
Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET																								
The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows several dashed curves for Free-Flow Speed (FFS) at 75, 70, 65, 60, and 55 mi/h. Solid lines represent density levels from 11 to 45 pc/mi/ln. Points A through F are marked on the graph, corresponding to different flow and speed conditions.		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>		Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																						
Operational (LOS)	FFS, N, v_p	LOS, S, D																						
Design (N)	FFS, LOS, v_p	N, S, D																						
Design (v_p)	FFS, LOS, N	v_p , S, D																						
Planning (LOS)	FFS, N, AADT	LOS, S, D																						
Planning (N)	FFS, LOS, AADT	N, S, D																						
Planning (v_p)	FFS, LOS, N	v_p , S, D																						
General Information		Site Information																						
Analyst: CHS		Highway/Direction of Travel: I-15 Northbound																						
Agency or Company: Urban Crossroads, Inc.		From/To: Central Avenue to Main Street																						
Date Performed: 4/5/2015		Jurisdiction: Caltrans																						
Analysis Time Period: PM Peak Hour		Analysis Year: Existing Plus Project																						
Project Description: Lake Elsinore Walmart TIA (JN 08651)																								
☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data																								
Flow Inputs																								
Volume, V: 5538 veh/h		Peak-Hour Factor, PHF: 0.92																						
AADT: veh/day		%Trucks and Buses, P_T : 9																						
Peak-Hr Prop. of AADT, K		%RVs, P_R : 0																						
Peak-Hr Direction Prop, D		General Terrain: Level																						
DDHV = AADT x K x D: veh/h		Grade % Length: mi																						
Driver type adjustment: 1.00		Up/Down %																						
Calculate Flow Adjustments																								
f_p : 1.00		E_R : 1.2																						
E_T : 1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$: 0.957																						
Speed Inputs		Calc Speed Adj and FFS																						
Lane Width: 12.0 ft		f_{LW} : mi/h																						
Rt-Shoulder Lat. Clearance: 6.0 ft		f_{LC} : mi/h																						
Interchange Density: 0.50 l/mi		f_{ID} : mi/h																						
Number of Lanes, N: 3		f_N : mi/h																						
FFS (measured): 70.0 mi/h		FFS: 70.0 mi/h																						
Base free-flow Speed, BFFS: mi/h																								
LOS and Performance Measures		Design (N)																						
Operational (LOS)		Design (N)																						
$v_p = (V \text{ or DDHV}) / (PHF \times N \times f_{HV} \times f_p)$: 2097 pc/h/ln		Design LOS																						
S: 62.8 mi/h		$v_p = (V \text{ or DDHV}) / (PHF \times N \times f_{HV} \times f_p)$: pc/h																						
$D = v_p / S$: 33.4 pc/mi/ln		S: mi/h																						
LOS: D		$D = v_p / S$: pc/mi/ln																						
		Required Number of Lanes, N																						
Glossary		Factor Location																						
N - Number of lanes S - Speed		E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4																						
V - Hourly volume D - Density		E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5																						
v_p - Flow rate FFS - Free-flow speed		f_p - Page 23-12 f_N - Exhibit 23-6																						
LOS - Level of service BFFS - Base free-flow speed		LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7																						
DDHV - Directional design hour volume																								

BASIC FREEWAY SEGMENTS WORKSHEET																										
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Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Northbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		Main Street to Railroad Canyon																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		PM Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper. (LOS) ☐ Des. (N) ☐ Planning Data																										
Flow Inputs																										
Volume, V	5796	veh/h	Peak-Hour Factor, PHF	0.92																						
AADT		veh/day	% Trucks and Buses, P_T	9																						
Peak-Hr Prop. of AADT, K			% RVs, P_R	0																						
Peak-Hr Direction Prop, D			General Terrain:	Level																						
DDHV = AADT x K x D		veh/h	Grade %	Length	mi																					
Driver type adjustment	1.00		Up/Down %																							
Calculate Flow Adjustments																										
f_p	1.00		E_R	1.2																						
E_T	1.5		$f_{HV} = 1/[1 + P_T(E_T - 1) + P_R(E_R - 1)]$	0.957																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width	12.0	ft	f_{LW}		mi/h																					
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}		mi/h																					
Interchange Density	0.50	l/mi	f_{ID}		mi/h																					
Number of Lanes, N	3		f_N		mi/h																					
FFS (measured)	70.0	mi/h	FFS	70.0	mi/h																					
Base free-flow Speed, BFFS		mi/h																								
LOS and Performance Measures			Design (N)																							
Operational (LOS)			Design (N)																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
v_p	2194	pc/h/ln	v_p		pc/h																					
S	60.3	mi/h	S		mi/h																					
$D = v_p / S$	36.4	pc/mi/ln	$D = v_p / S$		pc/mi/ln																					
LOS	E		Required Number of Lanes, N																							
Glossary			Factor Location																							
N - Number of lanes	S - Speed		E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																						
V - Hourly volume	D - Density		E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																						
v_p - Flow rate	FFS - Free-flow speed		f_p - Page 23-12	f_N - Exhibit 23-6																						
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																						
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CHS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 4/5/2015
 Analysis Time Period PM Peak Hour

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To S of Railroad Canyon
 Jurisdiction Caltrans
 Analysis Year Existing Plus Project

Project Description Lake Elsinore Walmart TIA (JN 08651)

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 5647 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 9
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.957

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 2138 pc/h/ln
 S 61.8 mi/h
 $D = v_p / S$ 34.6 pc/mi/ln
 LOS D

Design (N)

Design (N)

Design LOS

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

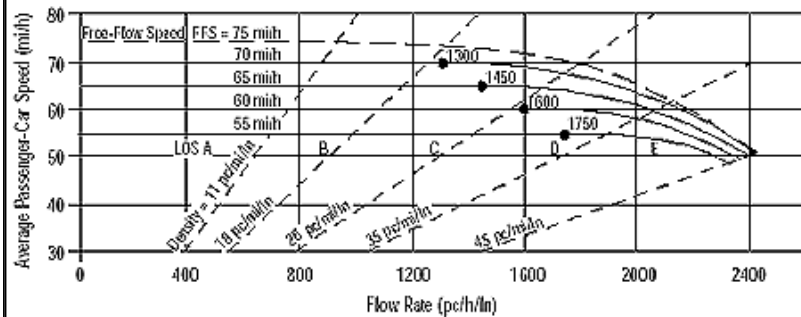
Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CHS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 4/5/2015
 Analysis Time Period Saturday Mid-Day Peak Hour
 Project Description Lake Elsinore Walmart TIA (JN 08651)

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To North of Nichols Road
 Jurisdiction Caltrans
 Analysis Year Existing Plus Project

☒ Oper.(LOS)☐ Des.(N)☐ Planning Data

Flow Inputs

Volume, V 3424 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 10
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.952

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1303 pc/h/ln
 S 70.0 mi/h
 $D = v_p / S$ 18.6 pc/mi/ln
 LOS C

Design (N)

Design (N)

Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

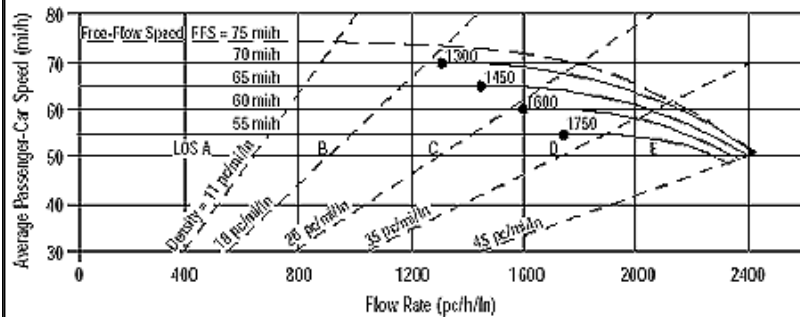
E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET																										
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Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Southbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		Nichols Road to Central Avenue																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		Saturday Mid-Day Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper. (LOS) ☐ Des. (N) ☐ Planning Data																										
Flow Inputs																										
Volume, V	3479	veh/h	Peak-Hour Factor, PHF	0.92																						
AADT		veh/day	% Trucks and Buses, P_T	10																						
Peak-Hr Prop. of AADT, K			% RVs, P_R	0																						
Peak-Hr Direction Prop, D			General Terrain:	Level																						
DDHV = AADT x K x D		veh/h	Grade %	Length	mi																					
Driver type adjustment	1.00		Up/Down %																							
Calculate Flow Adjustments																										
f_p	1.00		E_R	1.2																						
E_T	1.5		$f_{HV} = 1/[1 + P_T(E_T - 1) + P_R(E_R - 1)]$	0.952																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width	12.0	ft	f_{LW}		mi/h																					
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}		mi/h																					
Interchange Density	0.50	l/mi	f_{ID}		mi/h																					
Number of Lanes, N	3		f_N		mi/h																					
FFS (measured)	70.0	mi/h	FFS	70.0	mi/h																					
Base free-flow Speed, BFFS		mi/h																								
LOS and Performance Measures			Design (N)																							
Operational (LOS)			Design (N)																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
v_p	1324	pc/h/ln	v_p		pc/h																					
S	70.0	mi/h	S		mi/h																					
$D = v_p / S$	18.9	pc/mi/ln	$D = v_p / S$		pc/mi/ln																					
LOS	C		Required Number of Lanes, N																							
Glossary			Factor Location																							
N - Number of lanes	S - Speed		E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																						
V - Hourly volume	D - Density		E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																						
v_p - Flow rate	FFS - Free-flow speed		f_p - Page 23-12	f_N - Exhibit 23-6																						
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																						
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET																										
The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It shows several dashed curves for Free-Flow Speed (FFS) at 75, 70, 65, 60, and 55 mi/h. Solid lines represent density (10, 20, 30, 35, 40, 45 pc/mi/ln). Points A through F are marked on the graph, corresponding to different flow and speed conditions.			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS		Highway/Direction of Travel																						
Agency or Company		Urban Crossroads, Inc.		From/To																						
Date Performed		4/5/2015		Jurisdiction																						
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year																						
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data																										
Flow Inputs																										
Volume, V		3985		veh/h																						
AADT				veh/day																						
Peak-Hr Prop. of AADT, K				Peak-Hour Factor, PHF																						
Peak-Hr Direction Prop, D				%Trucks and Buses, P_T																						
DDHV = AADT x K x D				%RVs, P_R																						
Driver type adjustment		1.00		General Terrain:																						
				Grade % Length																						
				Up/Down %																						
Calculate Flow Adjustments																										
f_p		1.00		E_R																						
E_T		1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$																						
				0.957																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width		12.0		ft																						
Rt-Shoulder Lat. Clearance		6.0		ft																						
Interchange Density		0.50		l/mi																						
Number of Lanes, N		3																								
FFS (measured)		70.0		mi/h																						
Base free-flow Speed, BFFS				mi/h																						
				FFS																						
				70.0																						
				mi/h																						
LOS and Performance Measures			Design (N)																							
<u>Operational (LOS)</u>			<u>Design (N)</u>																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			Design LOS																							
1509			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
pc/h/ln			pc/h																							
S			S																							
69.8			mi/h																							
$D = v_p / S$			$D = v_p / S$																							
21.6			pc/mi/ln																							
LOS			Required Number of Lanes, N																							
C																										
Glossary			Factor Location																							
N - Number of lanes			S - Speed																							
V - Hourly volume			D - Density																							
v_p - Flow rate			FFS - Free-flow speed																							
LOS - Level of service			BFFS - Base free-flow speed																							
DDHV - Directional design hour volume																										
			E_R - Exhibits 23-8, 23-10 E_T - Exhibits 23-8, 23-10, 23-11 f_p - Page 23-12 LOS, S, FFS, v_p - Exhibits 23-2, 23-3																							
			f_{LW} - Exhibit 23-4 f_{LC} - Exhibit 23-5 f_N - Exhibit 23-6 f_{ID} - Exhibit 23-7																							

BASIC FREEWAY SEGMENTS WORKSHEET																										
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Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Southbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		Main Street to Railroad Canyon																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		Saturday Mid-Day Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper. (LOS) ☐ Des. (N) ☐ Planning Data																										
Flow Inputs																										
Volume, V		4071	veh/h	Peak-Hour Factor, PHF	0.92																					
AADT			veh/day	% Trucks and Buses, P_T	9																					
Peak-Hr Prop. of AADT, K				% RVs, P_R	0																					
Peak-Hr Direction Prop, D				General Terrain:	Level																					
DDHV = AADT x K x D			veh/h	Grade % Length	mi																					
Driver type adjustment		1.00		Up/Down %																						
Calculate Flow Adjustments																										
f_p		1.00		E_R	1.2																					
E_T		1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	0.957																					
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width		12.0	ft	f_{LW}	mi/h																					
Rt-Shoulder Lat. Clearance		6.0	ft	f_{LC}	mi/h																					
Interchange Density		0.50	l/mi	f_{ID}	mi/h																					
Number of Lanes, N		3		f_N	mi/h																					
FFS (measured)		70.0	mi/h	FFS	70.0																					
Base free-flow Speed, BFFS			mi/h																							
LOS and Performance Measures			Design (N)																							
Operational (LOS)			Design (N)																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
v_p		1541	pc/h/ln	v_p																						
S		69.7	mi/h	S																						
D = v_p / S		22.1	pc/mi/ln	D = v_p / S																						
LOS		C		Required Number of Lanes, N																						
Glossary			Factor Location																							
N - Number of lanes		S - Speed	E_R - Exhibits 23-8, 23-10		f_{LW} - Exhibit 23-4																					
V - Hourly volume		D - Density	E_T - Exhibits 23-8, 23-10, 23-11		f_{LC} - Exhibit 23-5																					
v_p - Flow rate		FFS - Free-flow speed	f_p - Page 23-12		f_N - Exhibit 23-6																					
LOS - Level of service		BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3		f_{ID} - Exhibit 23-7																					
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CHS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 4/5/2015
 Analysis Time Period Saturday Mid-Day Peak Hour
 Project Description Lake Elsinore Walmart TIA (JN 08651)

Site Information

Highway/Direction of Travel I-15 Southbound
 From/To South of Railroad Canyon
 Jurisdiction Caltrans
 Analysis Year Existing Plus Project

☒ Oper.(LOS)

☐ Des.(N)

☐ Planning Data

Flow Inputs

Volume, V 3399 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 11
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.948

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1299 pc/h/ln
 S 70.0 mi/h
 $D = v_p / S$ 18.6 pc/mi/ln
 LOS C

Design (N)

Design (N)
 Design LOS
 $v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 f_p mi/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

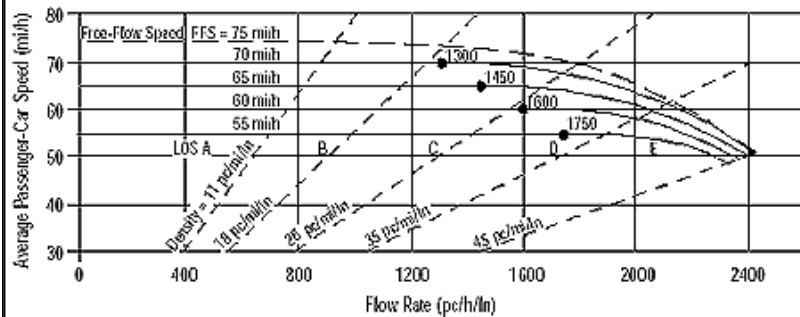
Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET																										
Free-Flow Speed: FFS = 75 mi/h, 70 mi/h, 65 mi/h, 60 mi/h, 55 mi/h Density: 11 pc/mi/ln, 18 pc/mi/ln, 26 pc/mi/ln, 35 pc/mi/ln, 45 pc/mi/ln Flow Rate (pc/h/ln): 0, 400, 800, 1200, 1600, 2000, 2400 Average Passenger-Car Speed (mi/h): 30, 40, 50, 60, 70, 80			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Northbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		North of Nichols Road																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		Saturday Mid-Day Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data																										
Flow Inputs																										
Volume, V	4428	veh/h	Peak-Hour Factor, PHF	0.92																						
AADT		veh/day	%Trucks and Buses, P_T	11																						
Peak-Hr Prop. of AADT, K			%RVs, P_R	0																						
Peak-Hr Direction Prop, D			General Terrain:	Level																						
DDHV = AADT x K x D		veh/h	Grade %	Length	mi																					
Driver type adjustment	1.00		Up/Down %																							
Calculate Flow Adjustments																										
f_p	1.00		E_R	1.2																						
E_T	1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	0.948																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width	12.0	ft	f_{LW}		mi/h																					
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}		mi/h																					
Interchange Density	0.50	l/mi	f_{ID}		mi/h																					
Number of Lanes, N	3		f_N		mi/h																					
FFS (measured)	70.0	mi/h	FFS	70.0	mi/h																					
Base free-flow Speed, BFFS		mi/h																								
LOS and Performance Measures			Design (N)																							
<u>Operational (LOS)</u>			<u>Design (N)</u>																							
$v_p = (V \text{ or DDHV}) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or DDHV}) / (PHF \times N \times f_{HV} \times f_p)$																							
v_p	1693	pc/h/ln	v_p		pc/h																					
S	68.9	mi/h	S		mi/h																					
$D = v_p / S$	24.6	pc/mi/ln	$D = v_p / S$		pc/mi/ln																					
LOS	C		Required Number of Lanes, N																							
Glossary			Factor Location																							
N - Number of lanes	S - Speed		E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																						
V - Hourly volume	D - Density		E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																						
v_p - Flow rate	FFS - Free-flow speed		f_p - Page 23-12	f_N - Exhibit 23-6																						
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																						
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET																										
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Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Northbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		Nichols Road to Central Avenue																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		Saturday Mid-Day Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper. (LOS) ☐ Des. (N) ☐ Planning Data																										
Flow Inputs																										
Volume, V	4508	veh/h	Peak-Hour Factor, PHF	0.92																						
AADT		veh/day	% Trucks and Buses, P_T	10																						
Peak-Hr Prop. of AADT, K			% RVs, P_R	0																						
Peak-Hr Direction Prop, D			General Terrain:	Level																						
DDHV = AADT x K x D		veh/h	Grade %	Length	mi																					
Driver type adjustment	1.00		Up/Down %																							
Calculate Flow Adjustments																										
f_p	1.00		E_R	1.2																						
E_T	1.5		$f_{HV} = 1/[1 + P_T(E_T - 1) + P_R(E_R - 1)]$	0.952																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width	12.0	ft	f_{LW}		mi/h																					
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}		mi/h																					
Interchange Density	0.50	l/mi	f_{ID}		mi/h																					
Number of Lanes, N	3		f_N		mi/h																					
FFS (measured)	70.0	mi/h	FFS	70.0	mi/h																					
Base free-flow Speed, BFFS		mi/h																								
LOS and Performance Measures			Design (N)																							
Operational (LOS)			Design (N)																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
v_p	1715	pc/h/ln	v_p		pc/h																					
S	68.7	mi/h	S		mi/h																					
$D = v_p / S$	25.0	pc/mi/ln	$D = v_p / S$		pc/mi/ln																					
LOS	C		Required Number of Lanes, N																							
Glossary			Factor Location																							
N - Number of lanes	S - Speed		E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																						
V - Hourly volume	D - Density		E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																						
v_p - Flow rate	FFS - Free-flow speed		f_p - Page 23-12	f_N - Exhibit 23-6																						
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																						
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p , S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p , S, D

General Information

Analyst CHS
 Agency or Company Urban Crossroads, Inc.
 Date Performed 4/5/2015
 Analysis Time Period Saturday Mid-Day Peak Hour
 Project Description Lake Elsinore Walmart TIA (JN 08651)

Site Information

Highway/Direction of Travel I-15 Northbound
 From/To Central Avenue to Main Street
 Jurisdiction Caltrans
 Analysis Year Existing Plus Project

☒ Oper.(LOS)☐ Des.(N)☐ Planning Data

Flow Inputs

Volume, V 5100 veh/h Peak-Hour Factor, PHF 0.92
 AADT veh/day %Trucks and Buses, P_T 9
 Peak-Hr Prop. of AADT, K %RVs, P_R 0
 Peak-Hr Direction Prop, D General Terrain: Level
 DDHV = AADT x K x D veh/h Grade % Length mi
 Driver type adjustment 1.00 Up/Down %

Calculate Flow Adjustments

f_p 1.00 E_R 1.2
 E_T 1.5 $f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$ 0.957

Speed Inputs

Lane Width 12.0 ft
 Rt-Shoulder Lat. Clearance 6.0 ft
 Interchange Density 0.50 l/mi
 Number of Lanes, N 3
 FFS (measured) 70.0 mi/h
 Base free-flow Speed, BFFS mi/h

Calc Speed Adj and FFS

f_{LW} mi/h
 f_{LC} mi/h
 f_{ID} mi/h
 f_N mi/h
 FFS 70.0 mi/h

LOS and Performance Measures

Operational (LOS)

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ 1931 pc/h/ln
 S 66.1 mi/h
 $D = v_p / S$ 29.2 pc/mi/ln
 LOS D

Design (N)

Design (N)

Design LOS

$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$ pc/h
 S mi/h
 $D = v_p / S$ pc/mi/ln
 Required Number of Lanes, N

Glossary

N - Number of lanes S - Speed
 V - Hourly volume D - Density
 v_p - Flow rate FFS - Free-flow speed
 LOS - Level of service BFFS - Base free-flow speed
 DDHV - Directional design hour volume

Factor Location

E_R - Exhibits 23-8, 23-10 f_{LW} - Exhibit 23-4
 E_T - Exhibits 23-8, 23-10, 23-11 f_{LC} - Exhibit 23-5
 f_p - Page 23-12 f_N - Exhibit 23-6
 LOS, S, FFS, v_p - Exhibits 23-2, 23-3 f_{ID} - Exhibit 23-7

BASIC FREEWAY SEGMENTS WORKSHEET																										
			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS	Highway/Direction of Travel		I-15 Northbound																					
Agency or Company		Urban Crossroads, Inc.	From/To		Main Street to Railroad Canyon																					
Date Performed		4/5/2015	Jurisdiction		Caltrans																					
Analysis Time Period		Saturday Mid-Day Peak Hour	Analysis Year		Existing Plus Project																					
Project Description Lake Elsinore Walmart TIA (JN 08651)																										
☒ Oper. (LOS) ☐ Des. (N) ☐ Planning Data																										
Flow Inputs																										
Volume, V	5234	veh/h	Peak-Hour Factor, PHF	0.92																						
AADT		veh/day	% Trucks and Buses, P_T	9																						
Peak-Hr Prop. of AADT, K			% RVs, P_R	0																						
Peak-Hr Direction Prop, D			General Terrain:	Level																						
DDHV = AADT x K x D		veh/h	Grade %	Length	mi																					
Driver type adjustment	1.00		Up/Down %																							
Calculate Flow Adjustments																										
f_p	1.00		E_R	1.2																						
E_T	1.5		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	0.957																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width	12.0	ft	f_{LW}		mi/h																					
Rt-Shoulder Lat. Clearance	6.0	ft	f_{LC}		mi/h																					
Interchange Density	0.50	l/mi	f_{ID}		mi/h																					
Number of Lanes, N	3		f_N		mi/h																					
FFS (measured)	70.0	mi/h	FFS	70.0	mi/h																					
Base free-flow Speed, BFFS		mi/h																								
LOS and Performance Measures			Design (N)																							
Operational (LOS)			Design (N)																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
v_p	1982	pc/h/ln	v_p		pc/h																					
S	65.2	mi/h	S		mi/h																					
$D = v_p / S$	30.4	pc/mi/ln	$D = v_p / S$		pc/mi/ln																					
LOS	D		Required Number of Lanes, N																							
Glossary			Factor Location																							
N - Number of lanes	S - Speed		E_R - Exhibits 23-8, 23-10	f_{LW} - Exhibit 23-4																						
V - Hourly volume	D - Density		E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5																						
v_p - Flow rate	FFS - Free-flow speed		f_p - Page 23-12	f_N - Exhibit 23-6																						
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7																						
DDHV - Directional design hour volume																										

BASIC FREEWAY SEGMENTS WORKSHEET																										
The graph plots Average Passenger-Car Speed (mi/h) on the y-axis (30 to 80) against Flow Rate (pc/h/ln) on the x-axis (0 to 2400). It includes Free-Flow Speed (FFS) curves for 75, 70, 65, 60, and 55 mi/h. Dashed lines represent density levels from 11 to 45 pc/mi/ln. Points A through F are marked on the graph, corresponding to different flow and speed conditions.			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Application</th> <th>Input</th> <th>Output</th> </tr> </thead> <tbody> <tr> <td>Operational (LOS)</td> <td>FFS, N, v_p</td> <td>LOS, S, D</td> </tr> <tr> <td>Design (N)</td> <td>FFS, LOS, v_p</td> <td>N, S, D</td> </tr> <tr> <td>Design (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> <tr> <td>Planning (LOS)</td> <td>FFS, N, AADT</td> <td>LOS, S, D</td> </tr> <tr> <td>Planning (N)</td> <td>FFS, LOS, AADT</td> <td>N, S, D</td> </tr> <tr> <td>Planning (v_p)</td> <td>FFS, LOS, N</td> <td>v_p, S, D</td> </tr> </tbody> </table>			Application	Input	Output	Operational (LOS)	FFS, N, v_p	LOS, S, D	Design (N)	FFS, LOS, v_p	N, S, D	Design (v_p)	FFS, LOS, N	v_p , S, D	Planning (LOS)	FFS, N, AADT	LOS, S, D	Planning (N)	FFS, LOS, AADT	N, S, D	Planning (v_p)	FFS, LOS, N	v_p , S, D
Application	Input	Output																								
Operational (LOS)	FFS, N, v_p	LOS, S, D																								
Design (N)	FFS, LOS, v_p	N, S, D																								
Design (v_p)	FFS, LOS, N	v_p , S, D																								
Planning (LOS)	FFS, N, AADT	LOS, S, D																								
Planning (N)	FFS, LOS, AADT	N, S, D																								
Planning (v_p)	FFS, LOS, N	v_p , S, D																								
General Information			Site Information																							
Analyst		CHS		Highway/Direction of Travel																						
Agency or Company		Urban Crossroads, Inc.		I-15 Northbound																						
Date Performed		4/5/2015		From/To																						
Analysis Time Period		Saturday Mid-Day Peak Hour		S of Railroad Canyon																						
Analysis Year		Existing Plus Project		Jurisdiction																						
Project Description		Lake Elsinore Walmart TIA (JN 08651)																								
☒ Oper.(LOS)			☐ Des.(N)		☐ Planning Data																					
Flow Inputs																										
Volume, V		4581		veh/h																						
AADT				veh/day																						
Peak-Hr Prop. of AADT, K				Peak-Hour Factor, PHF																						
Peak-Hr Direction Prop, D				0.92																						
DDHV = AADT x K x D				%Trucks and Buses, P_T																						
Driver type adjustment		1.00		10																						
				%RVs, P_R																						
				0																						
				General Terrain:																						
				Level																						
				Grade % Length																						
				mi																						
				Up/Down %																						
Calculate Flow Adjustments																										
f_p		1.00		E_R																						
E_T		1.5		1.2																						
				$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$																						
				0.952																						
Speed Inputs			Calc Speed Adj and FFS																							
Lane Width		12.0		ft																						
Rt-Shoulder Lat. Clearance		6.0		ft																						
Interchange Density		0.50		l/mi																						
Number of Lanes, N		3																								
FFS (measured)		70.0		mi/h																						
Base free-flow Speed, BFFS				mi/h																						
				f_{LW}																						
				mi/h																						
				f_{LC}																						
				mi/h																						
				f_{ID}																						
				mi/h																						
				f_N																						
				mi/h																						
				FFS																						
				70.0																						
				mi/h																						
LOS and Performance Measures			Design (N)																							
<u>Operational (LOS)</u>			<u>Design (N)</u>																							
$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$			Design LOS																							
1743			$v_p = (V \text{ or } DDHV) / (PHF \times N \times f_{HV} \times f_p)$																							
pc/h/ln			pc/h																							
S			S																							
68.4			mi/h																							
D = v_p / S			D = v_p / S																							
25.5			pc/mi/ln																							
LOS			Required Number of Lanes, N																							
C																										
Glossary			Factor Location																							
N - Number of lanes			S - Speed																							
V - Hourly volume			D - Density																							
v_p - Flow rate			FFS - Free-flow speed																							
LOS - Level of service			BFFS - Base free-flow speed																							
DDHV - Directional design hour volume																										
			E_R - Exhibits 23-8, 23-10																							
			E_T - Exhibits 23-8, 23-10, 23-11																							
			f_p - Page 23-12																							
			LOS, S, FFS, v_p - Exhibits 23-2, 23-3																							
			f_{LW} - Exhibit 23-4																							
			f_{LC} - Exhibit 23-5																							
			f_N - Exhibit 23-6																							
			f_{ID} - Exhibit 23-7																							

APPENDIX 5.5

Existing plus Project Conditions
Freeway Ramp Junction (Merge/Diverge) HCS+ Analysis Worksheets

RAMPS AND RAMP JUNCTIONS WORKSHEET														
General Information					Site Information									
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound								
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols Off-Ramp								
Date Performed		4/5/2015		Jurisdiction		Caltrans								
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project								
Project Description Lake Elsinore Walmart TIA (JN 08651)														
Inputs														
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2075 ft $V_D =$ 234 veh/h							
Conversion to pc/h Under Base Conditions														
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$						
Freeway	2868	0.92	Level	10	0	0.952	1.00	3273						
Ramp	211	0.92	Level	4	0	0.980	1.00	234						
UpStream														
DownStream	234	0.92	Level	8	0	0.962	1.00	265						
Merge Areas					Diverge Areas									
Estimation of v_{12}					Estimation of v_{12}									
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} =$ 0.667 using Equation (Exhibit 25-12) $V_{12} =$ 2262 pc/h V_3 or V_{av34} 1011 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)									
Capacity Checks					Capacity Checks									
		Actual	Capacity		LOS F?									
V_{FO}		Exhibit 25-7					V_F	3273	Exhibit 25-14	7200	No			
							$V_{FO} = V_F - V_R$	3039	Exhibit 25-14	7200	No			
							V_R	234	Exhibit 25-3	2100	No			
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area									
		Actual	Max Desirable		Violation?				Actual	Max Desirable		Violation?		
V_{R12}			Exhibit 25-7						V_{12}	2262	Exhibit 25-14		4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)									
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 21.7 (pc/mi/ln) $LOS =$ C (Exhibit 25-4)									
Speed Determination					Speed Determination									
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.319 (Exhibit 25-19) $S_R =$ 61.1 mph (Exhibit 25-19) $S_0 =$ 76.7 mph (Exhibit 25-19) $S =$ 65.2 mph (Exhibit 25-15)									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2075 ft $V_u =$ 211 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	2657	0.92	Level	10	0	0.952	1.00	3032	
Ramp	234	0.92	Level	8	0	0.962	1.00	265	
UpStream	211	0.92	Level	4	0	0.980	1.00	234	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 759.08 (Equation 25-2 or 25-3) $P_{FM} =$ 0.584 using Equation (Exhibit 25-5) $V_{12} =$ 1771 pc/h V_3 or $V_{av34} =$ 1261 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	3297	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	2036	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 19.8 (pc/mi/ln) $LOS =$ B (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.330 (Exhibit 25-19) $S_R =$ 60.8 mph (Exhibit 25-19) $S_0 =$ 67.3 mph (Exhibit 25-19) $S =$ 63.1 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET														
General Information					Site Information									
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound								
Agency or Company		Urban Crossroads, Inc.		Junction		Central Off-Ramp								
Date Performed		4/5/2015		Jurisdiction		Caltrans								
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project								
Project Description Lake Elsinore Walmart TIA (JN 08651)														
Inputs														
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2050 ft $V_D =$ 1081 veh/h							
Conversion to pc/h Under Base Conditions														
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$						
Freeway	2891	0.92	Level	10	0	0.952	1.00	3300						
Ramp	482	0.92	Level	10	0	0.952	1.00	550						
UpStream														
DownStream	1081	0.92	Level	4	0	0.980	1.00	1198						
Merge Areas					Diverge Areas									
Estimation of v_{12}					Estimation of v_{12}									
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} =$ 0.652 using Equation (Exhibit 25-12) $V_{12} =$ 2344 pc/h V_3 or V_{av34} 956 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)									
Capacity Checks					Capacity Checks									
		Actual	Capacity		LOS F?									
V_{FO}		Exhibit 25-7					V_F	3300	Exhibit 25-14	7200	No			
							$V_{FO} = V_F - V_R$	2750	Exhibit 25-14	7200	No			
							V_R	550	Exhibit 25-3	2100	No			
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area									
		Actual	Max Desirable		Violation?				Actual	Max Desirable		Violation?		
V_{R12}			Exhibit 25-7						V_{12}	2344	Exhibit 25-14		4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)									
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 22.7 (pc/mi/ln) LOS = C (Exhibit 25-4)									
Speed Determination					Speed Determination									
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.347 (Exhibit 25-19) $S_R =$ 60.3 mph (Exhibit 25-19) $S_0 =$ 76.8 mph (Exhibit 25-19) $S =$ 64.3 mph (Exhibit 25-15)									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 2050$ ft $V_u = 482$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	2409	0.92	Level	10	0	0.952	1.00	2749	
Ramp	1081	0.92	Level	4	0	0.980	1.00	1198	
UpStream	482	0.92	Level	10	0	0.952	1.00	550	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 920.38$ (Equation 25-2 or 25-3) $P_{FM} = 0.585$ using Equation (Exhibit 25-5) $V_{12} = 1609$ pc/h V_3 or $V_{av34} = 1140$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	3947	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	2807	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 25.1$ (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.360$ (Exhibit 25-19) $S_R = 59.9$ mph (Exhibit 25-19) $S_0 = 67.7$ mph (Exhibit 25-19) $S = 62.0$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main Off-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2620 ft $V_D =$ 313 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3490	0.92	Level	8	0	0.962	1.00	3945	
Ramp	55	0.92	Level	4	0	0.980	1.00	61	
UpStream									
DownStream	313	0.92	Level	3	0	0.985	1.00	345	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} =$ 0.659 using Equation (Exhibit 25-12) $V_{12} =$ 2619 pc/h V_3 or V_{av34} 1326 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	3945	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	3884	Exhibit 25-14	7200	No	
				V_R	61	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	2619	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 25.4 (pc/mi/ln) LOS = C (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.303 (Exhibit 25-19) $S_R =$ 61.5 mph (Exhibit 25-19) $S_0 =$ 75.5 mph (Exhibit 25-19) $S =$ 65.6 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 2620$ ft $V_u = 55$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3435	0.92	Level	8	0	0.962	1.00	3883	
Ramp	313	0.92	Level	3	0	0.985	1.00	345	
UpStream	55	0.92	Level	4	0	0.980	1.00	61	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 989.39$ (Equation 25-2 or 25-3) $P_{FM} = 0.586$ using Equation (Exhibit 25-5) $V_{12} = 2275$ pc/h V_3 or $V_{av34} = 1608$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	4228	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	2620	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 23.9$ (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.348$ (Exhibit 25-19) $S_R = 60.3$ mph (Exhibit 25-19) $S_0 = 66.0$ mph (Exhibit 25-19) $S = 62.3$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET											
General Information					Site Information						
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound					
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon Off-Ramp					
Date Performed		4/5/2015		Jurisdiction		Caltrans					
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project					
Project Description Lake Elsinore Walmart TIA (JN 08651)											
Inputs											
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2250 ft $V_D =$ 742 veh/h				
Conversion to pc/h Under Base Conditions											
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$			
Freeway	3748	0.92	Level	8	0	0.962	1.00	4237			
Ramp	835	0.92	Level	6	0	0.971	1.00	935			
UpStream											
DownStream	742	0.92	Level	3	0	0.985	1.00	819			
Merge Areas					Diverge Areas						
Estimation of v_{12}					Estimation of v_{12}						
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} =$ 0.611 using Equation (Exhibit 25-12) $V_{12} =$ 2953 pc/h V_3 or V_{av34} 1284 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)						
Capacity Checks					Capacity Checks						
		Actual	Capacity		LOS F?						
V_{FO}			Exhibit 25-7				V_F	4237	Exhibit 25-14	7200	No
							$V_{FO} = V_F - V_R$	3302	Exhibit 25-14	7200	No
							V_R	935	Exhibit 25-3	2100	No
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area						
		Actual	Max Desirable		Violation?						
V_{R12}			Exhibit 25-7				V_{12}	2953	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)						
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 28.2 (pc/mi/ln) LOS = D (Exhibit 25-4)						
Speed Determination					Speed Determination						
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.382 (Exhibit 25-19) $S_R =$ 59.3 mph (Exhibit 25-19) $S_0 =$ 75.7 mph (Exhibit 25-19) $S =$ 63.5 mph (Exhibit 25-15)						

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2250 ft $V_u =$ 835 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	2913	0.92	Level	9	0	0.957	1.00	3309	
Ramp	742	0.92	Level	3	0	0.985	1.00	819	
UpStream	835	0.92	Level	6	0	0.971	1.00	935	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1047.91 (Equation 25-2 or 25-3) $P_{FM} =$ 0.591 using Equation (Exhibit 25-5) $V_{12} =$ 1955 pc/h V_3 or $V_{av34} =$ 1354 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	4128	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	2774	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 23.7 (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.340 (Exhibit 25-19) $S_R =$ 60.5 mph (Exhibit 25-19) $S_0 =$ 66.9 mph (Exhibit 25-19) $S =$ 62.4 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2130 ft $V_u =$ 211 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4310	0.92	Level	11	0	0.948	1.00	4942	
Ramp	159	0.92	Level	4	0	0.980	1.00	176	
UpStream	211	0.92	Level	2	0	0.990	1.00	232	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1401.85 (Equation 25-2 or 25-3) $P_{FM} =$ 0.600 using Equation (Exhibit 25-5) $V_{12} =$ 2965 pc/h V_3 or $V_{av34} =$ 1977 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5118	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3141	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 24.9 (pc/mi/ln) $LOS =$ C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.339 (Exhibit 25-19) $S_R =$ 60.5 mph (Exhibit 25-19) $S_0 =$ 64.7 mph (Exhibit 25-19) $S =$ 62.1 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols Off-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2130 ft $V_D =$ 159 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4521	0.92	Level	10	0	0.952	1.00	5160	
Ramp	211	0.92	Level	2	0	0.990	1.00	232	
UpStream									
DownStream	159	0.92	Level	4	0	0.980	1.00	176	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.620 using Equation (Exhibit 25-12) $V_{12} =$ 3289 pc/h V_3 or V_{av34} 1871 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	5160	Exhibit 25-14	7200	No
					$V_{FO} = V_F - V_R$	4928	Exhibit 25-14	7200	No
					V_R	232	Exhibit 25-3	2100	No
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3289	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 30.5 (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.319 (Exhibit 25-19) $S_R =$ 61.1 mph (Exhibit 25-19) $S_0 =$ 73.4 mph (Exhibit 25-19) $S =$ 65.0 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 1650 ft $V_u =$ 971 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3969	0.92	Level	11	0	0.948	1.00	4551	
Ramp	552	0.92	Level	8	0	0.962	1.00	624	
UpStream	971	0.92	Level	2	0	0.990	1.00	1066	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1365.21 (Equation 25-2 or 25-3) $P_{FM} =$ 0.597 using Equation (Exhibit 25-5) $V_{12} =$ 2716 pc/h V_3 or $V_{av34} =$ 1835 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5175	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3340	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 26.9 (pc/mi/ln) $LOS =$ C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.369 (Exhibit 25-19) $S_R =$ 59.7 mph (Exhibit 25-19) $S_0 =$ 65.2 mph (Exhibit 25-19) $S =$ 61.5 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central Off-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 1650 ft $V_D =$ 552 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4940	0.92	Level	9	0	0.957	1.00	5611	
Ramp	971	0.92	Level	2	0	0.990	1.00	1066	
UpStream									
DownStream	552	0.92	Level	8	0	0.962	1.00	624	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.571 using Equation (Exhibit 25-12) $V_{12} =$ 3660 pc/h V_3 or V_{av34} 1951 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	5611	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	4545	Exhibit 25-14	7200	No	
				V_R	1066	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3660	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 34.0 (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.394 (Exhibit 25-19) $S_R =$ 59.0 mph (Exhibit 25-19) $S_0 =$ 73.1 mph (Exhibit 25-19) $S =$ 63.2 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 2100$ ft $V_u = 426$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4848	0.92	Level	9	0	0.957	1.00	5507	
Ramp	92	0.92	Level	5	0	0.976	1.00	102	
UpStream	426	0.92	Level	2	0	0.990	1.00	468	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1262.73$ (Equation 25-2 or 25-3) $P_{FM} = 0.585$ using Equation (Exhibit 25-5) $V_{12} = 3219$ pc/h V_3 or $V_{av34} = 2288$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5609	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3321	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 29.8$ (pc/mi/ln) LOS = D (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.406$ (Exhibit 25-19) $S_R = 58.6$ mph (Exhibit 25-19) $S_0 = 63.6$ mph (Exhibit 25-19) $S = 60.5$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main Off-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2100 ft $V_D =$ 92 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	5274	0.92	Level	9	0	0.957	1.00	5991	
Ramp	426	0.92	Level	2	0	0.990	1.00	468	
UpStream									
DownStream	92	0.92	Level	5	0	0.976	1.00	102	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.589 using Equation (Exhibit 25-12) $V_{12} =$ 3719 pc/h V_3 or V_{av34} 2272 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	5991	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	5523	Exhibit 25-14	7200	No	
				V_R	468	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3719	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 34.5 (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.340 (Exhibit 25-19) $S_R =$ 60.5 mph (Exhibit 25-19) $S_0 =$ 71.8 mph (Exhibit 25-19) $S =$ 64.3 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 2000$ ft $V_u = 543$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3701	0.92	Level	12	0	0.943	1.00	4264	
Ramp	1573	0.92	Level	1	0	0.995	1.00	1718	
UpStream	543	0.92	Level	6	0	0.971	1.00	608	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1355.87$ (Equation 25-2 or 25-3) $P_{FM} = 0.585$ using Equation (Exhibit 25-5) $V_{12} = 2496$ pc/h V_3 or $V_{av34} = 1768$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5982	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	4214	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 35.8$ (pc/mi/ln) LOS = E (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.560$ (Exhibit 25-19) $S_R = 54.3$ mph (Exhibit 25-19) $S_0 = 65.4$ mph (Exhibit 25-19) $S = 57.2$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon Off-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		AM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2000 ft $V_D =$ 1573 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4244	0.92	Level	11	0	0.948	1.00	4867	
Ramp	543	0.92	Level	6	0	0.971	1.00	608	
UpStream									
DownStream	1573	0.92	Level	1	0	0.995	1.00	1718	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.610 using Equation (Exhibit 25-12) $V_{12} =$ 3208 pc/h V_3 or V_{av34} 1659 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	4867	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	4259	Exhibit 25-14	7200	No	
				V_R	608	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3208	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 29.8 (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.353 (Exhibit 25-19) $S_R =$ 60.1 mph (Exhibit 25-19) $S_0 =$ 74.2 mph (Exhibit 25-19) $S =$ 64.3 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols Off-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2075 ft $V_D =$ 276 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3826	0.92	Level	10	0	0.952	1.00	4367	
Ramp	199	0.92	Level	5	0	0.976	1.00	222	
UpStream									
DownStream	276	0.92	Level	3	0	0.985	1.00	304	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.641 using Equation (Exhibit 25-12) $V_{12} =$ 2877 pc/h V_3 or V_{av34} 1490 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	4367	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	4145	Exhibit 25-14	7200	No	
				V_R	222	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	2877	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 27.0 (pc/mi/ln) LOS = C (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.318 (Exhibit 25-19) $S_R =$ 61.1 mph (Exhibit 25-19) $S_0 =$ 74.9 mph (Exhibit 25-19) $S =$ 65.2 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2075 ft $V_u =$ 199 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3627	0.92	Level	11	0	0.948	1.00	4159	
Ramp	276	0.92	Level	3	0	0.985	1.00	304	
UpStream	199	0.92	Level	5	0	0.976	1.00	222	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1008.60 (Equation 25-2 or 25-3) $P_{FM} =$ 0.584 using Equation (Exhibit 25-5) $V_{12} =$ 2429 pc/h V_3 or $V_{av34} =$ 1730 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	4463	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	2733	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 25.2 (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.360 (Exhibit 25-19) $S_R =$ 59.9 mph (Exhibit 25-19) $S_0 =$ 65.6 mph (Exhibit 25-19) $S =$ 62.0 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central Off-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2050 ft $V_D =$ 1190 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3903	0.92	Level	10	0	0.952	1.00	4455	
Ramp	782	0.92	Level	2	0	0.990	1.00	858	
UpStream									
DownStream	1190	0.92	Level	1	0	0.995	1.00	1300	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} =$ 0.609 using Equation (Exhibit 25-12) $V_{12} =$ 3049 pc/h V_3 or V_{av34} 1406 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	4455	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	3597	Exhibit 25-14	7200	No	
				V_R	858	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3049	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 28.7 (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.375 (Exhibit 25-19) $S_R =$ 59.5 mph (Exhibit 25-19) $S_0 =$ 75.2 mph (Exhibit 25-19) $S =$ 63.7 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2050 ft $V_u =$ 782 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3121	0.92	Level	12	0	0.943	1.00	3596	
Ramp	1190	0.92	Level	1	0	0.995	1.00	1300	
UpStream	782	0.92	Level	2	0	0.990	1.00	858	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1123.46 (Equation 25-2 or 25-3) $P_{FM} =$ 0.585 using Equation (Exhibit 25-5) $V_{12} =$ 2105 pc/h V_3 or $V_{av34} =$ 1491 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	4896	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3405	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 29.7 (pc/mi/ln) $LOS =$ D (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.413 (Exhibit 25-19) $S_R =$ 58.4 mph (Exhibit 25-19) $S_0 =$ 66.4 mph (Exhibit 25-19) $S =$ 60.7 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main Off-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2620 ft $V_D =$ 320 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4311	0.92	Level	9	0	0.957	1.00	4897	
Ramp	211	0.92	Level	4	0	0.980	1.00	234	
UpStream									
DownStream	320	0.92	Level	3	0	0.985	1.00	353	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.627 using Equation (Exhibit 25-12) $V_{12} =$ 3157 pc/h V_3 or V_{av34} 1740 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	4897	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	4663	Exhibit 25-14	7200	No	
				V_R	234	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3157	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 30.1 (pc/mi/ln) $LOS =$ D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.319 (Exhibit 25-19) $S_R =$ 61.1 mph (Exhibit 25-19) $S_0 =$ 73.9 mph (Exhibit 25-19) $S =$ 65.1 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 2620$ ft $V_u = 211$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4100	0.92	Level	9	0	0.957	1.00	4657	
Ramp	320	0.92	Level	3	0	0.985	1.00	353	
UpStream	211	0.92	Level	4	0	0.980	1.00	234	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1156.74$ (Equation 25-2 or 25-3) $P_{FM} = 0.586$ using Equation (Exhibit 25-5) $V_{12} = 2729$ pc/h V_3 or $V_{av34} = 1928$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5010	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3082	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 27.5$ (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.379$ (Exhibit 25-19) $S_R = 59.4$ mph (Exhibit 25-19) $S_0 = 64.9$ mph (Exhibit 25-19) $S = 61.4$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET													
General Information					Site Information								
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound							
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon Off-Ramp							
Date Performed		4/5/2015		Jurisdiction		Caltrans							
Analysis Time Period		PM Peak Hour		Analysis Year		Existing Plus Project							
Project Description Lake Elsinore Walmart TIA (JN 08651)													
Inputs													
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2250 ft $V_D =$ 543 veh/h						
Conversion to pc/h Under Base Conditions													
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$					
Freeway	4420	0.92	Level	9	0	0.957	1.00	5021					
Ramp	1333	0.92	Level	2	0	0.990	1.00	1463					
UpStream													
DownStream	543	0.92	Level	2	0	0.990	1.00	596					
Merge Areas					Diverge Areas								
Estimation of v_{12}					Estimation of v_{12}								
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.567 using Equation (Exhibit 25-12) $V_{12} =$ 3481 pc/h V_3 or V_{av34} 1540 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)								
Capacity Checks					Capacity Checks								
		Actual	Capacity		LOS F?								
V_{FO}			Exhibit 25-7				V_F	5021	Exhibit 25-14	7200	No		
							$V_{FO} = V_F - V_R$	3558	Exhibit 25-14	7200	No		
							V_R	1463	Exhibit 25-3	2100	No		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area								
		Actual	Max Desirable		Violation?				Actual	Max Desirable		Violation?	
V_{R12}			Exhibit 25-7				V_{12}	3481	Exhibit 25-14	4400:All		No	
Level of Service Determination (if not F)					Level of Service Determination (if not F)								
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 32.7 (pc/mi/ln) LOS = D (Exhibit 25-4)								
Speed Determination					Speed Determination								
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.430 (Exhibit 25-19) $S_R =$ 58.0 mph (Exhibit 25-19) $S_0 =$ 74.7 mph (Exhibit 25-19) $S =$ 62.2 mph (Exhibit 25-15)								

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 2250$ ft $V_u = 1333$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3087	0.92	Level	12	0	0.943	1.00	3557	
Ramp	543	0.92	Level	2	0	0.990	1.00	596	
UpStream	1333	0.92	Level	2	0	0.990	1.00	1463	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1053.26$ (Equation 25-2 or 25-3) $P_{FM} = 0.591$ using Equation (Exhibit 25-5) $V_{12} = 2102$ pc/h V_3 or $V_{av34} = 1455$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	4153	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	2698	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 23.2$ (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.336$ (Exhibit 25-19) $S_R = 60.6$ mph (Exhibit 25-19) $S_0 = 66.6$ mph (Exhibit 25-19) $S = 62.6$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CHS		Freeway/Dir of Travel	I-15 Northbound					
Agency or Company	Urban Crossroads, Inc.		Junction	Nichols On-Ramp					
Date Performed	4/5/2015		Jurisdiction	Caltrans					
Analysis Time Period	PM Peak Hour		Analysis Year	Existing Plus Project					
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2130 ft $V_u =$ 271 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4565	0.92	Level	11	0	0.948	1.00	5235	
Ramp	167	0.92	Level	4	0	0.980	1.00	185	
UpStream	271	0.92	Level	2	0	0.990	1.00	298	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1466.48 (Equation 25-2 or 25-3) $P_{FM} =$ 0.600 using Equation (Exhibit 25-5) $V_{12} =$ 3140 pc/h V_3 or $V_{av34} =$ 2095 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5420	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3325	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 26.3 (pc/mi/ln) $LOS =$ C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.357 (Exhibit 25-19) $S_R =$ 60.0 mph (Exhibit 25-19) $S_0 =$ 64.3 mph (Exhibit 25-19) $S =$ 61.6 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET											
General Information					Site Information						
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound					
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols Off-Ramp					
Date Performed		4/5/2015		Jurisdiction		Caltrans					
Analysis Time Period		PM Peak Hour		Analysis Year		Existing Plus Project					
Project Description Lake Elsinore Walmart TIA (JN 08651)											
Inputs											
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2130 ft $V_D =$ 167 veh/h				
Conversion to pc/h Under Base Conditions											
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$			
Freeway	4836	0.92	Level	10	0	0.952	1.00	5519			
Ramp	271	0.92	Level	2	0	0.990	1.00	298			
UpStream											
DownStream	167	0.92	Level	4	0	0.980	1.00	185			
Merge Areas					Diverge Areas						
Estimation of v_{12}					Estimation of v_{12}						
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} =$ 0.608 using Equation (Exhibit 25-12) $V_{12} =$ 3474 pc/h V_3 or V_{av34} 2045 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)						
Capacity Checks					Capacity Checks						
		Actual	Capacity		LOS F?			Actual	Capacity	LOS F?	
V_{FO}			Exhibit 25-7			V_F		5519	Exhibit 25-14	7200	No
						$V_{FO} = V_F - V_R$		5221	Exhibit 25-14	7200	No
						V_R		298	Exhibit 25-3	2100	No
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area						
		Actual	Max Desirable		Violation?			Actual	Max Desirable	Violation?	
V_{R12}			Exhibit 25-7			V_{12}		3474	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)						
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 32.1 (pc/mi/ln) LOS = D (Exhibit 25-4)						
Speed Determination					Speed Determination						
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.325 (Exhibit 25-19) $S_R =$ 60.9 mph (Exhibit 25-19) $S_0 =$ 72.7 mph (Exhibit 25-19) $S =$ 64.8 mph (Exhibit 25-15)						

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 1650$ ft $V_u = 1245$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4293	0.92	Level	11	0	0.948	1.00	4923	
Ramp	543	0.92	Level	5	0	0.976	1.00	605	
UpStream	1245	0.92	Level	2	0	0.990	1.00	1367	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1440.75$ (Equation 25-2 or 25-3) $P_{FM} = 0.597$ using Equation (Exhibit 25-5) $V_{12} = 2938$ pc/h V_3 or $V_{av34} = 1985$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5528	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3543	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 28.5$ (pc/mi/ln) LOS = D (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.394$ (Exhibit 25-19) $S_R = 59.0$ mph (Exhibit 25-19) $S_0 = 64.7$ mph (Exhibit 25-19) $S = 60.9$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET														
General Information					Site Information									
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound								
Agency or Company		Urban Crossroads, Inc.		Junction		Central Off-Ramp								
Date Performed		4/5/2015		Jurisdiction		Caltrans								
Analysis Time Period		PM Peak Hour		Analysis Year		Existing Plus Project								
Project Description Lake Elsinore Walmart TIA (JN 08651)														
Inputs														
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 1650 ft $V_D =$ 543 veh/h							
Conversion to pc/h Under Base Conditions														
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$						
Freeway	5538	0.92	Level	9	0	0.957	1.00	6290						
Ramp	1245	0.92	Level	2	0	0.990	1.00	1367						
UpStream														
DownStream	543	0.92	Level	5	0	0.976	1.00	605						
Merge Areas					Diverge Areas									
Estimation of v_{12}					Estimation of v_{12}									
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} =$ 0.540 using Equation (Exhibit 25-12) $V_{12} =$ 4025 pc/h V_3 or V_{av34} 2265 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)									
Capacity Checks					Capacity Checks									
		Actual	Capacity		LOS F?									
V_{FO}		Exhibit 25-7					V_F	6290	Exhibit 25-14	7200	No			
							$V_{FO} = V_F - V_R$	4923	Exhibit 25-14	7200	No			
							V_R	1367	Exhibit 25-3	2100	No			
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area									
		Actual	Max Desirable		Violation?				Actual	Max Desirable		Violation?		
V_{R12}			Exhibit 25-7						V_{12}	4025	Exhibit 25-14		4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)									
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 37.2 (pc/mi/ln) $LOS =$ E (Exhibit 25-4)									
Speed Determination					Speed Determination									
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.421 (Exhibit 25-19) $S_R =$ 58.2 mph (Exhibit 25-19) $S_0 =$ 71.9 mph (Exhibit 25-19) $S =$ 62.5 mph (Exhibit 25-15)									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2100 ft $V_u =$ 391 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	5405	0.92	Level	9	0	0.957	1.00	6139	
Ramp	133	0.92	Level	4	0	0.980	1.00	147	
UpStream	391	0.92	Level	2	0	0.990	1.00	429	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1407.60 (Equation 25-2 or 25-3) $P_{FM} =$ 0.585 using Equation (Exhibit 25-5) $V_{12} =$ 3588 pc/h V_3 or V_{av34} 2551 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	6286	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3735	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 33.0 (pc/mi/ln) $LOS =$ D (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.462 (Exhibit 25-19) $S_R =$ 57.1 mph (Exhibit 25-19) $S_0 =$ 62.0 mph (Exhibit 25-19) $S =$ 59.0 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main Off-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		PM Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2100 ft $V_D =$ 133 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	5796	0.92	Level	9	0	0.957	1.00	6583	
Ramp	391	0.92	Level	2	0	0.990	1.00	429	
UpStream									
DownStream	133	0.92	Level	4	0	0.980	1.00	147	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.576 using Equation (Exhibit 25-12) $V_{12} =$ 3972 pc/h V_3 or V_{av34} 2611 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	6583	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	6154	Exhibit 25-14	7200	No	
				V_R	429	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3972	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 36.7 (pc/mi/ln) LOS = E (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.337 (Exhibit 25-19) $S_R =$ 60.6 mph (Exhibit 25-19) $S_0 =$ 70.5 mph (Exhibit 25-19) $S =$ 64.2 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	CHS		Freeway/Dir of Travel	I-15 Northbound					
Agency or Company	Urban Crossroads, Inc.		Junction	Railroad Canyon On-Ramp					
Date Performed	4/5/2015		Jurisdiction	Caltrans					
Analysis Time Period	PM Peak Hour		Analysis Year	Existing Plus Project					
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2000 ft $V_u =$ 886 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4761	0.92	Level	10	0	0.952	1.00	5434	
Ramp	1035	0.92	Level	2	0	0.990	1.00	1136	
UpStream	886	0.92	Level	2	0	0.990	1.00	973	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1481.70 (Equation 25-2 or 25-3) $P_{FM} =$ 0.585 using Equation (Exhibit 25-5) $V_{12} =$ 3181 pc/h V_3 or $V_{av34} =$ 2253 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	6570	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	4317	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 36.9 (pc/mi/ln) LOS = E (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.588 (Exhibit 25-19) $S_R =$ 53.5 mph (Exhibit 25-19) $S_0 =$ 63.7 mph (Exhibit 25-19) $S =$ 56.6 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET														
General Information					Site Information									
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound								
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon Off-Ramp								
Date Performed		4/5/2015		Jurisdiction		Caltrans								
Analysis Time Period		PM Peak Hour		Analysis Year		Existing Plus Project								
Project Description Lake Elsinore Walmart TIA (JN 08651)														
Inputs														
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2000 ft $V_D =$ 1035 veh/h							
Conversion to pc/h Under Base Conditions														
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$						
Freeway	5647	0.92	Level	9	0	0.957	1.00	6414						
Ramp	886	0.92	Level	2	0	0.990	1.00	973						
UpStream														
DownStream	1035	0.92	Level	2	0	0.990	1.00	1136						
Merge Areas					Diverge Areas									
Estimation of v_{12}					Estimation of v_{12}									
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} =$ 0.555 using Equation (Exhibit 25-12) $V_{12} =$ 3992 pc/h V_3 or V_{av34} 2422 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)									
Capacity Checks					Capacity Checks									
		Actual	Capacity		LOS F?									
V_{FO}		Exhibit 25-7					V_F	6414	Exhibit 25-14	7200	No			
							$V_{FO} = V_F - V_R$	5441	Exhibit 25-14	7200	No			
							V_R	973	Exhibit 25-3	2100	No			
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area									
		Actual	Max Desirable		Violation?				Actual	Max Desirable		Violation?		
V_{R12}			Exhibit 25-7						V_{12}	3992	Exhibit 25-14		4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)									
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 36.6 (pc/mi/ln) LOS = E (Exhibit 25-4)									
Speed Determination					Speed Determination									
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.386 (Exhibit 25-19) $S_R =$ 59.2 mph (Exhibit 25-19) $S_0 =$ 71.2 mph (Exhibit 25-19) $S =$ 63.2 mph (Exhibit 25-15)									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols Off-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2075 ft $V_D =$ 260 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3424	0.92	Level	10	0	0.952	1.00	3908	
Ramp	205	0.92	Level	3	0	0.985	1.00	226	
UpStream									
DownStream	260	0.92	Level	2	0	0.990	1.00	285	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $L_{EQ} =$ $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $L_{EQ} =$ $P_{FD} =$ 0.652 using Equation (Exhibit 25-12) $V_{12} =$ 2626 pc/h V_3 or V_{av34} 1282 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	3908	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	3682	Exhibit 25-14	7200	No	
				V_R	226	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	2626	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 24.9 (pc/mi/ln) LOS = C (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.318 (Exhibit 25-19) $S_R =$ 61.1 mph (Exhibit 25-19) $S_0 =$ 75.7 mph (Exhibit 25-19) $S =$ 65.2 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2075 ft $V_u =$ 205 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3219	0.92	Level	11	0	0.948	1.00	3691	
Ramp	260	0.92	Level	2	0	0.990	1.00	285	
UpStream	205	0.92	Level	3	0	0.985	1.00	226	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 904.38 (Equation 25-2 or 25-3) $P_{FM} =$ 0.584 using Equation (Exhibit 25-5) $V_{12} =$ 2155 pc/h V_3 or $V_{av34} =$ 1536 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	3976	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	2440	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 22.9 (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.345 (Exhibit 25-19) $S_R =$ 60.3 mph (Exhibit 25-19) $S_0 =$ 66.3 mph (Exhibit 25-19) $S =$ 62.5 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET														
General Information					Site Information									
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound								
Agency or Company		Urban Crossroads, Inc.		Junction		Central Off-Ramp								
Date Performed		4/5/2015		Jurisdiction		Caltrans								
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project								
Project Description Lake Elsinore Walmart TIA (JN 08651)														
Inputs														
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_I)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2050 ft $V_D =$ 1196 veh/h							
Conversion to pc/h Under Base Conditions														
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$						
Freeway	3479	0.92	Level	10	0	0.952	1.00	3971						
Ramp	690	0.92	Level	2	0	0.990	1.00	757						
UpStream														
DownStream	1196	0.92	Level	2	0	0.990	1.00	1313						
Merge Areas					Diverge Areas									
Estimation of v_{12}					Estimation of v_{12}									
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.626 using Equation (Exhibit 25-12) $V_{12} =$ 2769 pc/h V_3 or V_{av34} 1202 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)									
Capacity Checks					Capacity Checks									
		Actual	Capacity		LOS F?									
V_{FO}		Exhibit 25-7					V_F	3971	Exhibit 25-14	7200	No			
							$V_{FO} = V_F - V_R$	3214	Exhibit 25-14	7200	No			
							V_R	757	Exhibit 25-3	2100	No			
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area									
		Actual	Max Desirable		Violation?				Actual	Max Desirable		Violation?		
V_{R12}			Exhibit 25-7						V_{12}	2769	Exhibit 25-14		4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)									
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 26.3 (pc/mi/ln) LOS = C (Exhibit 25-4)									
Speed Determination					Speed Determination									
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.366 (Exhibit 25-19) $S_R =$ 59.7 mph (Exhibit 25-19) $S_0 =$ 76.0 mph (Exhibit 25-19) $S =$ 63.9 mph (Exhibit 25-15)									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2050 ft $V_u =$ 690 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	2789	0.92	Level	12	0	0.943	1.00	3213	
Ramp	1196	0.92	Level	2	0	0.990	1.00	1313	
UpStream	690	0.92	Level	2	0	0.990	1.00	757	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1044.28 (Equation 25-2 or 25-3) $P_{FM} =$ 0.585 using Equation (Exhibit 25-5) $V_{12} =$ 1881 pc/h V_3 or $V_{av34} =$ 1332 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	4526	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3194	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 28.0 (pc/mi/ln) LOS = D (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.391 (Exhibit 25-19) $S_R =$ 59.1 mph (Exhibit 25-19) $S_0 =$ 67.0 mph (Exhibit 25-19) $S =$ 61.2 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main Off-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2620 ft $V_D =$ 208 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3985	0.92	Level	9	0	0.957	1.00	4526	
Ramp	122	0.92	Level	2	0	0.990	1.00	134	
UpStream									
DownStream	208	0.92	Level	4	0	0.980	1.00	231	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.641 using Equation (Exhibit 25-12) $V_{12} =$ 2948 pc/h V_3 or V_{av34} 1578 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	4526	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	4392	Exhibit 25-14	7200	No	
				V_R	134	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	2948	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 28.3 (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.310 (Exhibit 25-19) $S_R =$ 61.3 mph (Exhibit 25-19) $S_0 =$ 74.5 mph (Exhibit 25-19) $S =$ 65.4 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 2620$ ft $V_u = 122$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3863	0.92	Level	9	0	0.957	1.00	4388	
Ramp	208	0.92	Level	4	0	0.980	1.00	231	
UpStream	122	0.92	Level	2	0	0.990	1.00	134	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1073.07$ (Equation 25-2 or 25-3) $P_{FM} = 0.586$ using Equation (Exhibit 25-5) $V_{12} = 2571$ pc/h V_3 or $V_{av34} = 1817$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	4619	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	2802	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 25.3$ (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.358$ (Exhibit 25-19) $S_R = 60.0$ mph (Exhibit 25-19) $S_0 = 65.3$ mph (Exhibit 25-19) $S = 61.9$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET											
General Information					Site Information						
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound					
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon Off-Ramp					
Date Performed		4/5/2015		Jurisdiction		Caltrans					
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project					
Project Description Lake Elsinore Walmart TIA (JN 08651)											
Inputs											
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2250 ft $V_D =$ 582 veh/h				
Conversion to pc/h Under Base Conditions											
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$			
Freeway	4071	0.92	Level	9	0	0.957	1.00	4624			
Ramp	1254	0.92	Level	1	0	0.995	1.00	1370			
UpStream											
DownStream	582	0.92	Level	2	0	0.990	1.00	639			
Merge Areas					Diverge Areas						
Estimation of v_{12}					Estimation of v_{12}						
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.581 using Equation (Exhibit 25-12) $V_{12} =$ 3262 pc/h V_3 or V_{av34} 1362 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)						
Capacity Checks					Capacity Checks						
		Actual	Capacity		LOS F?						
V_{FO}							V_F	4624	Exhibit 25-14	7200	No
			Exhibit 25-7				$V_{FO} = V_F - V_R$	3254	Exhibit 25-14	7200	No
							V_R	1370	Exhibit 25-3	2100	No
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area						
		Actual	Max Desirable		Violation?						
V_{R12}			Exhibit 25-7				V_{12}	3262	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)						
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 30.9 (pc/mi/ln) LOS = D (Exhibit 25-4)						
Speed Determination					Speed Determination						
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.421 (Exhibit 25-19) $S_R =$ 58.2 mph (Exhibit 25-19) $S_0 =$ 75.4 mph (Exhibit 25-19) $S =$ 62.4 mph (Exhibit 25-15)						

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Southbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2250 ft $V_u =$ 1254 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	2817	0.92	Level	13	0	0.939	1.00	3261	
Ramp	582	0.92	Level	2	0	0.990	1.00	639	
UpStream	1254	0.92	Level	1	0	0.995	1.00	1370	
DownStream									
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 999.12 (Equation 25-2 or 25-3) $P_{FM} =$ 0.591 using Equation (Exhibit 25-5) $V_{12} =$ 1927 pc/h V_3 or $V_{av34} =$ 1334 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	3900	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	2566	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 22.2 (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.329 (Exhibit 25-19) $S_R =$ 60.8 mph (Exhibit 25-19) $S_0 =$ 67.0 mph (Exhibit 25-19) $S =$ 62.8 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2130 ft $V_u =$ 254 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4254	0.92	Level	11	0	0.948	1.00	4878	
Ramp	174	0.92	Level	4	0	0.980	1.00	193	
UpStream	254	0.92	Level	0	0	1.000	1.00	276	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1391.79 (Equation 25-2 or 25-3) $P_{FM} =$ 0.600 using Equation (Exhibit 25-5) $V_{12} =$ 2926 pc/h V_3 or $V_{av34} =$ 1952 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5071	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3119	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 24.7 (pc/mi/ln) $LOS =$ C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.337 (Exhibit 25-19) $S_R =$ 60.6 mph (Exhibit 25-19) $S_0 =$ 64.8 mph (Exhibit 25-19) $S =$ 62.1 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET														
General Information					Site Information									
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound								
Agency or Company		Urban Crossroads, Inc.		Junction		Nichols Off-Ramp								
Date Performed		4/5/2015		Jurisdiction		Caltrans								
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project								
Project Description Lake Elsinore Walmart TIA (JN 08651)														
Inputs														
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2130 ft $V_D =$ 174 veh/h							
Conversion to pc/h Under Base Conditions														
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$						
Freeway	4508	0.92	Level	10	0	0.952	1.00	5145						
Ramp	254	0.92	Level	0	0	1.000	1.00	276						
UpStream														
DownStream	174	0.92	Level	4	0	0.980	1.00	193						
Merge Areas					Diverge Areas									
Estimation of v_{12}					Estimation of v_{12}									
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.619 using Equation (Exhibit 25-12) $V_{12} =$ 3288 pc/h V_3 or V_{av34} 1857 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)									
Capacity Checks					Capacity Checks									
		Actual	Capacity		LOS F?									
V_{FO}		Exhibit 25-7					V_F	5145	Exhibit 25-14	7200	No			
							$V_{FO} = V_F - V_R$	4869	Exhibit 25-14	7200	No			
							V_R	276	Exhibit 25-3	2100	No			
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area									
		Actual	Max Desirable		Violation?				Actual	Max Desirable		Violation?		
V_{R12}			Exhibit 25-7						V_{12}	3288	Exhibit 25-14		4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)									
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 30.5 (pc/mi/ln) LOS = D (Exhibit 25-4)									
Speed Determination					Speed Determination									
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.323 (Exhibit 25-19) $S_R =$ 61.0 mph (Exhibit 25-19) $S_0 =$ 73.4 mph (Exhibit 25-19) $S =$ 64.9 mph (Exhibit 25-15)									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 1650$ ft $V_u = 1193$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3907	0.92	Level	12	0	0.943	1.00	4502	
Ramp	601	0.92	Level	2	0	0.990	1.00	660	
UpStream	1193	0.92	Level	2	0	0.990	1.00	1310	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1362.43$ (Equation 25-2 or 25-3) $P_{FM} = 0.597$ using Equation (Exhibit 25-5) $V_{12} = 2687$ pc/h V_3 or $V_{av34} = 1815$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5162	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3347	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 27.0$ (pc/mi/ln) LOS = C (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.370$ (Exhibit 25-19) $S_R = 59.6$ mph (Exhibit 25-19) $S_0 = 65.3$ mph (Exhibit 25-19) $S = 61.5$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Central Off-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 1650 ft $V_D =$ 601 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	5100	0.92	Level	9	0	0.957	1.00	5793	
Ramp	1193	0.92	Level	2	0	0.990	1.00	1310	
UpStream									
DownStream	601	0.92	Level	2	0	0.990	1.00	660	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.555 using Equation (Exhibit 25-12) $V_{12} =$ 3798 pc/h V_3 or V_{av34} 1995 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	5793	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	4483	Exhibit 25-14	7200	No	
				V_R	1310	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3798	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 35.2 (pc/mi/ln) LOS = E (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.416 (Exhibit 25-19) $S_R =$ 58.4 mph (Exhibit 25-19) $S_0 =$ 72.9 mph (Exhibit 25-19) $S =$ 62.7 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} = 2100$ ft $V_u = 244$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4990	0.92	Level	9	0	0.957	1.00	5668	
Ramp	110	0.92	Level	2	0	0.990	1.00	121	
UpStream	244	0.92	Level	2	0	0.990	1.00	268	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} = 1301.25$ (Equation 25-2 or 25-3) $P_{FM} = 0.585$ using Equation (Exhibit 25-5) $V_{12} = 3313$ pc/h V_3 or $V_{av34} = 2355$ pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5789	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3434	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R = 30.6$ (pc/mi/ln) LOS = D (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S = 0.419$ (Exhibit 25-19) $S_R = 58.3$ mph (Exhibit 25-19) $S_0 = 63.1$ mph (Exhibit 25-19) $S = 60.1$ mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Main Off-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2100 ft $V_D =$ 110 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	5234	0.92	Level	9	0	0.957	1.00	5945	
Ramp	244	0.92	Level	2	0	0.990	1.00	268	
UpStream									
DownStream	110	0.92	Level	2	0	0.990	1.00	121	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.599 using Equation (Exhibit 25-12) $V_{12} =$ 3669 pc/h V_3 or V_{av34} 2276 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	5945	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	5677	Exhibit 25-14	7200	No	
				V_R	268	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3669	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 34.1 (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.322 (Exhibit 25-19) $S_R =$ 61.0 mph (Exhibit 25-19) $S_0 =$ 71.8 mph (Exhibit 25-19) $S =$ 64.7 mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon On-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☒ Yes ☐ On ☐ No ☒ Off $L_{up} =$ 2000 ft $V_u =$ 560 veh/h			Terrain: Level $S_{FF} =$ 70.0 mph $S_{FR} =$ 45.0 mph Sketch (show lanes, L_A , L_D , V_R , V_f)				Downstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{down} =$ ft $V_D =$ veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4021	0.92	Level	12	0	0.943	1.00	4633	
Ramp	1213	0.92	Level	1	0	0.995	1.00	1325	
UpStream	560	0.92	Level	1	0	0.995	1.00	612	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ $L_{EQ} =$ 1350.73 (Equation 25-2 or 25-3) $P_{FM} =$ 0.585 using Equation (Exhibit 25-5) $V_{12} =$ 2712 pc/h V_3 or $V_{av34} =$ 1921 pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ $L_{EQ} =$ (Equation 25-8 or 25-9) $P_{FD} =$ using Equation (Exhibit 25-12) $V_{12} =$ pc/h V_3 or $V_{av34} =$ pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	5958	Exhibit 25-7		No	V_F		Exhibit 25-14		
					$V_{FO} = V_F - V_R$		Exhibit 25-14		
					V_R		Exhibit 25-3		
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	4037	Exhibit 25-7	4600:All	No	V_{12}		Exhibit 25-14		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ 34.6 (pc/mi/ln) $LOS =$ D (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ (pc/mi/ln) $LOS =$ (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ 0.517 (Exhibit 25-19) $S_R =$ 55.5 mph (Exhibit 25-19) $S_0 =$ 64.9 mph (Exhibit 25-19) $S =$ 58.2 mph (Exhibit 25-14)					$D_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-15)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst		CHS		Freeway/Dir of Travel		I-15 Northbound			
Agency or Company		Urban Crossroads, Inc.		Junction		Railroad Canyon Off-Ramp			
Date Performed		4/5/2015		Jurisdiction		Caltrans			
Analysis Time Period		Saturday Mid-Day Peak Hour		Analysis Year		Existing Plus Project			
Project Description Lake Elsinore Walmart TIA (JN 08651)									
Inputs									
Upstream Adj Ramp ☐ Yes ☐ On ☒ No ☐ Off $L_{up} =$ ft $V_u =$ veh/h			Terrain: Level $S_{FF} = 70.0$ mph $S_{FR} = 45.0$ mph Sketch (show lanes, L_A, L_D, V_R, V_f)				Downstream Adj Ramp ☒ Yes ☒ On ☐ No ☐ Off $L_{down} =$ 2000 ft $V_D =$ 1213 veh/h		
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	4581	0.92	Level	10	0	0.952	1.00	5228	
Ramp	560	0.92	Level	1	0	0.995	1.00	612	
UpStream									
DownStream	1213	0.92	Level	1	0	0.995	1.00	1325	
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$V_{12} = V_F (P_{FM})$ (Equation 25-2 or 25-3) $P_{FM} =$ using Equation (Exhibit 25-5) $V_{12} =$ pc/h V_3 or V_{av34} pc/h (Equation 25-4 or 25-5) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☐ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☐ No If Yes, $V_{12a} =$ pc/h (Equation 25-8)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 25-8 or 25-9) $P_{FD} =$ 0.601 using Equation (Exhibit 25-12) $V_{12} =$ 3387 pc/h V_3 or V_{av34} 1841 pc/h (Equation 25-15 or 25-16) Is V_3 or $V_{av34} > 2,700$ pc/h? ☐ Yes ☒ No Is V_3 or $V_{av34} > 1.5 * V_{12}/2$ ☐ Yes ☒ No If Yes, $V_{12a} =$ pc/h (Equation 25-18)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7			V_F	5228	Exhibit 25-14	7200	No
				$V_{FO} = V_F - V_R$	4616	Exhibit 25-14	7200	No	
				V_R	612	Exhibit 25-3	2100	No	
Flow Entering Merge Influence Area					Flow Entering Merge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7			V_{12}	3387	Exhibit 25-14	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ $D_R =$ (pc/mi/ln) LOS = (Exhibit 25-4)					$D_R = 4.252 + 0.0086 V_{12} - 0.0009 L_D$ $D_R =$ 31.4 (pc/mi/ln) LOS = D (Exhibit 25-4)				
Speed Determination					Speed Determination				
$M_S =$ (Exhibit 25-19) $S_R =$ mph (Exhibit 25-19) $S_0 =$ mph (Exhibit 25-19) $S =$ mph (Exhibit 25-14)					$D_s =$ 0.353 (Exhibit 25-19) $S_R =$ 60.1 mph (Exhibit 25-19) $S_0 =$ 73.5 mph (Exhibit 25-19) $S =$ 64.2 mph (Exhibit 25-15)				

APPENDIX 5.6

Existing Plus Project Conditions Intersection Operations Analysis Worksheets, with Improvements

HCM Signalized Intersection Capacity Analysis

3: Mission Trail & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	43	5	290	122	167	17	200	223	126	181	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		4.5	6.0	4.5	4.5	6.0	6.0
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5096		3072	3265		1805	3610	1431	1805	3610	1589
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5096		3072	3265		1805	3610	1431	1805	3610	1589
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	26	51	6	345	145	199	20	238	265	150	215	37
RTOR Reduction (vph)	0	4	0	0	109	0	0	0	0	0	0	26
Lane Group Flow (vph)	26	53	0	345	235	0	20	238	265	150	215	11
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	14%	0%	0%	0%	0%	12%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	3.8	39.5		18.6	54.3		5.0	17.8	36.4	23.1	35.9	35.9
Effective Green, g (s)	3.8	39.5		18.6	54.3		5.0	17.8	36.4	23.1	35.9	35.9
Actuated g/C Ratio	0.03	0.33		0.16	0.45		0.04	0.15	0.30	0.19	0.30	0.30
Clearance Time (s)	4.5	6.0		4.5	6.0		4.5	6.0	4.5	4.5	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	57	1677		476	1477		75	535	434	347	1079	475
v/s Ratio Prot	0.01	0.01		c0.11	c0.07		0.01	0.07	c0.09	c0.08	0.06	
v/s Ratio Perm									0.09			0.01
v/c Ratio	0.46	0.03		0.72	0.16		0.27	0.44	0.61	0.43	0.20	0.02
Uniform Delay, d1	57.1	27.3		48.3	19.4		55.7	46.6	35.7	42.7	31.3	29.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	0.0		4.6	0.2		0.7	0.2	1.8	0.3	0.0	0.0
Delay (s)	59.2	27.3		52.9	19.6		56.4	46.8	37.5	43.0	31.4	29.7
Level of Service	E	C		D	B		E	D	D	D	C	C
Approach Delay (s)		37.3			36.3			42.5			35.6	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			38.1			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			67.2%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

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                        Level Of Service Computation Report
                2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4 Gunnerson Street / Riverside Drive (SR-74)
*****
Cycle (sec):           120                Critical Vol./Cap.(X):           0.486
Loss Time (sec):        8                  Average Delay (sec/veh):           6.4
Optimal Cycle: OPTIMIZED                Level Of Service:           A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Permitted      Permitted      Permitted      Permitted
Rights:         Include      Include      Include      Include
Min. Green:     15   15   15     15   15   15     30   30   30     30   30   30
Y+R:            4.0  4.0  4.0     4.0  4.0  4.0     4.0  4.0  4.0     4.0  4.0  4.0
Lanes:          0   1   0   0   1     0   1   0   0   1     0   0   1!  0   0
-----|-----|-----|-----|
Volume Module:
Base Vol:       1    3    15     35    3    8      3  718    7    2  541    31
Growth Adj:    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:    1    3    15     35    3    8      3  718    7    2  541    31
Added Vol:      0    0    10     10    0    0      0   34    0    8   26    8
PasserByVol:    0    0    0      0    0    0      0   0    0    0   0    0
Initial Fut:    1    3    25     45    3    8      3  752    7   10  567    39
User Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:       0.96 0.96 0.96    0.96 0.96 0.96    0.96 0.96 0.96    0.96 0.96 0.96
PHF Volume:     1    3    26     47    3    8      3  781    7   10  589    40
Reduct Vol:     0    0    0      0    0    0      0   0    0    0   0    0
Reduced Vol:    1    3    26     47    3    8      3  781    7   10  589    40
PCE Adj:       1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
FinalVolume:    1    3    26     47    3    8      3  781    7   10  589    40
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900 1900    1900 1900 1900    1900 1900 1900    1900 1900 1900
Adjustment:    0.96 0.96 0.85    0.73 0.73 0.85    1.00 1.00 1.00    0.98 0.98 0.98
Lanes:         0.25 0.75 1.00    0.94 0.06 1.00    0.01 0.98 0.01    0.02 0.92 0.06
Final Sat.:    458 1374 1615    1304 87 1615      7 1871 17    30 1711 118
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.02    0.04 0.04 0.01    0.42 0.42 0.42    0.34 0.34 0.34
Crit Moves:
Green/Cycle:    0.13 0.13 0.13    0.13 0.13 0.13    0.81 0.81 0.81    0.81 0.81 0.81
Volume/Cap:     0.02 0.02 0.13    0.29 0.29 0.04    0.52 0.52 0.52    0.43 0.43 0.43
Delay/Veh:     46.1 46.1 47.0    48.6 48.6 46.3    4.1 4.1 4.1    3.6 3.6 3.6
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:     46.1 46.1 47.0    48.6 48.6 46.3    4.1 4.1 4.1    3.6 3.6 3.6
LOS by Move:    D    D    D      D    D    D      A    A    A      A    A    A
HCM2kAvgQ:      0    0    1      2    2    0      10 10 10    7    7    7
*****

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

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

4/7/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↑	↑↑					↑↑	↑	↑
Volume (vph)	0	466	149	591	574	0	0	0	0	567	2	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3		4.6	5.3					5.3	5.3	5.3
Lane Util. Factor		0.91		1.00	0.95					0.97	0.95	0.95
Frpb, ped/bikes		1.00		1.00	1.00					1.00	0.98	0.98
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	1.00
Frt		0.96		1.00	1.00					1.00	0.85	0.85
Flt Protected		1.00		0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		4795		1770	3505					3335	1399	1394
Flt Permitted		1.00		0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)		4795		1770	3505					3335	1399	1394
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	568	182	721	700	0	0	0	0	691	2	324
RTOR Reduction (vph)	0	48	0	0	0	0	0	0	0	0	125	125
Lane Group Flow (vph)	0	702	0	721	700	0	0	0	0	691	39	37
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	4%	5%	2%	3%	0%	0%	0%	0%	5%	0%	8%
Turn Type		NA		Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Actuated Green, G (s)		23.0		54.4	82.0					27.4	27.4	27.4
Effective Green, g (s)		23.0		54.4	82.0					27.4	27.4	27.4
Actuated g/C Ratio		0.19		0.45	0.68					0.23	0.23	0.23
Clearance Time (s)		5.3		4.6	5.3					5.3	5.3	5.3
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		919		802	2395					761	319	318
v/s Ratio Prot		c0.15		c0.41	0.20					c0.21	0.03	
v/s Ratio Perm												0.03
v/c Ratio		0.76		0.90	0.29					0.91	0.12	0.12
Uniform Delay, d1		45.9		30.3	7.5					45.1	36.8	36.7
Progression Factor		1.00		0.78	0.82					1.00	1.00	1.00
Incremental Delay, d2		6.0		8.5	0.2					14.2	0.1	0.1
Delay (s)		51.9		32.0	6.3					59.3	36.8	36.8
Level of Service		D		C	A					E	D	D
Approach Delay (s)		51.9			19.3			0.0			52.1	
Approach LOS		D			B			A			D	
Intersection Summary												
HCM 2000 Control Delay			37.5			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				15.2		
Intersection Capacity Utilization			84.6%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	296	0	0	101	83	108	2	101	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3			5.3				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frpb, ped/bikes	1.00	1.00			0.99			0.99				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.94			0.94				
Flt Protected	0.95	1.00			1.00			0.98				
Satd. Flow (prot)	1671	1881			1694			1676				
Flt Permitted	0.95	1.00			1.00			0.98				
Satd. Flow (perm)	1671	1881			1694			1676				
Peak-hour factor, PHF	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Adj. Flow (vph)	106	423	0	0	144	119	154	3	144	0	0	0
RTOR Reduction (vph)	0	0	0	0	27	0	0	33	0	0	0	0
Lane Group Flow (vph)	106	423	0	0	236	0	0	268	0	0	0	0
Confl. Peds. (#/hr)						5			5			
Heavy Vehicles (%)	8%	1%	0%	0%	6%	1%	4%	0%	0%	0%	0%	0%
Turn Type	Prot	NA			NA		Split	NA				
Protected Phases	5	2			6		8	8				
Permitted Phases												
Actuated Green, G (s)	10.7	55.7			40.4			33.7				
Effective Green, g (s)	10.7	55.7			40.4			33.7				
Actuated g/C Ratio	0.11	0.56			0.40			0.34				
Clearance Time (s)	4.6	5.3			5.3			5.3				
Vehicle Extension (s)	2.0	2.0			2.0			2.0				
Lane Grp Cap (vph)	178	1047			684			564				
v/s Ratio Prot	c0.06	c0.22			0.14			c0.16				
v/s Ratio Perm												
v/c Ratio	0.60	0.40			0.35			0.47				
Uniform Delay, d1	42.6	12.7			20.6			26.2				
Progression Factor	1.18	0.85			1.00			1.00				
Incremental Delay, d2	3.4	1.1			1.4			2.9				
Delay (s)	53.5	11.9			22.0			29.0				
Level of Service	D	B			C			C				
Approach Delay (s)		20.2			22.0			29.0			0.0	
Approach LOS		C			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			23.1				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			15.2		
Intersection Capacity Utilization			45.2%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	109	0	0	148	2	341	6	79	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3			5.3				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			1.00			0.97				
Flt Protected	0.95	1.00			1.00			0.96				
Satd. Flow (prot)	1719	1863			1832			1734				
Flt Permitted	0.95	1.00			1.00			0.96				
Satd. Flow (perm)	1719	1863			1832			1734				
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	101	131	0	0	178	2	411	7	95	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	8	0	0	0	0
Lane Group Flow (vph)	101	131	0	0	179	0	0	505	0	0	0	0
Confl. Peds. (#/hr)						5			5			
Heavy Vehicles (%)	5%	2%	0%	0%	3%	50%	3%	0%	0%	0%	0%	0%
Turn Type	Prot	NA			NA		Split	NA				
Protected Phases	5	2			6		8	8				
Permitted Phases												
Actuated Green, G (s)	9.0	42.7			29.1			46.7				
Effective Green, g (s)	9.0	42.7			29.1			46.7				
Actuated g/C Ratio	0.09	0.43			0.29			0.47				
Clearance Time (s)	4.6	5.3			5.3			5.3				
Vehicle Extension (s)	2.0	2.0			2.0			2.0				
Lane Grp Cap (vph)	154	795			533			809				
v/s Ratio Prot	c0.06	0.07			c0.10			c0.29				
v/s Ratio Perm												
v/c Ratio	0.66	0.16			0.34			0.62				
Uniform Delay, d1	44.0	17.7			27.9			20.0				
Progression Factor	0.73	0.41			1.00			1.00				
Incremental Delay, d2	7.4	0.4			1.7			3.6				
Delay (s)	39.5	7.6			29.6			23.7				
Level of Service	D	A			C			C				
Approach Delay (s)		21.5			29.6			23.7			0.0	
Approach LOS		C			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			24.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			15.2		
Intersection Capacity Utilization			57.3%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

23: Grape St./Summerhill Dr. & Railroad Canyon Rd.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	191	740	199	149	1541	63	278	48	129	139	71	473
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0	4.5	4.5	6.0		4.5	6.0	4.5	4.5	6.0	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		0.97	0.95	1.00	1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99	1.00	0.98	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.89	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3406	1602	1805	5104		3502	3610	1595	1805	1565	1517
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3406	1602	1805	5104		3502	3610	1595	1805	1565	1517
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	210	813	219	164	1693	69	305	53	142	153	78	520
RTOR Reduction (vph)	0	0	77	0	4	0	0	0	39	0	88	129
Lane Group Flow (vph)	210	813	142	164	1758	0	305	53	103	153	219	162
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	6%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8	1	7	4	5
Permitted Phases			2						8			4
Actuated Green, G (s)	8.8	37.9	76.4	13.6	42.7		38.5	37.0	50.6	10.5	9.0	17.8
Effective Green, g (s)	8.8	37.9	76.4	13.6	42.7		38.5	37.0	50.6	10.5	9.0	17.8
Actuated g/C Ratio	0.07	0.32	0.64	0.11	0.36		0.32	0.31	0.42	0.09	0.08	0.15
Clearance Time (s)	4.5	6.0	4.5	4.5	6.0		4.5	6.0	4.5	4.5	6.0	4.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	256	1075	1019	204	1816		1123	1113	672	157	117	225
v/s Ratio Prot	0.06	0.24	0.04	c0.09	c0.34		c0.09	0.01	0.02	c0.08	c0.14	0.05
v/s Ratio Perm			0.04						0.05			0.05
v/c Ratio	0.82	0.76	0.14	0.80	0.97		0.27	0.05	0.15	0.97	1.87	0.72
Uniform Delay, d1	54.8	36.9	8.7	51.9	38.0		30.3	29.1	21.5	54.6	55.5	48.7
Progression Factor	0.96	1.03	1.05	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.2	4.8	0.3	19.0	14.8		0.6	0.1	0.0	63.5	423.4	9.3
Delay (s)	69.8	42.7	9.4	70.9	52.8		30.9	29.2	21.5	118.1	478.9	58.0
Level of Service	E	D	A	E	D		C	C	C	F	F	E
Approach Delay (s)		41.4			54.3			28.1			242.3	
Approach LOS		D			D			C			F	
Intersection Summary												
HCM 2000 Control Delay			79.7			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			92.7%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Mission Trail & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	97	11	399	123	234	18	345	303	198	343	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		4.5	6.0	4.5	4.5	6.0	6.0
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5100		3367	3220		1805	3610	1508	1805	3610	1589
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5100		3367	3220		1805	3610	1508	1805	3610	1589
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	54	98	11	403	124	236	18	348	306	200	346	35
RTOR Reduction (vph)	0	7	0	0	148	0	0	0	0	0	0	23
Lane Group Flow (vph)	54	102	0	403	212	0	18	348	306	200	346	12
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	6%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	6.6	38.3		12.9	44.6		5.8	20.6	33.5	27.2	42.0	42.0
Effective Green, g (s)	6.6	38.3		12.9	44.6		5.8	20.6	33.5	27.2	42.0	42.0
Actuated g/C Ratio	0.05	0.32		0.11	0.37		0.05	0.17	0.28	0.23	0.35	0.35
Clearance Time (s)	4.5	6.0		4.5	6.0		4.5	6.0	4.5	4.5	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	99	1627		361	1196		87	619	420	409	1263	556
v/s Ratio Prot	0.03	0.02		c0.12	c0.07		0.01	0.10	c0.08	c0.11	0.10	
v/s Ratio Perm									0.12			0.01
v/c Ratio	0.55	0.06		1.12	0.18		0.21	0.56	0.73	0.49	0.27	0.02
Uniform Delay, d1	55.2	28.4		53.5	25.4		54.9	45.6	39.1	40.4	28.0	25.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.3	0.1		82.7	0.3		0.4	0.7	5.3	0.3	0.0	0.0
Delay (s)	58.5	28.5		136.2	25.7		55.3	46.3	44.4	40.7	28.1	25.6
Level of Service	E	C		F	C		E	D	D	D	C	C
Approach Delay (s)		38.4			84.1			45.7			32.3	
Approach LOS		D			F			D			C	
Intersection Summary												
HCM 2000 Control Delay			55.0			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			82.3%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

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                        Level Of Service Computation Report
                2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4 Gunnerson Street / Riverside Drive (SR-74)
*****
Cycle (sec):           120                Critical Vol./Cap.(X):           0.653
Loss Time (sec):       8                  Average Delay (sec/veh):         7.8
Optimal Cycle: OPTIMIZED                Level Of Service:           A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:    15   15   15    15   15   15    30   30   30    30   30   30
Y+R:          4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
Lanes:        0  1  0  0  1    0  1  0  0  1    0  0  1! 0  0    0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:      1    2    7    29   2    5    4  923    4    5  850    95
Growth Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    1    2    7    29   2    5    4  923    4    5  850    95
Added Vol:      0    0   12   12   0    0    0   41    0   13   42   13
PasserByVol:    0    0   0    0   0    0    0   0    0    0   0   0
Initial Fut:    1    2   19   41   2    5    4  964    4   18  892   108
User Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:        0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:     1    2   20   43   2    5    4 1000    4   19  925   112
Reduct Vol:     0    0   0    0   0    0    0   0    0    0   0   0
Reduced Vol:    1    2   20   43   2    5    4 1000    4   19  925   112
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    1    2   20   43   2    5    4 1000    4   19  925   112
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:    0.95 0.95 0.85  0.74 0.74 0.85  1.00 1.00 1.00  0.96 0.96 0.96
Lanes:         0.33 0.67 1.00  0.95 0.05 1.00  0.00 0.99 0.01  0.02 0.88 0.10
Final Sat.:    604 1208 1615  1337 65 1615    8 1877    8   32 1602   194
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.01  0.03 0.03 0.00  0.53 0.53 0.53  0.58 0.58 0.58
Crit Moves:                ****                ****
Green/Cycle:   0.13 0.13 0.13  0.13 0.13 0.13  0.81 0.81 0.81  0.81 0.81 0.81
Volume/Cap:    0.01 0.01 0.10  0.25 0.25 0.03  0.66 0.66 0.66  0.71 0.71 0.71
Delay/Veh:     46.0 46.0 46.7  48.2 48.2 46.1   5.8 5.8 5.8   6.9 6.9 6.9
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:    46.0 46.0 46.7  48.2 48.2 46.1   5.8 5.8 5.8   6.9 6.9 6.9
LOS by Move:    D    D    D    D    D    D    A    A    A    A    A    A
HCM2kAvgQ:     0    0    1    2    2    0   16  16  16   18  18  18
*****

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

4/7/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↑	↑↑					↑↑	↑	↑
Volume (vph)	0	639	134	403	655	0	0	0	0	978	6	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3		4.6	5.3					5.3	5.3	5.3
Lane Util. Factor		0.91		1.00	0.95					0.97	0.95	0.95
Frpb, ped/bikes		1.00		1.00	1.00					1.00	0.98	0.98
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	1.00
Frt		0.97		1.00	1.00					1.00	0.86	0.85
Flt Protected		1.00		0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		4921		1770	3574					3467	1491	1480
Flt Permitted		1.00		0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)		4921		1770	3574					3467	1491	1480
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	695	146	438	712	0	0	0	0	1063	7	379
RTOR Reduction (vph)	0	26	0	0	0	0	0	0	0	0	123	127
Lane Group Flow (vph)	0	815	0	438	712	0	0	0	0	1063	70	66
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	3%	1%	2%	1%	0%	0%	0%	0%	1%	0%	2%
Turn Type		NA		Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Actuated Green, G (s)		26.5		37.4	68.5					40.9	40.9	40.9
Effective Green, g (s)		26.5		37.4	68.5					40.9	40.9	40.9
Actuated g/C Ratio		0.22		0.31	0.57					0.34	0.34	0.34
Clearance Time (s)		5.3		4.6	5.3					5.3	5.3	5.3
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1086		551	2040					1181	508	504
v/s Ratio Prot		c0.17		c0.25	0.20					c0.31	0.05	
v/s Ratio Perm												0.04
v/c Ratio		0.75		0.79	0.35					0.90	0.14	0.13
Uniform Delay, d1		43.7		37.8	13.8					37.6	27.4	27.3
Progression Factor		1.00		0.84	0.73					1.00	1.00	1.00
Incremental Delay, d2		4.8		6.3	0.3					9.3	0.0	0.0
Delay (s)		48.4		38.2	10.5					46.9	27.4	27.3
Level of Service		D		D	B					D	C	C
Approach Delay (s)		48.4			21.0			0.0			41.7	
Approach LOS		D			C			A			D	

Intersection Summary

HCM 2000 Control Delay	36.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.2
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	149	87	0	0	56	16	248	2	21	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3			5.3				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frpb, ped/bikes	1.00	1.00			0.99			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.97			0.99				
Flt Protected	0.95	1.00			1.00			0.96				
Satd. Flow (prot)	1736	1863			1802			1762				
Flt Permitted	0.95	1.00			1.00			0.96				
Satd. Flow (perm)	1736	1863			1802			1762				
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	177	104	0	0	67	19	295	2	25	0	0	0
RTOR Reduction (vph)	0	0	0	0	9	0	0	3	0	0	0	0
Lane Group Flow (vph)	177	104	0	0	77	0	0	319	0	0	0	0
Confl. Peds. (#/hr)						5			5			
Heavy Vehicles (%)	4%	2%	0%	0%	2%	0%	2%	0%	0%	0%	0%	0%
Turn Type	Prot	NA			NA		Split	NA				
Protected Phases	5	2			6		8	8				
Permitted Phases												
Actuated Green, G (s)	14.6	52.7			33.5			36.7				
Effective Green, g (s)	14.6	52.7			33.5			36.7				
Actuated g/C Ratio	0.15	0.53			0.34			0.37				
Clearance Time (s)	4.6	5.3			5.3			5.3				
Vehicle Extension (s)	2.0	2.0			2.0			2.0				
Lane Grp Cap (vph)	253	981			603			646				
v/s Ratio Prot	c0.10	0.06			c0.04			c0.18				
v/s Ratio Perm												
v/c Ratio	0.70	0.11			0.13			0.49				
Uniform Delay, d1	40.6	11.8			23.1			24.5				
Progression Factor	0.67	0.94			1.00			1.00				
Incremental Delay, d2	6.5	0.2			0.4			2.7				
Delay (s)	33.6	11.4			23.5			27.1				
Level of Service	C	B			C			C				
Approach Delay (s)		25.4			23.5			27.1			0.0	
Approach LOS		C			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			26.0				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			15.2		
Intersection Capacity Utilization			51.9%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	106	152	0	0	187	21	273	6	112	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3			5.3				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.99			0.96				
Flt Protected	0.95	1.00			1.00			0.97				
Satd. Flow (prot)	1719	1881			1835			1721				
Flt Permitted	0.95	1.00			1.00			0.97				
Satd. Flow (perm)	1719	1881			1835			1721				
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	120	173	0	0	212	24	310	7	127	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	15	0	0	0	0
Lane Group Flow (vph)	120	173	0	0	232	0	0	429	0	0	0	0
Confl. Peds. (#/hr)						5			5			
Heavy Vehicles (%)	5%	1%	0%	0%	2%	0%	3%	0%	0%	0%	0%	0%
Turn Type	Prot	NA			NA		Split	NA				
Protected Phases	5	2			6		8	8				
Permitted Phases												
Actuated Green, G (s)	11.2	47.7			31.9			41.7				
Effective Green, g (s)	11.2	47.7			31.9			41.7				
Actuated g/C Ratio	0.11	0.48			0.32			0.42				
Clearance Time (s)	4.6	5.3			5.3			5.3				
Vehicle Extension (s)	2.0	2.0			2.0			2.0				
Lane Grp Cap (vph)	192	897			585			717				
v/s Ratio Prot	c0.07	0.09			c0.13			c0.25				
v/s Ratio Perm												
v/c Ratio	0.62	0.19			0.40			0.60				
Uniform Delay, d1	42.4	15.1			26.5			22.7				
Progression Factor	1.75	0.40			1.00			1.00				
Incremental Delay, d2	4.4	0.5			2.0			3.7				
Delay (s)	78.6	6.5			28.6			26.3				
Level of Service	E	A			C			C				
Approach Delay (s)		36.1			28.6			26.3			0.0	
Approach LOS		D			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			29.8				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			15.2		
Intersection Capacity Utilization			56.8%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

23: Grape St./Summerhill Dr. & Railroad Canyon Rd.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	353	1261	358	132	827	51	373	143	247	190	153	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0	4.5	4.5	6.0		4.5	6.0	4.5	4.0	6.0	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		0.97	0.95	1.00	1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99	1.00	0.99	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.94	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3539	1602	1805	5041		3502	3610	1594	1805	1669	1522
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3539	1602	1805	5041		3502	3610	1594	1805	1669	1522
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	406	1449	411	152	951	59	429	164	284	218	176	415
RTOR Reduction (vph)	0	0	41	0	6	0	0	0	38	0	23	81
Lane Group Flow (vph)	406	1449	370	152	1004	0	429	164	246	218	287	201
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8	1	7	4	5
Permitted Phases			2						8			4
Actuated Green, G (s)	14.9	37.1	75.6	11.4	33.6		38.5	37.0	48.4	14.0	12.0	26.9
Effective Green, g (s)	14.9	37.1	75.6	11.4	33.6		38.5	37.0	48.4	14.0	12.0	26.9
Actuated g/C Ratio	0.12	0.31	0.63	0.10	0.28		0.32	0.31	0.40	0.12	0.10	0.22
Clearance Time (s)	4.5	6.0	4.5	4.5	6.0		4.5	6.0	4.5	4.0	6.0	4.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	434	1094	1009	171	1411		1123	1113	642	210	166	341
v/s Ratio Prot	c0.12	c0.41	0.12	0.08	0.20		c0.12	0.05	0.04	c0.12	c0.17	0.07
v/s Ratio Perm			0.11						0.12			0.06
v/c Ratio	0.94	1.32	0.37	0.89	0.71		0.38	0.15	0.38	1.04	1.73	0.59
Uniform Delay, d1	52.1	41.5	10.7	53.7	38.8		31.5	30.1	25.3	53.0	54.0	41.6
Progression Factor	0.96	0.80	1.58	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.2	151.5	0.9	37.7	3.1		1.0	0.3	0.1	72.4	350.7	1.7
Delay (s)	74.2	184.8	17.7	91.3	41.9		32.5	30.3	25.4	125.4	404.7	43.3
Level of Service	E	F	B	F	D		C	C	C	F	F	D
Approach Delay (s)		134.7			48.4			29.8			203.4	
Approach LOS		F			D			C			F	
Intersection Summary												
HCM 2000 Control Delay	108.0			HCM 2000 Level of Service			F					
HCM 2000 Volume to Capacity ratio	1.07											
Actuated Cycle Length (s)	120.0			Sum of lost time (s)			21.0					
Intersection Capacity Utilization	100.6%			ICU Level of Service			G					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Mission Trail & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	47	99	8	438	80	227	19	294	433	218	255	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		4.5	6.0	4.5	4.5	6.0	6.0
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5125		3433	3170		1805	3610	1537	1805	3610	1589
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5125		3433	3170		1805	3610	1537	1805	3610	1589
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	104	8	461	84	239	20	309	456	229	268	26
RTOR Reduction (vph)	0	5	0	0	152	0	0	0	0	0	0	17
Lane Group Flow (vph)	49	107	0	461	171	0	20	309	456	229	268	9
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	4%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	6.3	38.3		11.7	43.7		6.6	19.6	31.3	29.4	42.4	42.4
Effective Green, g (s)	6.3	38.3		11.7	43.7		6.6	19.6	31.3	29.4	42.4	42.4
Actuated g/C Ratio	0.05	0.32		0.10	0.36		0.05	0.16	0.26	0.24	0.35	0.35
Clearance Time (s)	4.5	6.0		4.5	6.0		4.5	6.0	4.5	4.5	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	94	1635		334	1154		99	589	400	442	1275	561
v/s Ratio Prot	0.03	0.02		c0.13	c0.05		0.01	0.09	c0.11	c0.13	0.07	
v/s Ratio Perm									0.19			0.01
v/c Ratio	0.52	0.07		1.38	0.15		0.20	0.52	1.14	0.52	0.21	0.02
Uniform Delay, d1	55.4	28.4		54.1	25.6		54.2	45.9	44.4	39.2	27.1	25.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	0.1		188.8	0.3		0.4	0.4	89.0	0.4	0.0	0.0
Delay (s)	57.8	28.5		243.0	25.9		54.6	46.3	133.3	39.6	27.1	25.2
Level of Service	E	C		F	C		D	D	F	D	C	C
Approach Delay (s)		37.4			153.6			97.1			32.5	
Approach LOS		D			F			F			C	
Intersection Summary												
HCM 2000 Control Delay			97.5			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			85.3%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Existing Plus Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

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                        Level Of Service Computation Report
                    2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #4 Gunnerson Street / Riverside Drive (SR-74)
*****
Cycle (sec):           120                Critical Vol./Cap.(X):           0.656
Loss Time (sec):        8                 Average Delay (sec/veh):           8.5
Optimal Cycle: OPTIMIZED                Level Of Service:           A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:    15   15   15      15   15   15      30   30   30      30   30   30
Y+R:          4.0  4.0  4.0      4.0  4.0  4.0      4.0  4.0  4.0      4.0  4.0  4.0
Lanes:        0  1  0  0  1      0  1  0  0  1      0  0  1! 0  0      0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:      31   0   6      1   0   6      5 852   65      4 889   1
Growth Adj:    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:    31   0   6      1   0   6      5 852   65      4 889   1
Added Vol:      0   0  18      18   0   0      0  60   0      18  60   18
PasserByVol:    0   0   0      0   0   0      0   0   0      0   0   0
Initial Fut:    31   0  24      19   0   6      5 912   65      22 949   19
User Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:        0.92 0.92 0.92    0.92 0.92 0.92    0.92 0.92 0.92    0.92 0.92 0.92
PHF Volume:     34   0  26      21   0   7      5 990   71      24 1030  21
Reduct Vol:     0   0   0      0   0   0      0   0   0      0   0   0
Reduced Vol:    34   0  26      21   0   7      5 990   71      24 1030  21
PCE Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
FinalVolume:    34   0  26      21   0   7      5 990   71      24 1030  21
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900 1900    1900 1900 1900    1900 1900 1900    1900 1900 1900
Adjustment:    0.73 1.00 0.85    0.77 1.00 0.85    0.99 0.99 0.99    0.96 0.96 0.96
Lanes:         1.00 0.00 1.00    1.00 0.00 1.00    0.01 0.93 0.06    0.02 0.96 0.02
Final Sat.:    1395 0 1615    1454 0 1615    10 1742 124    41 1752 35
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.02 0.00 0.02    0.01 0.00 0.00    0.57 0.57 0.57    0.59 0.59 0.59
Crit Moves:    ****                      ****
Green/Cycle:   0.13 0.00 0.13    0.13 0.00 0.13    0.81 0.81 0.81    0.81 0.81 0.81
Volume/Cap:    0.19 0.00 0.13    0.11 0.00 0.03    0.70 0.70 0.70    0.73 0.73 0.73
Delay/Veh:     47.6 0.0 47.0    46.9 0.0 46.2    6.6 6.6 6.6    7.2 7.2 7.2
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:    47.6 0.0 47.0    46.9 0.0 46.2    6.6 6.6 6.6    7.2 7.2 7.2
LOS by Move:   D   A   D      D   A   D      A   A   A      A   A   A
HCM2kAvgQ:     1   0   1      1   0   0      18 18 18    19 19 19
*****

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

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

4/7/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↑	↑↑					↑↑	↑	↑
Volume (vph)	0	822	201	379	678	0	0	0	0	893	2	359
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3		4.6	5.3					5.3	5.3	5.3
Lane Util. Factor		0.91		1.00	0.95					0.97	0.95	0.95
Frpb, ped/bikes		1.00		1.00	1.00					1.00	0.98	0.98
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	1.00
Frt		0.97		1.00	1.00					1.00	0.85	0.85
Flt Protected		1.00		0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		4975		1770	3574					3467	1497	1493
Flt Permitted		1.00		0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)		4975		1770	3574					3467	1497	1493
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	839	205	387	692	0	0	0	0	911	2	366
RTOR Reduction (vph)	0	32	0	0	0	0	0	0	0	0	128	128
Lane Group Flow (vph)	0	1012	0	387	692	0	0	0	0	911	57	55
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	1%	2%	2%	1%	0%	0%	0%	0%	1%	0%	1%
Turn Type		NA		Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Actuated Green, G (s)		39.1		29.8	73.5					35.9	35.9	35.9
Effective Green, g (s)		39.1		29.8	73.5					35.9	35.9	35.9
Actuated g/C Ratio		0.33		0.25	0.61					0.30	0.30	0.30
Clearance Time (s)		5.3		4.6	5.3					5.3	5.3	5.3
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1621		439	2189					1037	447	446
v/s Ratio Prot		c0.20		c0.22	0.19					c0.26	0.04	
v/s Ratio Perm												0.04
v/c Ratio		0.62		0.88	0.32					0.88	0.13	0.12
Uniform Delay, d1		34.2		43.4	11.2					40.0	30.6	30.6
Progression Factor		1.00		1.59	0.65					1.00	1.00	1.00
Incremental Delay, d2		1.8		14.9	0.3					8.3	0.0	0.0
Delay (s)		36.1		83.9	7.6					48.3	30.7	30.6
Level of Service		D		F	A					D	C	C
Approach Delay (s)		36.1			35.0			0.0			43.2	
Approach LOS		D			C			A			D	

Intersection Summary

HCM 2000 Control Delay	38.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.2
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	158	74	0	0	50	12	237	4	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3			5.3				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frpb, ped/bikes	1.00	1.00			0.99			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.97			0.99				
Flt Protected	0.95	1.00			1.00			0.96				
Satd. Flow (prot)	1805	1827			1812			1800				
Flt Permitted	0.95	1.00			1.00			0.96				
Satd. Flow (perm)	1805	1827			1812			1800				
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	161	76	0	0	51	12	242	4	13	0	0	0
RTOR Reduction (vph)	0	0	0	0	7	0	0	2	0	0	0	0
Lane Group Flow (vph)	161	76	0	0	56	0	0	257	0	0	0	0
Confl. Peds. (#/hr)						5			5			
Heavy Vehicles (%)	0%	4%	5%	0%	0%	8%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA			NA		Split	NA				
Protected Phases	5	2			6		8	8				
Permitted Phases												
Actuated Green, G (s)	13.3	54.7			36.8			34.7				
Effective Green, g (s)	13.3	54.7			36.8			34.7				
Actuated g/C Ratio	0.13	0.55			0.37			0.35				
Clearance Time (s)	4.6	5.3			5.3			5.3				
Vehicle Extension (s)	2.0	2.0			2.0			2.0				
Lane Grp Cap (vph)	240	999			666			624				
v/s Ratio Prot	c0.09	0.04			c0.03			c0.14				
v/s Ratio Perm												
v/c Ratio	0.67	0.08			0.08			0.41				
Uniform Delay, d1	41.3	10.7			20.6			24.9				
Progression Factor	0.68	1.16			1.00			1.00				
Incremental Delay, d2	5.6	0.1			0.2			2.0				
Delay (s)	33.8	12.6			20.9			26.9				
Level of Service	C	B			C			C				
Approach Delay (s)		27.0			20.9			26.9			0.0	
Approach LOS		C			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			26.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.31									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			15.2		
Intersection Capacity Utilization			51.4%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	104	137	0	0	155	0	159	6	79	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3			5.3				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frpb, ped/bikes	1.00	1.00			1.00			0.99				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			1.00			0.96				
Flt Protected	0.95	1.00			1.00			0.97				
Satd. Flow (prot)	1770	1881			1881			1711				
Flt Permitted	0.95	1.00			1.00			0.97				
Satd. Flow (perm)	1770	1881			1881			1711				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	112	147	0	0	167	0	171	6	85	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	17	0	0	0	0
Lane Group Flow (vph)	112	147	0	0	167	0	0	245	0	0	0	0
Confl. Peds. (#/hr)						5			5			
Heavy Vehicles (%)	2%	1%	0%	0%	1%	0%	3%	0%	1%	0%	0%	0%
Turn Type	Prot	NA			NA		Split	NA				
Protected Phases	5	2			6		8	8				
Permitted Phases												
Actuated Green, G (s)	10.7	53.7			38.4			35.7				
Effective Green, g (s)	10.7	53.7			38.4			35.7				
Actuated g/C Ratio	0.11	0.54			0.38			0.36				
Clearance Time (s)	4.6	5.3			5.3			5.3				
Vehicle Extension (s)	2.0	2.0			2.0			2.0				
Lane Grp Cap (vph)	189	1010			722			610				
v/s Ratio Prot	c0.06	0.08			c0.09			c0.14				
v/s Ratio Perm												
v/c Ratio	0.59	0.15			0.23			0.40				
Uniform Delay, d1	42.6	11.6			20.8			24.1				
Progression Factor	1.67	0.46			1.00			1.00				
Incremental Delay, d2	3.2	0.3			0.7			2.0				
Delay (s)	74.5	5.7			21.6			26.1				
Level of Service	E	A			C			C				
Approach Delay (s)		35.4			21.6			26.1			0.0	
Approach LOS		D			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			28.5				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.35									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)		15.2			
Intersection Capacity Utilization			48.4%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

23: Grape St./Summerhill Dr. & Railroad Canyon Rd.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	360	1008	416	184	934	85	467	156	227	117	133	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0	4.5	4.5	6.0		4.5	6.0	4.5	4.5	6.0	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		0.97	0.95	1.00	1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99	1.00	0.98	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.93	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3539	1602	1805	4978		3502	3610	1596	1805	1644	1523
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3539	1602	1805	4978		3502	3610	1596	1805	1644	1523
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	367	1029	424	188	953	87	477	159	232	119	136	386
RTOR Reduction (vph)	0	0	60	0	9	0	0	0	38	0	30	87
Lane Group Flow (vph)	367	1029	364	188	1031	0	477	159	194	119	241	164
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8	1	7	4	5
Permitted Phases			2						8			4
Actuated Green, G (s)	15.4	36.0	74.5	15.5	36.1		38.5	37.5	53.0	10.0	9.0	24.4
Effective Green, g (s)	15.4	36.0	74.5	15.5	36.1		38.5	37.5	53.0	10.0	9.0	24.4
Actuated g/C Ratio	0.13	0.30	0.62	0.13	0.30		0.32	0.31	0.44	0.08	0.08	0.20
Clearance Time (s)	4.5	6.0	4.5	4.5	6.0		4.5	6.0	4.5	4.5	6.0	4.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	449	1061	994	233	1497		1123	1128	704	150	123	309
v/s Ratio Prot	c0.10	c0.29	0.12	0.10	0.21		c0.14	0.04	0.04	c0.07	c0.15	0.07
v/s Ratio Perm			0.11						0.09			0.04
v/c Ratio	0.82	0.97	0.37	0.81	0.69		0.42	0.14	0.28	0.79	1.96	0.53
Uniform Delay, d1	50.9	41.5	11.2	50.8	37.0		32.0	29.7	21.3	54.0	55.5	42.7
Progression Factor	0.87	0.89	1.46	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.7	20.2	1.0	17.2	2.6		1.2	0.3	0.1	22.9	461.2	0.9
Delay (s)	54.0	57.3	17.2	68.0	39.6		33.2	29.9	21.4	76.9	516.7	43.6
Level of Service	D	E	B	E	D		C	C	C	E	F	D
Approach Delay (s)		47.3			44.0			29.5			249.8	
Approach LOS		D			D			C			F	
Intersection Summary												
HCM 2000 Control Delay			71.5			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			92.9%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX 6.1

Opening Year (2016) Without Project Conditions Intersection Operations Analysis Worksheets

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Lakeshore Drive / Riverside Drive (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 16 Average Delay (sec/veh): 46.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	33	33	10	33	33	10	31	31	10	31	31
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	0	1	1	0	1	0

Volume Module:

Base Vol:	183	153	17	252	241	105	145	564	291	35	474	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	153	17	252	241	105	145	564	291	35	474	129
Added Vol:	2	0	2	2	0	2	2	111	2	2	42	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	153	19	254	241	107	147	675	293	37	516	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	195	161	20	267	254	113	155	711	308	39	543	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	161	20	267	254	113	155	711	308	39	543	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	161	20	267	254	113	155	711	308	39	543	138

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	0.85	0.95	0.95	0.85	0.95	1.00	0.85
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3160	392	1805	3610	1615	1805	3610	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.11	0.05	0.05	0.15	0.07	0.07	0.09	0.20	0.19	0.02	0.29	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.28	0.28	0.17	0.32	0.32	0.10	0.32	0.32	0.10	0.33	0.33
Volume/Cap:	0.86	0.19	0.19	0.88	0.22	0.22	0.88	0.62	0.60	0.21	0.88	0.26
Delay/Veh:	78.7	33.3	33.3	72.6	30.1	30.2	89.3	35.6	36.2	49.9	51.8	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.7	33.3	33.3	72.6	30.1	30.2	89.3	35.6	36.2	49.9	51.8	30.1
LOS by Move:	E	C	C	E	C	C	F	D	D	D	D	C
HCM2kAvgQ:	10	3	3	13	4	3	8	12	10	1	22	4

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 W. Graham Avenue / N. Main Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 0 Average Delay (sec/veh): 9.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	1	0	0 1 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	7	13	3	92	8	90	103	113	10	6	91	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:	7	13	3	92	8	90	103	113	10	6	91	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	8	15	3	105	9	103	118	129	11	7	104	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	3	105	9	103	118	129	11	7	104	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	8	15	3	105	9	103	118	129	11	7	104	68

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.57	0.13	1.00	0.08	0.92	0.46	0.50	0.04	0.04	0.58	0.38
Final Sat.:	189	351	81	569	57	638	331	364	32	29	434	286

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.18	0.16	0.16	0.35	0.35	0.35	0.24	0.24	0.24
Crit Moves:	****			****			****			****		
Delay/Veh:	8.5	8.5	8.5	10.0	8.5	8.5	10.3	10.3	10.3	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	10.0	8.5	8.5	10.3	10.3	10.3	9.0	9.0	9.0
LOS by Move:	A	A	A	B	A	A	B	B	B	A	A	A
ApproachDel:	8.5			9.2			10.3			9.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			9.2			10.3			9.0		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.5	0.5	0.5	0.3	0.3	0.3

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

HCM Signalized Intersection Capacity Analysis

3: Mission Trail & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	74	8	315	166	200	23	236	254	159	216	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5099		3072	3285		1805	3610	1419	1805	3610	1589
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5099		3072	3285		1805	3610	1419	1805	3610	1589
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	39	88	10	375	198	238	27	281	302	189	257	56
RTOR Reduction (vph)	0	6	0	0	127	0	0	0	0	0	0	43
Lane Group Flow (vph)	39	92	0	375	309	0	27	281	302	189	257	13
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	14%	0%	0%	0%	0%	12%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	3.2	49.5		7.3	53.6		10.6	32.2	32.2	5.0	26.6	26.6
Effective Green, g (s)	3.2	49.5		7.3	53.6		10.6	32.2	32.2	5.0	26.6	26.6
Actuated g/C Ratio	0.03	0.43		0.06	0.47		0.09	0.28	0.28	0.04	0.23	0.23
Clearance Time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	50	2194		195	1531		166	1010	397	78	835	367
v/s Ratio Prot	0.02	0.02		c0.12	c0.09		0.01	0.08		c0.10	0.07	
v/s Ratio Perm									c0.21			0.01
v/c Ratio	0.78	0.04		1.92	0.20		0.16	0.28	0.76	2.42	0.31	0.04
Uniform Delay, d1	55.6	19.0		53.9	18.1		48.1	32.3	37.9	55.0	36.6	34.3
Progression Factor	1.00	1.00		0.86	0.18		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	50.7	0.0		431.9	0.3		0.2	0.1	7.5	677.5	0.1	0.0
Delay (s)	106.2	19.0		478.0	3.5		48.3	32.4	45.4	732.5	36.7	34.3
Level of Service	F	B		F	A		D	C	D	F	D	C
Approach Delay (s)		43.8			222.9			39.5			298.4	
Approach LOS		D			F			D			F	
Intersection Summary												
HCM 2000 Control Delay			175.1			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			75.2%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Gunnerson Street / Riverside Drive (SR-74)

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: F[118.4]

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	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	1	3	17	41	3	8	5	830	11	3	614	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	3	17	41	3	8	5	830	11	3	614	38
Added Vol:	0	0	0	0	0	0	0	116	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	3	17	41	3	8	5	946	11	3	659	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	1	3	18	43	3	8	5	982	11	3	684	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	3	18	43	3	8	5	982	11	3	684	39

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:

Cnflct Vol:	1714	1728	988	1719	1714	704	724	xxxx	xxxxxx	994	xxxx	xxxxxx
Potent Cap.:	72	89	302	71	91	440	888	xxxx	xxxxxx	704	xxxx	xxxxxx
Move Cap.:	68	88	302	65	90	440	888	xxxx	xxxxxx	704	xxxx	xxxxxx
Volume/Cap:	0.02	0.04	0.06	0.66	0.03	0.02	0.01	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	0.1	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	17.6	xxxxxx	xxxx	13.3	9.1	xxxx	xxxxxx	10.1	xxxx	xxxxxx
LOS by Move:	*	*	C	*	*	B	A	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	82	xxxx	xxxxxx	66	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	0.2	xxxx	xxxxxx	3.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	51.1	xxxx	xxxxxx	137.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	F	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	24.0			118.4			xxxxxx			xxxxxx		
ApproachLOS:	C			F			*			*		

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday AM Peak Hour

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                        Level Of Service Computation Report
                2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #5 Collier Avenue / Riverside Drive (SR-74)
*****
Cycle (sec):           85                Critical Vol./Cap.(X):           0.658
Loss Time (sec):       12                Average Delay (sec/veh):         16.0
Optimal Cycle: OPTIMIZED                Level Of Service:             B
*****
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Split Phase      Split Phase      Permitted        Permitted
Rights:                Include          Include          Ovl              Include
Min. Green:            10   10   10        10   10   10        10   10   10        10   10   10
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        0  1  0  0  1        0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              558   59   17        4   59   68        98   8   739        9   8   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:           558   59   17        4   59   68        98   8   739        9   8   7
Added Vol:             42    0    0        0    0    4        10    0   106        0    0    0
PasserByVol:           0    0    0        0    0    0        0    0    0        0    0    0
Initial Fut:           600   59   17        4   59   72       108   8   845        9   8   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:               0.98  0.98  0.98        0.98  0.98  0.98        0.98  0.98  0.98        0.98  0.98  0.98
PHF Volume:            612   60   17        4   60   73       110   8   861        9   8   7
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:           612   60   17        4   60   73       110   8   861        9   8   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:           612   60   17        4   60   73       110   8   861        9   8   7
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1900  1900  1900        1900  1900  1900        1900  1900  1900        1900  1900  1900
Adjustment:            0.95  0.97  0.97        0.95  1.00  0.85        0.74  0.74  0.85        0.90  0.90  0.90
Lanes:                 1.00  0.78  0.22        1.00  1.00  1.00        0.93  0.07  1.00        0.38  0.33  0.29
Final Sat.:           1805  1425  411        1805  1900  1615        1314   97  1615        642  571  500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.34  0.04  0.04        0.00  0.03  0.05        0.08  0.08  0.53        0.01  0.01  0.01
Crit Moves:           ****                  ****                  ****
Green/Cycle:           0.47  0.47  0.47        0.12  0.12  0.12        0.27  0.27  0.74        0.27  0.27  0.27
Volume/Cap:            0.72  0.09  0.09        0.02  0.27  0.39        0.31  0.31  0.72        0.05  0.05  0.05
Delay/Veh:             21.0  12.5  12.5        33.2  34.8  36.0        25.2  25.2   8.3        23.0  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:            21.0  12.5  12.5        33.2  34.8  36.0        25.2  25.2   8.3        23.0  23.0  23.0
LOS by Move:           C    B    B          C    C    D          C    C    A          C    C    C
HCM2kAvgQ:             14    1    1          0    2    2          3    3   14          0    0    0
*****

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

HCM Signalized Intersection Capacity Analysis

6: Collier Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	117	19	466	195	618	24	54	292	776	67	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lane Util. Factor	0.97	0.95		0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3120		3242	1759	2806	1805	1900	1404	3502	3610	1586
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3120		3242	1759	2806	1805	1900	1404	3502	3610	1586
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	32	124	20	496	207	657	26	57	311	826	71	18
RTOR Reduction (vph)	0	12	0	0	0	302	0	0	167	0	0	9
Lane Group Flow (vph)	32	132	0	496	207	355	26	57	144	826	71	9
Confl. Peds. (#/hr)			5			5						5
Heavy Vehicles (%)	0%	15%	0%	8%	8%	0%	0%	0%	15%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	3.7	13.6		22.0	31.2	64.9	4.4	31.6	53.6	33.7	60.9	60.9
Effective Green, g (s)	3.7	13.6		22.0	31.2	64.9	4.4	31.6	53.6	33.7	60.9	60.9
Actuated g/C Ratio	0.03	0.11		0.18	0.26	0.54	0.04	0.26	0.45	0.28	0.51	0.51
Clearance Time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	107	353		594	457	1517	66	500	627	983	1832	804
v/s Ratio Prot	0.01	0.04		c0.15	c0.12	0.07	0.01	0.03	c0.04	c0.24	0.02	
v/s Ratio Perm						0.06			0.06			0.01
v/c Ratio	0.30	0.37		0.84	0.45	0.23	0.39	0.11	0.23	0.84	0.04	0.01
Uniform Delay, d1	56.9	49.3		47.2	37.2	14.5	56.5	33.6	20.5	40.6	14.8	14.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.2		9.4	0.3	0.0	1.4	0.5	0.1	6.3	0.0	0.0
Delay (s)	57.5	49.5		56.7	37.5	14.5	57.9	34.0	20.5	46.9	14.9	14.7
Level of Service	E	D		E	D	B	E	C	C	D	B	B
Approach Delay (s)		50.9			33.4			25.0			43.8	
Approach LOS		D			C			C			D	
Intersection Summary												
HCM 2000 Control Delay			36.7			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			19.8			
Intersection Capacity Utilization			59.7%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: Auto Center Dr. & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	424	24	132	589	248	20	62	87	215	72	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.91		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	4779		3502	3248		1798	3263		1798	3313	
Flt Permitted	0.95	1.00		0.95	1.00		0.65	1.00		0.64	1.00	
Satd. Flow (perm)	1805	4779		3502	3248		1221	3263		1214	3313	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	47	499	28	155	693	292	24	73	102	253	85	84
RTOR Reduction (vph)	0	4	0	0	31	0	0	76	0	0	63	0
Lane Group Flow (vph)	47	523	0	155	954	0	24	99	0	253	106	0
Confl. Peds. (#/hr)			5			5	5		5	5		5
Heavy Vehicles (%)	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	6.5	58.2		11.4	63.1		28.9	28.9		28.9	28.9	
Effective Green, g (s)	6.5	58.2		11.4	63.1		28.9	28.9		28.9	28.9	
Actuated g/C Ratio	0.06	0.51		0.10	0.55		0.25	0.25		0.25	0.25	
Clearance Time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	102	2418		347	1782		306	820		305	832	
v/s Ratio Prot	c0.03	0.11		0.04	c0.29			0.03			0.03	
v/s Ratio Perm							0.02			c0.21		
v/c Ratio	0.46	0.22		0.45	0.54		0.08	0.12		0.83	0.13	
Uniform Delay, d1	52.6	15.7		48.8	16.6		32.9	33.2		40.7	33.3	
Progression Factor	0.79	0.51		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.0		0.3	1.2		0.0	0.0		16.1	0.0	
Delay (s)	41.5	8.0		49.2	17.7		32.9	33.3		56.8	33.3	
Level of Service	D	A		D	B		C	C		E	C	
Approach Delay (s)		10.8			22.0			33.2			47.4	
Approach LOS		B			C			C			D	
Intersection Summary												
HCM 2000 Control Delay			24.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			16.5			
Intersection Capacity Utilization			68.0%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
8: I-15 SB On Ramp/I-15 SB Off Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	310	217	40	223	0	0	0	0	157	0	104
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	0	378	265	49	272	0	0	0	0	191	0	127
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total (vph)	378	265	49	272	318							
Volume Left (vph)	0	0	49	0	191							
Volume Right (vph)	0	265	0	0	127							
Hadj (s)	0.05	-0.48	0.62	0.07	-0.06							
Departure Headway (s)	5.6	3.2	6.6	6.1	5.7							
Degree Utilization, x	0.59	0.24	0.09	0.46	0.50							
Capacity (veh/h)	622	1122	517	567	588							
Control Delay (s)	16.1	7.2	9.1	13.0	14.4							
Approach Delay (s)	12.5		12.4		14.4							
Approach LOS	B		B		B							
Intersection Summary												
Delay			12.9									
Level of Service			B									
Intersection Capacity Utilization			44.7%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Volume (vph)	0	673	512	627	1212	0	0	0	0	307	0	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	0.99	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.96	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (prot)		3406	1553	3367	3505					1531	1441	1434
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (perm)		3406	1553	3367	3505					1531	1441	1434
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	756	575	704	1362	0	0	0	0	345	0	227
RTOR Reduction (vph)	0	0	282	0	0	0	0	0	0	0	60	62
Lane Group Flow (vph)	0	756	293	704	1362	0	0	0	0	197	136	117
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	6%	4%	4%	3%	0%	0%	0%	0%	12%	0%	7%
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		2		1	6					4	4	4
Permitted Phases			2									
Actuated Green, G (s)		50.1	50.1	26.1	80.8					18.2	18.2	18.2
Effective Green, g (s)		50.1	50.1	26.1	80.8					18.2	18.2	18.2
Actuated g/C Ratio		0.46	0.46	0.24	0.73					0.17	0.17	0.17
Clearance Time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1551	707	798	2574					253	238	237
v/s Ratio Prot		0.22		c0.21	c0.39					c0.13	0.09	0.08
v/s Ratio Perm			0.19									
v/c Ratio		0.49	0.42	0.88	0.53					0.78	0.57	0.49
Uniform Delay, d1		21.0	20.1	40.5	6.3					44.0	42.3	41.7
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		1.1	1.8	11.0	0.8					12.9	2.1	0.6
Delay (s)		22.1	21.9	51.4	7.1					56.8	44.4	42.3
Level of Service		C	C	D	A					E	D	D
Approach Delay (s)		22.0			22.2			0.0			48.0	
Approach LOS		C			C			A			D	
Intersection Summary												
HCM 2000 Control Delay			25.9			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				15.6		
Intersection Capacity Utilization			73.2%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	209	272	65	464	0	0	0	0	7	0	70
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	252	328	78	559	0	0	0	0	8	0	84
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												8
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	559			580			1010	967	252	967	1295	559
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	559			580			1010	967	252	967	1295	559
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.6	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	4.0	4.0	3.3
p0 queue free %	100			92			100	100	100	95	100	84
cM capacity (veh/h)	1022			965			174	235	792	180	150	532
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	252	328	78	559	93							
Volume Left	0	0	78	0	8							
Volume Right	0	328	0	0	84							
cSH	1700	1700	965	1700	586							
Volume to Capacity	0.15	0.19	0.08	0.33	0.16							
Queue Length 95th (ft)	0	0	7	0	14							
Control Delay (s)	0.0	0.0	9.1	0.0	14.2							
Lane LOS			A		B							
Approach Delay (s)	0.0		1.1		14.2							
Approach LOS					B							
Intersection Summary												
Average Delay			1.5									
Intersection Capacity Utilization			51.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑↑	↑	↑
Volume (vph)	0	516	209	627	649	0	0	0	0	583	2	321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97	0.95	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	0.98	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.85	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		3471	1538	1770	3505					3335	1397	1393
Flt Permitted		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)		3471	1538	1770	3505					3335	1397	1393
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	629	255	765	791	0	0	0	0	711	2	391
RTOR Reduction (vph)	0	0	181	0	0	0	0	0	0	0	156	155
Lane Group Flow (vph)	0	629	74	765	791	0	0	0	0	711	42	40
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	4%	5%	2%	3%	0%	0%	0%	0%	5%	0%	8%
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Effective Green, g (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Actuated g/C Ratio		0.29	0.29	0.38	0.71					0.21	0.21	0.21
Clearance Time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1003	444	669	2473					686	287	286
v/s Ratio Prot		c0.18		c0.43	0.23					c0.21	0.03	
v/s Ratio Perm			0.05									0.03
v/c Ratio		0.63	0.17	1.14	0.32					1.04	0.15	0.14
Uniform Delay, d1		37.0	31.8	37.3	6.7					47.6	39.0	39.0
Progression Factor		1.00	1.00	0.99	1.15					1.00	1.00	1.00
Incremental Delay, d2		3.0	0.8	74.7	0.2					44.1	0.1	0.1
Delay (s)		40.0	32.7	111.7	7.9					91.8	39.1	39.0
Level of Service		D	C	F	A					F	D	D
Approach Delay (s)		37.9			58.9			0.0			73.0	
Approach LOS		D			E			A			E	
Intersection Summary												
HCM 2000 Control Delay			58.1			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			15.2			
Intersection Capacity Utilization			87.5%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	99	368	0	0	147	108	116	0	134	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	141	526	0	0	210	154	166	0	191	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	364			526			1096	1173	526	1287	1096	287
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	364			526			1096	1173	526	1287	1096	287
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			100			3	100	66	100	100	100
cM capacity (veh/h)	1162			1051			172	170	556	85	189	757
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	141	526	364	357								
Volume Left	141	0	0	166								
Volume Right	0	0	154	191								
cSH	1162	1700	1700	273								
Volume to Capacity	0.12	0.31	0.21	1.31								
Queue Length 95th (ft)	10	0	0	450								
Control Delay (s)	8.5	0.0	0.0	200.5								
Lane LOS	A			F								
Approach Delay (s)	1.8		0.0	200.5								
Approach LOS				F								
Intersection Summary												
Average Delay			52.4									
Intersection Capacity Utilization			44.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Volume (vph)	106	875	0	0	1350	471	490	0	526	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Lane Util. Factor	1.00	0.91			0.91	1.00	0.95	0.91	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	0.91	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.98	1.00			
Satd. Flow (prot)	1597	4848			4988	1481	1698	1511	1490			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.98	1.00			
Satd. Flow (perm)	1597	4848			4988	1481	1698	1511	1490			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	120	994	0	0	1534	535	557	0	598	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	298	0	65	92	0	0	0
Lane Group Flow (vph)	120	994	0	0	1534	237	401	318	279	0	0	0
Confl. Peds. (#/hr)						5						
Heavy Vehicles (%)	13%	7%	0%	0%	4%	7%	1%	0%	3%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	11.1	55.6			39.9	39.9	23.4	23.4	23.4			
Effective Green, g (s)	11.1	55.6			39.9	39.9	23.4	23.4	23.4			
Actuated g/C Ratio	0.12	0.62			0.44	0.44	0.26	0.26	0.26			
Clearance Time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Vehicle Extension (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lane Grp Cap (vph)	196	2994			2211	656	441	392	387			
v/s Ratio Prot	c0.08	0.21			c0.31		c0.24	0.21	0.19			
v/s Ratio Perm						0.16						
v/c Ratio	0.61	0.33			0.69	0.36	0.91	0.81	0.72			
Uniform Delay, d1	37.4	8.3			20.1	16.6	32.3	31.2	30.3			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	3.9	0.3			1.8	1.5	21.9	11.4	5.5			
Delay (s)	41.4	8.6			22.0	18.2	54.1	42.6	35.9			
Level of Service	D	A			C	B	D	D	D			
Approach Delay (s)		12.1			21.0			44.5			0.0	
Approach LOS		B			C			D			A	
Intersection Summary												
HCM 2000 Control Delay			24.9				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		15.6			
Intersection Capacity Utilization			73.2%				ICU Level of Service		D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	113	103	0	0	173	4	356	0	102	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	136	124	0	0	208	5	429	0	123	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	213			124			607	610	124	730	607	211
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	213			124			607	610	124	730	607	211
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			100			0	100	87	100	100	100
cM capacity (veh/h)	1339			1475			375	370	932	272	371	834
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	136	124	213	552								
Volume Left	136	0	0	429								
Volume Right	0	0	5	123								
cSH	1339	1700	1700	433								
Volume to Capacity	0.10	0.07	0.13	1.28								
Queue Length 95th (ft)	8	0	0	591								
Control Delay (s)	8.0	0.0	0.0	168.0								
Lane LOS	A			F								
Approach Delay (s)	4.2		0.0	168.0								
Approach LOS				F								
Intersection Summary												
Average Delay			91.5									
Intersection Capacity Utilization			51.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	256	843	0	0	1079	1368	197	2	377	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Lane Util. Factor	0.97	0.91			0.91	0.91		1.00	0.88			
Frt	1.00	1.00			0.95	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	3303	4988			3251	1470		1647	2760			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	3303	4988			3251	1470		1647	2760			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	291	958	0	0	1226	1555	224	2	428	0	0	0
RTOR Reduction (vph)	0	0	0	0	55	261	0	0	303	0	0	0
Lane Group Flow (vph)	291	958	0	0	1855	610	0	226	125	0	0	0
Heavy Vehicles (%)	6%	4%	0%	0%	1%	0%	10%	0%	3%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Actuated Green, G (s)	15.4	90.8			70.8	70.8		18.6	18.6			
Effective Green, g (s)	15.4	90.8			70.8	70.8		18.6	18.6			
Actuated g/C Ratio	0.13	0.76			0.59	0.59		0.16	0.16			
Clearance Time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Vehicle Extension (s)	4.0	2.0			2.0	2.0		2.0	2.0			
Lane Grp Cap (vph)	423	3774			1918	867		255	427			
v/s Ratio Prot	c0.09	0.19			c0.57			c0.14				
v/s Ratio Perm						0.41			0.05			
v/c Ratio	0.69	0.25			0.97	0.70		0.89	0.29			
Uniform Delay, d1	50.0	4.4			23.5	17.2		49.7	44.9			
Progression Factor	1.92	1.37			1.08	2.89		1.00	1.00			
Incremental Delay, d2	7.0	0.1			2.2	0.4		27.9	0.1			
Delay (s)	103.0	6.1			27.6	50.2		77.6	45.0			
Level of Service	F	A			C	D		E	D			
Approach Delay (s)		28.7			34.7			56.3			0.0	
Approach LOS		C			C			E			A	
Intersection Summary												
HCM 2000 Control Delay			36.1				HCM 2000 Level of Service		D			
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)		15.2			
Intersection Capacity Utilization			87.5%				ICU Level of Service		E			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Dexter Avenue / 11th Street

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	61	11	4	74	0	0	0	0	22	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	61	11	4	74	0	0	0	0	22	0	2
Added Vol:	0	2	2	0	2	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	63	13	4	76	0	0	0	0	24	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
PHF Volume:	0	111	23	7	134	0	0	0	0	42	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	111	23	7	134	0	0	0	0	42	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	134	xxxx	xxxxx	272	282	134	259	259	111
Potent Cap.:	xxxx	xxxx	xxxxx	1463	xxxx	xxxxx	684	630	920	734	649	948
Move Cap.:	xxxx	xxxx	xxxxx	1463	xxxx	xxxxx	679	627	920	731	645	948
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.00	0.06	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	744	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx
Shared LOS:	A	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.2		
ApproachLOS:	*			*			*			B		

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

HCM Signalized Intersection Capacity Analysis

17: Dexter Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (vph)	341	931	130	106	1250	183	96	110	81	92	83	474
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	4759	1583	1805	6052	1583	1805	1900	1586	1805	1900	1602
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.69	1.00	1.00	0.63	1.00	1.00
Satd. Flow (perm)	1805	4759	1583	1805	6052	1583	1311	1900	1586	1205	1900	1602
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	401	1095	153	125	1471	215	113	129	95	108	98	558
RTOR Reduction (vph)	0	0	74	0	0	136	0	0	70	0	0	11
Lane Group Flow (vph)	401	1095	79	125	1471	79	113	129	25	108	98	547
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	9%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			6	8		8	4		4
Actuated Green, G (s)	31.9	67.1	67.1	12.6	47.8	47.8	34.7	34.7	34.7	34.7	34.7	66.6
Effective Green, g (s)	31.9	67.1	67.1	12.6	47.8	47.8	34.7	34.7	34.7	34.7	34.7	66.6
Actuated g/C Ratio	0.25	0.52	0.52	0.10	0.37	0.37	0.27	0.27	0.27	0.27	0.27	0.51
Clearance Time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	442	2456	817	174	2225	582	349	507	423	321	507	820
v/s Ratio Prot	c0.22	0.23		0.07	c0.24			0.07			0.05	c0.16
v/s Ratio Perm			0.05			0.05	0.09		0.02	0.09		0.18
v/c Ratio	0.91	0.45	0.10	0.72	0.66	0.14	0.32	0.25	0.06	0.34	0.19	0.67
Uniform Delay, d1	47.6	19.8	16.0	57.0	34.3	27.4	38.2	37.5	35.5	38.4	36.8	23.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	21.5	0.6	0.2	11.2	1.6	0.5	2.4	1.2	0.3	2.8	0.8	1.6
Delay (s)	69.2	20.4	16.3	68.1	35.9	27.8	40.7	38.7	35.8	41.2	37.7	25.1
Level of Service	E	C	B	E	D	C	D	D	D	D	D	C
Approach Delay (s)		31.8			37.2			38.5			29.0	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			34.0			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			15.6			
Intersection Capacity Utilization			80.2%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 18: Dexter Av. & Allan St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	0	3	7	1	5	1	270	4	10	304	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	14	0	4	8	1	6	1	321	5	12	362	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage (veh)								2			2	
Upstream signal (ft)											211	
pX, platoon unblocked	0.96	0.96	0.96	0.96	0.96		0.96					
vC, conflicting volume	716	714	362	713	715	321	368			326		
vC1, stage 1 conf vol	386	386		324	324							
vC2, stage 2 conf vol	330	329		389	392							
vCu, unblocked vol	686	684	319	683	686	321	325			326		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	99	98	100	99	100			99		
cM capacity (veh/h)	539	522	700	544	524	724	1201			1245		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	18	15	1	321	5	12	362	6				
Volume Left	14	8	1	0	0	12	0	0				
Volume Right	4	6	0	0	5	0	0	6				
cSH	565	599	1201	1700	1700	1245	1700	1700				
Volume to Capacity	0.03	0.03	0.00	0.19	0.00	0.01	0.21	0.00				
Queue Length 95th (ft)	2	2	0	0	0	1	0	0				
Control Delay (s)	11.6	11.2	8.0	0.0	0.0	7.9	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	11.6	11.2	0.0			0.2						
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			26.0%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 19: Dexter Av. & Crane St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	0	6	0	0	35	1	236	1	61	252	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	4	0	8	0	0	47	1	319	1	82	341	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage veh)								2			2	
Upstream signal (ft)											649	
pX, platoon unblocked												
vC, conflicting volume	874	828	341	835	828	319	342			320		
vC1, stage 1 conf vol	505	505		322	322							
vC2, stage 2 conf vol	369	323		514	507							
vCu, unblocked vol	874	828	341	835	828	319	342			320		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	100	100	93	100			93		
cM capacity (veh/h)	419	441	706	455	455	726	1228			1251		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	12	47	1	319	1	82	341	1				
Volume Left	4	0	1	0	0	82	0	0				
Volume Right	8	47	0	0	1	0	0	1				
cSH	575	726	1228	1700	1700	1251	1700	1700				
Volume to Capacity	0.02	0.07	0.00	0.19	0.00	0.07	0.20	0.00				
Queue Length 95th (ft)	2	5	0	0	0	5	0	0				
Control Delay (s)	11.4	10.3	7.9	0.0	0.0	8.1	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	11.4	10.3	0.0			1.6						
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			29.9%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

20: Dexter Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	52	5	2	10	2	27	5	161	7	20	218	22
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	73	7	3	14	3	38	7	227	10	28	307	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	664	630	323	631	640	232	338			237		
vC1, stage 1 conf vol	379	379		246	246							
vC2, stage 2 conf vol	285	251		385	394							
vCu, unblocked vol	664	630	323	631	640	232	338			237		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	86	99	100	97	99	95	99			98		
cM capacity (veh/h)	534	539	723	555	535	812	1232			1342		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	83	55	244	366								
Volume Left	73	14	7	28								
Volume Right	3	38	10	31								
cSH	539	709	1232	1342								
Volume to Capacity	0.15	0.08	0.01	0.02								
Queue Length 95th (ft)	14	6	0	2								
Control Delay (s)	12.9	10.5	0.3	0.8								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.9	10.5	0.3	0.8								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			37.9%		ICU Level of Service				A			
Analysis Period (min)			15									

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #21 Dexter Avenue / 2nd Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 0 Average Delay (sec/veh): 9.4
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	1	0	31	0	198	162	8	0	0	9	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	0	31	0	198	162	8	0	0	9	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
PHF Volume:	0	1	0	43	0	273	223	11	0	0	12	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	43	0	273	223	11	0	0	12	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1	0	43	0	273	223	11	0	0	12	12

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.14	0.00	0.86	0.95	0.05	0.00	0.00	0.50	0.50
Final Sat.:	0	694	0	116	0	742	687	34	0	0	368	368

Capacity Analysis Module:

Vol/Sat:	xxxx	0.00	xxxx	0.37	xxxx	0.37	0.33	0.33	xxxx	xxxx	0.03	0.03
Crit Moves:	****		****		****		****		****	****		
Delay/Veh:	0.0	7.9	0.0	9.2	0.0	9.2	9.9	9.9	0.0	0.0	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.9	0.0	9.2	0.0	9.2	9.9	9.9	0.0	0.0	7.7	7.7
LOS by Move:	*	A	*	A	*	A	A	A	*	*	A	A
ApproachDel:	7.9			9.2			9.9				7.7	
Delay Adj:	1.00			1.00			1.00				1.00	
ApprAdjDel:	7.9			9.2			9.9				7.7	
LOS by Appr:	A			A			A				A	
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	0.5	0.4	0.4	0.4	0.0	0.0	0.0

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

HCM Unsignalized Intersection Capacity Analysis

22: Camino del Norte & Main St.

Lake Elsinore Walmart (JN 08651)

9/3/2013

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	180	24	34	0	0	142
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	243	32	46	0	0	192
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	188	96	192			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	188	96	192			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	69	97	97			
cM capacity (veh/h)	777	966	1394			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	243	32	46	192		
Volume Left	243	0	46	0		
Volume Right	0	32	0	192		
cSH	777	966	1394	1700		
Volume to Capacity	0.31	0.03	0.03	0.11		
Queue Length 95th (ft)	34	3	3	0		
Control Delay (s)	11.7	8.9	7.7	0.0		
Lane LOS	B	A	A			
Approach Delay (s)	11.4		7.7	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			6.8			
Intersection Capacity Utilization			32.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

23: Grape St./Summerhill Dr. & Railroad Canyon Rd.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	194	807	220	191	1625	84	292	57	152	168	84	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		0.97	0.95		1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	0.99		1.00	0.98	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89		1.00	0.89	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3406	1587	1805	5096		3502	3178		1805	1581	1513
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3406	1587	1805	5096		3502	3178		1805	1581	1513
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	213	887	242	210	1786	92	321	63	167	185	92	582
RTOR Reduction (vph)	0	0	171	0	5	0	0	116	0	0	0	0
Lane Group Flow (vph)	213	887	71	210	1873	0	321	114	0	185	342	332
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	6%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases			2									4
Actuated Green, G (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Effective Green, g (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Actuated g/C Ratio	0.05	0.29	0.29	0.07	0.31		0.31	0.31		0.14	0.14	0.20
Clearance Time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	189	993	462	127	1571		1079	979		255	223	296
v/s Ratio Prot	0.06	0.26		c0.12	c0.37		c0.09	0.04		0.10	c0.22	0.06
v/s Ratio Perm			0.04									0.16
v/c Ratio	1.13	0.89	0.15	1.65	1.19		0.30	0.12		0.73	1.53	1.12
Uniform Delay, d1	56.8	40.7	31.5	55.8	41.5		31.6	29.8		49.3	51.5	48.2
Progression Factor	0.83	0.81	1.65	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	102.2	11.6	0.7	326.4	93.2		0.7	0.2		8.4	261.4	89.2
Delay (s)	149.3	44.4	52.6	382.2	134.7		32.3	30.0		57.7	312.9	137.4
Level of Service	F	D	D	F	F		C	C		E	F	F
Approach Delay (s)		62.6			159.5			31.4			190.1	
Approach LOS		E			F			C			F	
Intersection Summary												
HCM 2000 Control Delay			123.5			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			22.5			
Intersection Capacity Utilization			97.7%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

25: Cambern Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 						 	
Volume (vph)	115	984	4	2	1426	155	2	2	4	145	2	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.89			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3502	3310		1805	3374	1586	1805	1676			1802	1582
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.52	1.00			0.72	1.00
Satd. Flow (perm)	3502	3310		1805	3374	1586	988	1676			1369	1582
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	131	1118	5	2	1620	176	2	2	5	165	2	142
RTOR Reduction (vph)	0	0	0	0	0	72	0	4	0	0	0	118
Lane Group Flow (vph)	131	1123	0	2	1620	104	2	3	0	0	167	24
Confl. Peds. (#/hr)			5			5			5	5		5
Heavy Vehicles (%)	0%	9%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	9.3	70.0		1.2	61.9	61.9	17.9	17.9			17.9	17.9
Effective Green, g (s)	9.3	70.0		1.2	61.9	61.9	17.9	17.9			17.9	17.9
Actuated g/C Ratio	0.09	0.67		0.01	0.59	0.59	0.17	0.17			0.17	0.17
Clearance Time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	310	2206		20	1989	934	168	285			233	269
v/s Ratio Prot	c0.04	c0.34		0.00	c0.48			0.00				
v/s Ratio Perm						0.07	0.00				c0.12	0.02
v/c Ratio	0.42	0.51		0.10	0.81	0.11	0.01	0.01			0.72	0.09
Uniform Delay, d1	45.3	8.8		51.4	17.0	9.5	36.2	36.2			41.2	36.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.9	0.8		2.2	3.8	0.2	0.0	0.0			10.0	0.1
Delay (s)	46.2	9.7		53.6	20.8	9.7	36.2	36.2			51.2	36.8
Level of Service	D	A		D	C	A	D	D			D	D
Approach Delay (s)		13.5			19.8			36.2			44.6	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			19.8			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			15.9			
Intersection Capacity Utilization			71.6%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 28: Cambern Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	2	0	0	10	5	0	0	2	3	2	2
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	0	3	0	0	15	7	0	0	3	4	3	3
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	3	22	3	10								
Volume Left (vph)	0	0	0	4								
Volume Right (vph)	0	7	3	3								
Hadj (s)	0.00	-0.20	-0.60	-0.09								
Departure Headway (s)	3.9	3.7	3.4	3.9								
Degree Utilization, x	0.00	0.02	0.00	0.01								
Capacity (veh/h)	901	956	1059	919								
Control Delay (s)	7.0	6.8	6.4	6.9								
Approach Delay (s)	7.0	6.8	6.4	6.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				6.8								
Level of Service				A								
Intersection Capacity Utilization				13.3%	ICU Level of Service		A					
Analysis Period (min)				15								

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Conard Avenue / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 12 Average Delay (sec/veh): 23.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	10	10	10	10	26	26	10	26	26
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	1	0	2	0	1	1

Volume Module:

Base Vol:	59	15	6	60	4	28	11	1080	27	5	1447	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	15	6	60	4	28	11	1080	27	5	1447	95
Added Vol:	2	0	0	0	0	3	3	8	2	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	15	6	60	4	31	14	1088	29	5	1456	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	73	18	7	72	5	37	17	1308	35	6	1750	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	18	7	72	5	37	17	1308	35	6	1750	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	73	18	7	72	5	37	17	1308	35	6	1750	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.74	0.74	0.70	0.70	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.75	0.18	0.07	0.94	0.06	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1045	257	103	1243	83	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.06	0.06	0.02	0.01	0.36	0.02	0.00	0.48	0.07
Crit Moves:	****						****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.08	0.54	0.54	0.12	0.58	0.58
Volume/Cap:	0.29	0.29	0.29	0.24	0.24	0.10	0.11	0.68	0.04	0.03	0.84	0.12
Delay/Veh:	37.6	37.6	37.6	37.0	37.0	35.4	51.2	21.3	13.3	46.3	24.4	11.7
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:	37.6	37.6	37.6	37.0	37.0	35.4	51.2	21.3	13.3	46.3	24.4	11.7
LOS by Move:	D	D	D	D	D	D	D	C	B	D	C	B
HCM2kAvgQ:	3	3	3	2	2	1	1	19	1	0	30	2

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Rosetta Canyon Drive / Central Avenue (SR-74)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 12 Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	33	0	33	0	0	0	0	32	32	10	10	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	1

Volume Module:

Base Vol:	205	0	28	0	0	0	0	1009	123	20	1289	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:	205	0	28	0	0	0	0	1009	123	20	1289	0
Added Vol:	2	0	0	0	0	0	0	6	2	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	0	28	0	0	0	0	1015	125	20	1296	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	246	0	33	0	0	0	0	1205	148	24	1539	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	0	33	0	0	0	0	1205	148	24	1539	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:	246	0	33	0	0	0	0	1205	148	24	1539	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	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.02	0.00	0.00	0.00	0.00	0.23	0.09	0.01	0.43	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.42	0.42	0.11	0.53	0.00
Volume/Cap:	0.39	0.00	0.06	0.00	0.00	0.00	0.00	0.55	0.22	0.12	0.81	0.00
Delay/Veh:	23.8	0.0	20.7	0.0	0.0	0.0	0.0	21.0	17.7	38.8	21.3	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:	23.8	0.0	20.7	0.0	0.0	0.0	0.0	21.0	17.7	38.8	21.3	0.0
LOS by Move:	C	A	C	A	A	A	A	C	B	D	C	A
HCM2kAvgQ:	6	0	1	0	0	0	0	10	3	1	21	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday AM Peak Hour

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                        Level Of Service Computation Report
                    2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #31 Riverside Street / Central Avenue (SR-74)
*****
Cycle (sec):           120                      Critical Vol./Cap.(X):           0.381
Loss Time (sec):        12                      Average Delay (sec/veh):           14.0
Optimal Cycle: OPTIMIZED                      Level Of Service:           B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Split Phase      Split Phase      Permitted      Protected
Rights:          Include          Include          Include          Include
Min. Green:      27      0      27      0      0      0      0      29      29      10      10      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      1      0      2      0      0
-----|-----|-----|-----|
Volume Module:
Base Vol:        169      0      13      0      0      0      0      891      119      11      1098      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:      169      0      13      0      0      0      0      891      119      11      1098      0
Added Vol:        2      0      0      0      0      0      0      4      2      0      5      0
PasserByVol:      0      0      0      0      0      0      0      0      0      0      0      0
Initial Fut:      171      0      13      0      0      0      0      895      121      11      1103      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:          0.88      0.88      0.88      0.88      0.88      0.88      0.88      0.88      0.88      0.88      0.88      0.88
PHF Volume:       194      0      15      0      0      0      0      1014      137      12      1249      0
Reduct Vol:       0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      194      0      15      0      0      0      0      1014      137      12      1249      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:      194      0      15      0      0      0      0      1014      137      12      1249      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      0.85      0.95      0.95      1.00
Lanes:           2.00      0.00      1.00      0.00      0.00      0.00      0.00      2.00      1.00      1.00      2.00      0.00
Final Sat.:      3502      0      1615      0      0      0      0      3610      1615      1805      3610      0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.06      0.00      0.01      0.00      0.00      0.00      0.00      0.28      0.08      0.01      0.35      0.00
Crit Moves:      ****                      ****                      ****
Green/Cycle:      0.23      0.00      0.23      0.00      0.00      0.00      0.00      0.59      0.59      0.08      0.68      0.00
Volume/Cap:       0.25      0.00      0.04      0.00      0.00      0.00      0.00      0.47      0.14      0.08      0.51      0.00
Delay/Veh:        38.3      0.0      36.4      0.0      0.0      0.0      0.0      14.1      11.0      51.0      9.9      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:       38.3      0.0      36.4      0.0      0.0      0.0      0.0      14.1      11.0      51.0      9.9      0.0
LOS by Move:      D      A      D      A      A      A      A      B      B      D      A      A
HCM2kAvgQ:        3      0      0      0      0      0      0      11      2      0      12      0
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Note: Queue reported is the number of cars per lane.

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Meadowbrook Avenue/Greenwald Avenue / Central Avenue (SR-74)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 12 Average Delay (sec/veh): 22.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	34	34	34	10	10	10	10	25	25	10	25	25
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:	56	11	21	295	18	72	25	740	32	13	841	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	11	21	295	18	72	25	740	32	13	841	91
Added Vol:	2	0	0	0	0	0	0	2	2	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	11	21	295	18	72	25	742	34	13	843	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	66	12	24	333	20	81	28	838	38	15	953	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	12	24	333	20	81	28	838	38	15	953	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	12	24	333	20	81	28	838	38	15	953	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.90	0.90	0.74	0.88	0.88	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.34	0.66	1.00	0.20	0.80	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1307	589	1125	1404	334	1338	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.02	0.02	0.24	0.06	0.06	0.02	0.23	0.02	0.01	0.26	0.06
Crit Moves:				****				****				****
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.12	0.36	0.36	0.14	0.38	0.38
Volume/Cap:	0.15	0.06	0.06	0.69	0.18	0.18	0.13	0.64	0.07	0.06	0.69	0.17
Delay/Veh:	18.4	17.8	17.8	26.9	18.6	18.6	31.9	22.6	16.9	30.0	22.4	16.6
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:	18.4	17.8	17.8	26.9	18.6	18.6	31.9	22.6	16.9	30.0	22.4	16.6
LOS by Move:	B	B	B	C	B	B	C	C	B	C	C	B
HCM2kAvgQ:	1	1	1	8	2	2	1	10	1	0	12	2

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Lakeshore Drive / Riverside Drive (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 16 Average Delay (sec/veh): 63.5
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	33	33	10	33	33	10	31	31	10	31	31
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	2	0	1	1

Volume Module:

Base Vol:	228	349	23	224	271	208	168	786	264	57	587	337
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	349	23	224	271	208	168	786	264	57	587	337
Added Vol:	3	0	2	2	0	3	3	78	3	1	123	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	349	25	226	271	211	171	864	267	58	710	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	247	374	27	242	290	226	183	925	286	62	760	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	374	27	242	290	226	183	925	286	62	760	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	247	374	27	242	290	226	183	925	286	62	760	362

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	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3335	239	1805	3610	1615	1805	3610	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.14	0.11	0.11	0.13	0.08	0.14	0.10	0.26	0.18	0.03	0.40	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.28	0.28	0.13	0.28	0.28	0.09	0.35	0.35	0.11	0.37	0.37
Volume/Cap:	1.08	0.41	0.41	1.06	0.29	0.51	1.08	0.73	0.50	0.30	1.08	0.60
Delay/Veh:	134.5	35.8	35.8	127.3	34.5	37.6	146.2	36.1	31.4	49.7	95.1	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	134.5	35.8	35.8	127.3	34.5	37.6	146.2	36.1	31.4	49.7	95.1	32.4
LOS by Move:	F	D	D	F	C	D	F	D	C	D	F	C
HCM2kAvgQ:	15	6	6	14	4	7	12	17	8	2	39	11

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 W. Graham Avenue / N. Main Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 Average Delay (sec/veh): 13.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	1	0	0 1 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	11	11	15	159	11	123	178	163	7	16	178	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:	11	11	15	159	11	123	178	163	7	16	178	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	12	12	16	172	12	133	193	176	8	17	193	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	12	16	172	12	133	193	176	8	17	193	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	12	16	172	12	133	193	176	8	17	193	108

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.30	0.40	1.00	0.08	0.92	0.51	0.47	0.02	0.05	0.61	0.34
Final Sat.:	149	149	203	504	49	551	329	301	13	36	399	224

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.34	0.24	0.24	0.59	0.59	0.59	0.48	0.48	0.48
Crit Moves:	****			****			****			****		
Delay/Veh:	9.6	9.6	9.6	12.7	10.0	10.0	15.4	15.4	15.4	12.7	12.7	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.6	9.6	12.7	10.0	10.0	15.4	15.4	15.4	12.7	12.7	12.7
LOS by Move:	A	A	A	B	A	A	C	C	C	B	B	B
ApproachDel:	9.6			11.5			15.4			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			11.5			15.4			12.7		
LOS by Appr:	A			B			C			B		
AllWayAvgQ:	0.1	0.1	0.1	0.5	0.3	0.3	1.2	1.2	1.2	0.8	0.8	0.8

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

HCM Signalized Intersection Capacity Analysis

3: Mission Trail & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	136	15	443	175	257	26	400	331	235	385	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5102		3367	3256		1805	3610	1499	1805	3610	1589
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5102		3367	3256		1805	3610	1499	1805	3610	1589
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	75	137	15	447	177	260	26	404	334	237	389	52
RTOR Reduction (vph)	0	8	0	0	146	0	0	0	0	0	0	39
Lane Group Flow (vph)	75	144	0	447	291	0	26	404	334	237	389	13
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	6%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	5.3	50.1		5.5	50.3		9.3	33.4	33.4	5.0	29.1	29.1
Effective Green, g (s)	5.3	50.1		5.5	50.3		9.3	33.4	33.4	5.0	29.1	29.1
Actuated g/C Ratio	0.05	0.44		0.05	0.44		0.08	0.29	0.29	0.04	0.25	0.25
Clearance Time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	83	2222		161	1424		145	1048	435	78	913	402
v/s Ratio Prot	0.04	0.03		c0.13	c0.09		0.01	0.11		c0.13	0.11	
v/s Ratio Perm									c0.22			0.01
v/c Ratio	0.90	0.06		2.78	0.20		0.18	0.39	0.77	3.04	0.43	0.03
Uniform Delay, d1	54.6	18.8		54.8	20.0		49.3	32.6	37.3	55.0	36.0	32.3
Progression Factor	1.00	1.00		0.89	0.43		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	66.1	0.1		815.3	0.3		0.2	0.1	7.2	950.5	0.1	0.0
Delay (s)	120.7	18.9		864.2	8.8		49.5	32.7	44.4	1005.5	36.1	32.4
Level of Service	F	B		F	A		D	C	D	F	D	C
Approach Delay (s)		52.5			441.4			38.4			374.7	
Approach LOS		D			F			D			F	
Intersection Summary												
HCM 2000 Control Delay			268.5			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			91.4%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Gunnerson Street / Riverside Drive (SR-74)

Average Delay (sec/veh): 10.5 Worst Case Level Of Service: F[569.2]

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	1	0	0	1	0	1	0	0	1	0	0	1!	0	0	0	0	1!	0	0

Volume Module:

Base Vol:	2	2	10	33	2	7	6	1028	6	7	968	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	10	33	2	7	6	1028	6	7	968	104
Added Vol:	0	0	0	0	0	0	0	81	0	0	124	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2	10	33	2	7	6	1109	6	7	1092	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	2	2	10	34	2	7	6	1150	6	7	1133	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	2	10	34	2	7	6	1150	6	7	1133	108

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:	2372	2421	1154	2373	2370	1187	1241	xxxx	xxxxx	1157	xxxx	xxxxx
Potent Cap.:	24	33	242	24	35	232	568	xxxx	xxxxx	611	xxxx	xxxxx
Move Cap.:	22	32	242	22	35	232	568	xxxx	xxxxx	611	xxxx	xxxxx
Volume/Cap:	0.09	0.06	0.04	1.57	0.06	0.03	0.01	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	20.5	xxxxx	xxxx	21.0	11.4	xxxx	xxxxx	11.0	xxxx	xxxxx			
LOS by Move:	*	*	C	*	*	C	B	*	*	B	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	26	xxxx	xxxxx	22	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	0.5	xxxx	xxxxx	4.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	166.2	xxxx	xxxxx	678.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	F	*	*	F	*	*	*	*	*	*	*	*			
ApproachDel:	62.1			569.2			xxxxxx			xxxxxx					
ApproachLOS:	F			F			*			*					

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday PM Peak Hour

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                        Level Of Service Computation Report
                    2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #5 Collier Avenue / Riverside Drive (SR-74)
*****
Cycle (sec):           95                      Critical Vol./Cap.(X):           0.909
Loss Time (sec):       12                      Average Delay (sec/veh):           27.9
Optimal Cycle: OPTIMIZED                      Level Of Service:                   C
*****
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Split Phase      Split Phase      Permitted        Permitted
Rights:                Include          Include          Ovl              Include
Min. Green:            10   10   10        10   10   10        10   10   10        10   10   10
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        0  1  0  0  1        0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              884  237    9         4  179  117    104  17  899    38  24  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:           884  237    9         4  179  117    104  17  899    38  24  13
Added Vol:             113    0    0         0    0   11         7    0   74    0    0    0
PasserByVol:           0    0    0         0    0    0         0    0    0    0    0    0
Initial Fut:           997  237    9         4  179  128    111  17  973    38  24  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:               0.94 0.94  0.94    0.94 0.94  0.94    0.94 0.94  0.94    0.94 0.94  0.94
PHF Volume:           1066  253   10         4  191  137    119  18 1041    41  26  14
Reduct Vol:            0    0    0         0    0    0         0    0    0    0    0    0
Reduced Vol:           1066  253   10         4  191  137    119  18 1041    41  26  14
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:           1066  253   10         4  191  137    119  18 1041    41  26  14
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1900 1900  1900    1900 1900  1900    1900 1900  1900    1900 1900  1900
Adjustment:            0.95 0.99  0.99    0.95 1.00  0.85    0.70 0.70  0.85    0.58 0.58  0.58
Lanes:                 1.00 0.96  0.04    1.00 1.00  1.00    0.87 0.13  1.00    0.51 0.32  0.17
Final Sat.:            1805 1820   69    1805 1900  1615    1155 177  1615    554 350  190
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.59 0.14  0.14    0.00 0.10  0.08    0.10 0.10  0.64    0.07 0.07  0.07
Crit Moves:           ****              ****              ****
Green/Cycle:           0.65 0.65  0.65    0.11 0.11  0.11    0.11 0.11  0.76    0.11 0.11  0.11
Volume/Cap:            0.91 0.21  0.21    0.02 0.91  0.76    0.91 0.91  0.84    0.65 0.65  0.65
Delay/Veh:             24.7  6.9   6.9    37.7 79.7  58.7    89.0 89.0  13.0    51.8 51.8  51.8
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:            24.7  6.9   6.9    37.7 79.7  58.7    89.0 89.0  13.0    51.8 51.8  51.8
LOS by Move:           C   A   A         D   E   E         F   F   B         D   D   D
HCM2kAvgQ:             31   3   3         0   9   6         7   7   23    3   3   3
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Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

6: Collier Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	195	332	52	238	212	837	61	163	431	1012	146	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lane Util. Factor	0.97	0.95		0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3437		3367	1827	2815	1805	1900	1568	3502	3610	1586
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3437		3367	1827	2815	1805	1900	1568	3502	3610	1586
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	210	357	56	256	228	900	66	175	463	1088	157	28
RTOR Reduction (vph)	0	12	0	0	0	76	0	0	76	0	0	15
Lane Group Flow (vph)	210	401	0	256	228	824	66	175	387	1088	157	13
Confl. Peds. (#/hr)			5			5						5
Heavy Vehicles (%)	0%	3%	0%	4%	4%	0%	0%	0%	3%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	9.9	19.3		18.1	26.8	75.0	7.8	15.3	33.4	48.2	55.7	55.7
Effective Green, g (s)	9.9	19.3		18.1	26.8	75.0	7.8	15.3	33.4	48.2	55.7	55.7
Actuated g/C Ratio	0.08	0.16		0.15	0.22	0.62	0.06	0.13	0.28	0.40	0.46	0.46
Clearance Time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	288	552		507	408	1759	117	242	436	1406	1675	736
v/s Ratio Prot	0.06	c0.12		0.08	0.12	0.19	0.04	0.09	c0.13	c0.31	0.04	
v/s Ratio Perm						0.10			0.11			0.01
v/c Ratio	0.73	0.73		0.50	0.56	0.47	0.56	0.72	0.89	0.77	0.09	0.02
Uniform Delay, d1	53.7	47.8		46.8	41.4	11.9	54.5	50.3	41.5	31.2	18.0	17.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.6	4.0		0.3	0.9	0.1	3.7	17.1	18.7	2.5	0.1	0.0
Delay (s)	61.3	51.9		47.1	42.3	12.0	58.1	67.4	60.2	33.6	18.1	17.4
Level of Service	E	D		D	D	B	E	E	E	C	B	B
Approach Delay (s)		55.1			23.5			61.8			31.4	
Approach LOS		E			C			E			C	
Intersection Summary												
HCM 2000 Control Delay			37.7			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			19.8			
Intersection Capacity Utilization			78.0%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: Auto Center Dr. & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	72	583	48	254	721	149	58	129	154	153	179	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	0.92		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	4938		3502	3421		1800	3285		1800	3401	
Flt Permitted	0.95	1.00		0.95	1.00		0.51	1.00		0.50	1.00	
Satd. Flow (perm)	1805	4938		3502	3421		967	3285		946	3401	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	77	620	51	270	767	159	62	137	164	163	190	102
RTOR Reduction (vph)	0	6	0	0	11	0	0	131	0	0	78	0
Lane Group Flow (vph)	77	665	0	270	915	0	62	170	0	163	214	0
Confl. Peds. (#/hr)			5			5	5		5	5		5
Heavy Vehicles (%)	0%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	8.4	63.8		11.3	66.7		23.4	23.4		23.4	23.4	
Effective Green, g (s)	8.4	63.8		11.3	66.7		23.4	23.4		23.4	23.4	
Actuated g/C Ratio	0.07	0.55		0.10	0.58		0.20	0.20		0.20	0.20	
Clearance Time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	131	2739		344	1984		196	668		192	692	
v/s Ratio Prot	c0.04	0.13		c0.08	c0.27			0.05			0.06	
v/s Ratio Perm							0.06			c0.17		
v/c Ratio	0.59	0.24		0.78	0.46		0.32	0.26		0.85	0.31	
Uniform Delay, d1	51.6	13.2		50.7	13.8		39.0	38.5		44.1	38.9	
Progression Factor	0.90	0.49		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.0		10.3	0.8		0.3	0.1		26.9	0.1	
Delay (s)	47.1	6.5		61.0	14.6		39.3	38.6		71.0	39.0	
Level of Service	D	A		E	B		D	D		E	D	
Approach Delay (s)		10.6			25.1			38.7			50.5	
Approach LOS		B			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			27.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			16.5			
Intersection Capacity Utilization			70.0%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 8: I-15 SB On Ramp/I-15 SB Off Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

9/3/2013

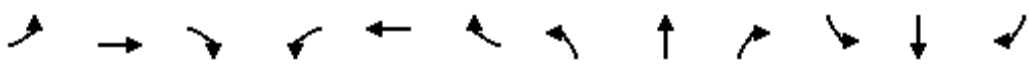
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	279	269	33	341	0	0	0	0	47	0	201
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	310	299	37	379	0	0	0	0	52	0	223
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total (vph)	310	299	37	379	276							
Volume Left (vph)	0	0	37	0	52							
Volume Right (vph)	0	299	0	0	223							
Hadj (s)	0.05	-0.57	0.64	0.02	-0.37							
Departure Headway (s)	5.5	3.2	6.4	5.7	5.4							
Degree Utilization, x	0.47	0.27	0.06	0.60	0.41							
Capacity (veh/h)	625	1112	547	602	609							
Control Delay (s)	13.3	7.4	8.6	15.8	12.2							
Approach Delay (s)	10.4		15.2		12.2							
Approach LOS	B		C		B							
Intersection Summary												
Delay			12.3									
Level of Service			B									
Intersection Capacity Utilization			45.0%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑					↘	↔	↗
Volume (vph)	0	1221	554	643	1300	0	0	0	0	605	0	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.99	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (prot)		3574	1615	3467	3574					1681	1602	1504
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (perm)		3574	1615	3467	3574					1681	1602	1504
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1285	583	677	1368	0	0	0	0	637	0	209
RTOR Reduction (vph)	0	0	298	0	0	0	0	0	0	0	57	57
Lane Group Flow (vph)	0	1285	285	677	1368	0	0	0	0	331	270	131
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	0%	0%	0%	2%	0%	2%
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		2		1	6					4	4	4
Permitted Phases			2									
Actuated Green, G (s)		46.8	46.8	24.0	75.4					23.6	23.6	23.6
Effective Green, g (s)		46.8	46.8	24.0	75.4					23.6	23.6	23.6
Actuated g/C Ratio		0.43	0.43	0.22	0.69					0.21	0.21	0.21
Clearance Time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1520	687	756	2449					360	343	322
v/s Ratio Prot		c0.36		c0.20	0.38					c0.20	0.17	0.09
v/s Ratio Perm			0.18									
v/c Ratio		0.85	0.41	0.90	0.56					0.92	0.79	0.41
Uniform Delay, d1		28.4	22.0	41.8	8.8					42.3	40.8	37.2
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		6.0	1.8	12.9	0.9					27.3	10.6	0.3
Delay (s)		34.3	23.9	54.6	9.7					69.6	51.4	37.5
Level of Service		C	C	D	A					E	D	D
Approach Delay (s)		31.1			24.6			0.0			55.4	
Approach LOS		C			C			A			E	
Intersection Summary												
HCM 2000 Control Delay			32.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				15.6		
Intersection Capacity Utilization			84.5%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

9/3/2013

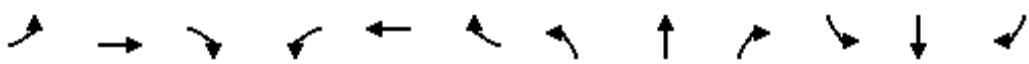
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	281	263	72	406	0	0	0	0	13	0	225
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	312	292	80	451	0	0	0	0	14	0	250
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												8
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	451			604			1048	923	312	923	1216	451
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	451			604			1048	923	312	923	1216	451
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			92			100	100	100	94	100	59
cM capacity (veh/h)	1120			973			114	249	733	223	168	604
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	312	292	80	451	264							
Volume Left	0	0	80	0	14							
Volume Right	0	292	0	0	250							
cSH	1700	1700	973	1700	639							
Volume to Capacity	0.18	0.17	0.08	0.27	0.41							
Queue Length 95th (ft)	0	0	7	0	51							
Control Delay (s)	0.0	0.0	9.0	0.0	15.5							
Lane LOS			A		C							
Approach Delay (s)	0.0		1.4		15.5							
Approach LOS					C							
Intersection Summary												
Average Delay			3.4									
Intersection Capacity Utilization			53.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑↑	↑	↑
Volume (vph)	0	706	184	428	745	0	0	0	0	1007	6	379
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97	0.95	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	0.98	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.86	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		3505	1599	1770	3574					3467	1486	1475
Flt Permitted		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)		3505	1599	1770	3574					3467	1486	1475
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	767	200	465	810	0	0	0	0	1095	7	412
RTOR Reduction (vph)	0	0	142	0	0	0	0	0	0	0	160	167
Lane Group Flow (vph)	0	767	58	465	810	0	0	0	0	1095	49	43
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	3%	1%	2%	1%	0%	0%	0%	0%	1%	0%	2%
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Effective Green, g (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Actuated g/C Ratio		0.29	0.29	0.38	0.71					0.21	0.21	0.21
Clearance Time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1013	462	669	2522					713	305	303
v/s Ratio Prot		c0.22		c0.26	0.23					c0.32	0.03	
v/s Ratio Perm			0.04									0.03
v/c Ratio		0.76	0.13	0.70	0.32					1.54	0.16	0.14
Uniform Delay, d1		38.8	31.5	31.5	6.7					47.6	39.1	39.0
Progression Factor		1.00	1.00	0.65	0.68					1.00	1.00	1.00
Incremental Delay, d2		5.3	0.6	2.1	0.2					248.1	0.1	0.1
Delay (s)		44.1	32.0	22.7	4.8					295.8	39.2	39.1
Level of Service		D	C	C	A					F	D	D
Approach Delay (s)		41.6			11.3			0.0			224.8	
Approach LOS		D			B			A			F	
Intersection Summary												
HCM 2000 Control Delay			105.1			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				15.2		
Intersection Capacity Utilization			84.6%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	186	140	0	0	119	26	254	0	28	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	221	167	0	0	142	31	302	0	33	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	173			167			767	782	167	800	767	157
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	173			167			767	782	167	800	767	157
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	84			100			0	100	96	100	100	100
cM capacity (veh/h)	1392			1424			280	276	883	258	282	894
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	221	167	173	336								
Volume Left	221	0	0	302								
Volume Right	0	0	31	33								
cSH	1392	1700	1700	301								
Volume to Capacity	0.16	0.10	0.10	1.12								
Queue Length 95th (ft)	14	0	0	341								
Control Delay (s)	8.1	0.0	0.0	125.2								
Lane LOS	A			F								
Approach Delay (s)	4.6		0.0	125.2								
Approach LOS				F								
Intersection Summary												
Average Delay			48.9									
Intersection Capacity Utilization			45.0%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Volume (vph)	159	1667	0	0	1317	396	625	0	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Lane Util. Factor	1.00	0.91			0.91	1.00	0.95	0.91	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	0.91	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.98	1.00			
Satd. Flow (prot)	1736	5085			5136	1509	1698	1516	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.98	1.00			
Satd. Flow (perm)	1736	5085			5136	1509	1698	1516	1504			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	164	1719	0	0	1358	408	644	0	701	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	241	0	64	64	0	0	0
Lane Group Flow (vph)	164	1719	0	0	1358	167	470	383	364	0	0	0
Confl. Peds. (#/hr)						5						
Heavy Vehicles (%)	4%	2%	0%	0%	1%	5%	1%	0%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	12.8	54.3			36.9	36.9	24.7	24.7	24.7			
Effective Green, g (s)	12.8	54.3			36.9	36.9	24.7	24.7	24.7			
Actuated g/C Ratio	0.14	0.60			0.41	0.41	0.27	0.27	0.27			
Clearance Time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Vehicle Extension (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lane Grp Cap (vph)	246	3067			2105	618	466	416	412			
v/s Ratio Prot	c0.09	0.34			c0.26		c0.28	0.25	0.24			
v/s Ratio Perm						0.11						
v/c Ratio	0.67	0.56			0.65	0.27	1.01	0.92	0.88			
Uniform Delay, d1	36.6	10.7			21.3	17.6	32.6	31.7	31.3			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	5.2	0.7			1.5	1.1	43.8	25.3	19.1			
Delay (s)	41.8	11.4			22.8	18.7	76.5	57.0	50.4			
Level of Service	D	B			C	B	E	E	D			
Approach Delay (s)		14.1			21.9			61.7			0.0	
Approach LOS		B			C			E			A	
Intersection Summary												
HCM 2000 Control Delay			29.7				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		15.6			
Intersection Capacity Utilization			84.5%				ICU Level of Service		E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	133	161	0	0	187	32	292	0	130	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	151	183	0	0	212	36	332	0	148	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	249			183			716	734	183	864	716	231
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	249			183			716	734	183	864	716	231
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			100			0	100	83	100	100	100
cM capacity (veh/h)	1299			1404			313	309	865	209	317	814
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	151	183	249	480								
Volume Left	151	0	0	332								
Volume Right	0	0	36	148								
cSH	1299	1700	1700	390								
Volume to Capacity	0.12	0.11	0.15	1.23								
Queue Length 95th (ft)	10	0	0	503								
Control Delay (s)	8.1	0.0	0.0	154.2								
Lane LOS	A			F								
Approach Delay (s)	3.7		0.0	154.2								
Approach LOS				F								
Intersection Summary												
Average Delay			70.7									
Intersection Capacity Utilization			53.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	307	1406	0	0	892	785	281	3	656	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Lane Util. Factor	0.97	0.91			0.91	0.91		1.00	0.88			
Frt	1.00	1.00			0.97	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	3303	5136			3305	1455		1758	2814			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	3303	5136			3305	1455		1758	2814			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	323	1480	0	0	939	826	296	3	691	0	0	0
RTOR Reduction (vph)	0	0	0	0	22	228	0	0	115	0	0	0
Lane Group Flow (vph)	323	1480	0	0	1198	317	0	299	576	0	0	0
Heavy Vehicles (%)	6%	1%	0%	0%	1%	1%	3%	0%	1%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Actuated Green, G (s)	15.4	89.7			69.7	69.7		19.7	19.7			
Effective Green, g (s)	15.4	89.7			69.7	69.7		19.7	19.7			
Actuated g/C Ratio	0.13	0.75			0.58	0.58		0.16	0.16			
Clearance Time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Vehicle Extension (s)	4.0	2.0			2.0	2.0		2.0	2.0			
Lane Grp Cap (vph)	423	3839			1919	845		288	461			
v/s Ratio Prot	c0.10	0.29			c0.36			0.17				
v/s Ratio Perm						0.22			c0.20			
v/c Ratio	0.76	0.39			0.62	0.37		1.04	1.25			
Uniform Delay, d1	50.5	5.4			16.5	13.5		50.1	50.1			
Progression Factor	1.88	1.19			0.90	5.01		1.00	1.00			
Incremental Delay, d2	8.2	0.0			1.0	0.8		63.3	128.9			
Delay (s)	103.1	6.4			15.9	68.3		113.5	179.1			
Level of Service	F	A			B	E		F	F			
Approach Delay (s)		23.7			32.1			159.3			0.0	
Approach LOS		C			C			F			A	
Intersection Summary												
HCM 2000 Control Delay		56.4			HCM 2000 Level of Service			E				
HCM 2000 Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			15.2				
Intersection Capacity Utilization		84.6%			ICU Level of Service			E				
Analysis Period (min)		15										
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Dexter Avenue / 11th Street

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	113	26	3	57	0	0	0	0	28	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	113	26	3	57	0	0	0	0	28	0	4
Added Vol:	0	1	1	0	2	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	114	27	3	59	0	0	0	0	30	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	0	151	36	4	78	0	0	0	0	40	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	151	36	4	78	0	0	0	0	40	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	187	xxxx	xxxxx	258	273	78	237	237	151
Potent Cap.:	xxxx	xxxx	xxxxx	1400	xxxx	xxxxx	700	637	988	756	667	901
Move Cap.:	xxxx	xxxx	xxxxx	1400	xxxx	xxxxx	694	636	988	754	665	901
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.00	0.05	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	769	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx
Shared LOS:	A	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.0		
ApproachLOS:	*			*			*			A		

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

HCM Signalized Intersection Capacity Analysis

17: Dexter Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (vph)	431	1693	223	153	1196	100	141	100	160	59	53	375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5036	1583	1805	6346	1583	1805	1900	1586	1805	1900	1603
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.72	1.00	1.00	0.68	1.00	1.00
Satd. Flow (perm)	1805	5036	1583	1805	6346	1583	1370	1900	1586	1294	1900	1603
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	444	1745	230	158	1233	103	145	103	165	61	55	387
RTOR Reduction (vph)	0	0	107	0	0	67	0	0	121	0	0	11
Lane Group Flow (vph)	444	1745	123	158	1233	36	145	103	44	61	55	376
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			6	8		8	4		4
Actuated Green, G (s)	33.9	65.7	65.7	14.0	45.8	45.8	34.7	34.7	34.7	34.7	34.7	68.6
Effective Green, g (s)	33.9	65.7	65.7	14.0	45.8	45.8	34.7	34.7	34.7	34.7	34.7	68.6
Actuated g/C Ratio	0.26	0.51	0.51	0.11	0.35	0.35	0.27	0.27	0.27	0.27	0.27	0.53
Clearance Time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	470	2545	800	194	2235	557	365	507	423	345	507	845
v/s Ratio Prot	c0.25	c0.35		0.09	0.19			0.05			0.03	c0.12
v/s Ratio Perm			0.08			0.02	0.11		0.03	0.05		0.12
v/c Ratio	0.94	0.69	0.15	0.81	0.55	0.07	0.40	0.20	0.10	0.18	0.11	0.45
Uniform Delay, d1	47.1	24.3	17.2	56.7	33.8	27.9	39.1	36.9	35.9	36.7	36.0	19.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.6	1.5	0.4	21.3	1.0	0.2	3.2	0.9	0.5	1.1	0.4	0.1
Delay (s)	74.8	25.9	17.6	78.1	34.8	28.1	42.3	37.8	36.4	37.8	36.4	19.1
Level of Service	E	C	B	E	C	C	D	D	D	D	D	B
Approach Delay (s)		34.1			38.9			38.8			23.2	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			34.9									
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			130.0									
Intersection Capacity Utilization			85.2%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 18: Dexter Av. & Allan St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	0	4	3	1	7	2	374	2	7	415	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	24	0	5	3	1	8	2	435	2	8	483	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage (veh)								2			2	
Upstream signal (ft)											211	
pX, platoon unblocked	0.98	0.98	0.98	0.98	0.98		0.98					
vC, conflicting volume	947	941	483	943	947	435	491			437		
vC1, stage 1 conf vol	499	499		440	440							
vC2, stage 2 conf vol	448	442		503	507							
vCu, unblocked vol	938	931	466	934	937	435	474			437		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	99	99	100	99	100			99		
cM capacity (veh/h)	445	447	591	449	447	625	1081			1133		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	29	13	2	435	2	8	483	8				
Volume Left	24	3	2	0	0	8	0	0				
Volume Right	5	8	0	0	2	0	0	8				
cSH	463	547	1081	1700	1700	1133	1700	1700				
Volume to Capacity	0.06	0.02	0.00	0.26	0.00	0.01	0.28	0.00				
Queue Length 95th (ft)	5	2	0	0	0	1	0	0				
Control Delay (s)	13.3	11.7	8.3	0.0	0.0	8.2	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	13.3	11.7	0.0			0.1						
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			32.1%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

19: Dexter Av. & Crane St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	0	5	3	0	47	4	321	2	101	315	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	11	0	6	4	0	56	5	382	2	120	375	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage veh)								2			2	
Upstream signal (ft)											649	
pX, platoon unblocked												
vC, conflicting volume	1063	1010	375	1013	1013	382	381			385		
vC1, stage 1 conf vol	615	615		392	392							
vC2, stage 2 conf vol	448	394		621	621							
vCu, unblocked vol	1063	1010	375	1013	1013	382	381			385		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	99	99	100	92	100			90		
cM capacity (veh/h)	334	368	676	379	385	670	1189			1185		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	17	60	5	382	2	120	375	6				
Volume Left	11	4	5	0	0	120	0	0				
Volume Right	6	56	0	0	2	0	0	6				
cSH	407	640	1189	1700	1700	1185	1700	1700				
Volume to Capacity	0.04	0.09	0.00	0.22	0.00	0.10	0.22	0.00				
Queue Length 95th (ft)	3	8	0	0	0	8	0	0				
Control Delay (s)	14.2	11.2	8.0	0.0	0.0	8.4	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	14.2	11.2	0.1			2.0						
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			36.8%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 20: Dexter Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	5	5	8	5	32	2	235	11	55	214	55
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	69	6	6	9	6	36	2	264	12	62	240	62
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	708	676	271	678	701	270	302			276		
vC1, stage 1 conf vol	395	395		275	275							
vC2, stage 2 conf vol	313	281		403	426							
vCu, unblocked vol	708	676	271	678	701	270	302			276		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	86	99	99	98	99	95	100			95		
cM capacity (veh/h)	496	505	772	528	506	773	1270			1298		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	80	51	279	364								
Volume Left	69	9	2	62								
Volume Right	6	36	12	62								
cSH	510	678	1270	1298								
Volume to Capacity	0.16	0.07	0.00	0.05								
Queue Length 95th (ft)	14	6	0	4								
Control Delay (s)	13.4	10.7	0.1	1.7								
Lane LOS	B	B	A	A								
Approach Delay (s)	13.4	10.7	0.1	1.7								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			51.4%		ICU Level of Service				A			
Analysis Period (min)			15									

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #21 Dexter Avenue / 2nd Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 0 Average Delay (sec/veh): 9.4
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	1	1	3	33	3	191	232	8	1	2	2	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	33	3	191	232	8	1	2	2	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	1	3	37	3	213	258	9	1	2	2	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	37	3	213	258	9	1	2	2	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	1	3	37	3	213	258	9	1	2	2	17

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.20	0.60	0.15	0.01	0.84	0.96	0.03	0.01	0.10	0.11	0.79
Final Sat.:	148	148	443	121	11	703	719	25	3	82	82	617

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.30	0.30	0.30	0.36	0.36	0.36	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	7.6	7.6	7.6	8.8	8.8	8.8	10.1	10.1	10.1	7.4	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	8.8	8.8	8.8	10.1	10.1	10.1	7.4	7.4	7.4
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	7.6			8.8			10.1			7.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.6			8.8			10.1			7.4		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.4	0.4	0.5	0.5	0.5	0.0	0.0	0.0

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

HCM Unsignalized Intersection Capacity Analysis

22: Camino del Norte & Main St.

Lake Elsinore Walmart (JN 08651)

9/3/2013

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	261	31	17	0	4	201
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	281	33	18	0	4	216
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	149	112	220			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	149	112	220			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	66	96	99			
cM capacity (veh/h)	836	946	1361			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	281	33	18	220		
Volume Left	281	0	18	0		
Volume Right	0	33	0	216		
cSH	836	946	1361	1700		
Volume to Capacity	0.34	0.04	0.01	0.13		
Queue Length 95th (ft)	37	3	1	0		
Control Delay (s)	11.5	8.9	7.7	0.0		
Lane LOS	B	A	A			
Approach Delay (s)	11.2		7.7	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			6.6			
Intersection Capacity Utilization			35.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

23: Grape St./Summerhill Dr. & Railroad Canyon Rd.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	400	1274	430	169	924	73	375	160	287	223	182	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		0.97	0.95		1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	0.99		1.00	0.99	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.90		1.00	0.94	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3539	1587	1805	5030		3502	3227		1805	1687	1513
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3539	1587	1805	5030		3502	3227		1805	1687	1513
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	460	1464	494	194	1062	84	431	184	330	256	209	434
RTOR Reduction (vph)	0	0	212	0	8	0	0	104	0	0	0	0
Lane Group Flow (vph)	460	1464	282	194	1138	0	431	410	0	256	339	304
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases			2									4
Actuated Green, G (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Effective Green, g (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Actuated g/C Ratio	0.05	0.29	0.29	0.07	0.31		0.31	0.31		0.14	0.14	0.20
Clearance Time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	189	1032	462	127	1550		1079	994		255	238	296
v/s Ratio Prot	c0.13	c0.41		0.11	0.23		0.12	c0.13		0.14	c0.20	0.06
v/s Ratio Perm			0.18									0.15
v/c Ratio	2.43	1.42	0.61	1.53	0.73		0.40	0.41		1.00	1.42	1.03
Uniform Delay, d1	56.8	42.5	36.6	55.8	37.1		32.7	32.9		51.5	51.5	48.2
Progression Factor	0.98	0.74	0.65	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	658.2	193.1	4.9	273.1	3.1		1.1	1.3		57.4	213.7	59.4
Delay (s)	714.0	224.6	28.8	328.8	40.2		33.8	34.2		108.9	265.2	107.7
Level of Service	F	F	C	F	D		C	C		F	F	F
Approach Delay (s)		277.7			82.0			34.0			167.4	
Approach LOS		F			F			C			F	
Intersection Summary												
HCM 2000 Control Delay			172.1			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.07									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			22.5			
Intersection Capacity Utilization			106.5%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

25: Cambern Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	300	1609	4	2	1302	184	2	4	4	265	4	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3502	3504		1805	3505	1586	1805	1743			1802	1585
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.35	1.00			0.72	1.00
Satd. Flow (perm)	3502	3504		1805	3505	1586	658	1743			1369	1585
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	312	1676	4	2	1356	192	2	4	4	276	4	172
RTOR Reduction (vph)	0	0	0	0	0	99	0	3	0	0	0	133
Lane Group Flow (vph)	312	1680	0	2	1356	93	2	5	0	0	280	39
Confl. Peds. (#/hr)			5			5			5	5		5
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	14.6	64.3		1.2	50.9	50.9	23.6	23.6			23.6	23.6
Effective Green, g (s)	14.6	64.3		1.2	50.9	50.9	23.6	23.6			23.6	23.6
Actuated g/C Ratio	0.14	0.61		0.01	0.48	0.48	0.22	0.22			0.22	0.22
Clearance Time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	486	2145		20	1699	768	147	391			307	356
v/s Ratio Prot	c0.09	c0.48		0.00	0.39			0.00				
v/s Ratio Perm						0.06	0.00				c0.20	0.02
v/c Ratio	0.64	0.78		0.10	0.80	0.12	0.01	0.01			0.91	0.11
Uniform Delay, d1	42.7	15.2		51.4	22.7	14.8	31.6	31.6			39.7	32.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	2.9	2.9		2.2	4.0	0.3	0.0	0.0			29.7	0.1
Delay (s)	45.6	18.1		53.6	26.7	15.1	31.7	31.7			69.4	32.5
Level of Service	D	B		D	C	B	C	C			E	C
Approach Delay (s)		22.4			25.3			31.7			55.4	
Approach LOS		C			C			C			E	
Intersection Summary												
HCM 2000 Control Delay			27.3									
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			105.0									
Intersection Capacity Utilization			83.6%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 28: Cambern Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	9	2	0	6	0	0	12	0	4	0	6
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Hourly flow rate (vph)	3	15	3	0	10	0	0	20	0	7	0	10
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	21	10	20	16								
Volume Left (vph)	3	0	0	7								
Volume Right (vph)	3	0	0	10								
Hadj (s)	-0.06	0.00	0.00	-0.28								
Departure Headway (s)	3.9	4.0	4.0	3.7								
Degree Utilization, x	0.02	0.01	0.02	0.02								
Capacity (veh/h)	903	887	884	958								
Control Delay (s)	7.0	7.0	7.1	6.8								
Approach Delay (s)	7.0	7.0	7.1	6.8								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.0									
Level of Service			A									
Intersection Capacity Utilization			14.3%		ICU Level of Service					A		
Analysis Period (min)			15									

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Conard Avenue / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	10	10	10	10	26	26	10	26	26
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	1	0	2	0	1	1

Volume Module:

Base Vol:	47	2	4	15	2	27	30	1813	68	1	1239	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	2	4	15	2	27	30	1813	68	1	1239	30
Added Vol:	2	0	0	0	0	3	2	4	1	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	2	4	15	2	30	32	1817	69	1	1246	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	50	2	4	15	2	31	33	1850	70	1	1269	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2	4	15	2	31	33	1850	70	1	1269	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2	4	15	2	31	33	1850	70	1	1269	31

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.83	0.83	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.89	0.04	0.07	0.88	0.12	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1292	53	105	1398	186	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.01	0.01	0.02	0.02	0.51	0.04	0.00	0.35	0.02
Crit Moves:	****						****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.13	0.58	0.58	0.08	0.53	0.53
Volume/Cap:	0.16	0.16	0.16	0.05	0.05	0.08	0.14	0.89	0.08	0.01	0.66	0.04
Delay/Veh:	36.1	36.1	36.1	34.9	34.9	35.3	46.9	27.5	11.4	50.5	21.1	13.4
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:	36.1	36.1	36.1	34.9	34.9	35.3	46.9	27.5	11.4	50.5	21.1	13.4
LOS by Move:	D	D	D	C	C	D	D	C	B	D	C	B
HCM2kAvgQ:	2	2	2	0	0	1	1	34	1	0	18	1

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Rosetta Canyon Drive / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 12 Average Delay (sec/veh): 17.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	33	0	33	0	0	0	0	32	32	10	10	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	1

Volume Module:

Base Vol:	136	0	32	0	0	0	0	1590	186	36	1078	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	0	32	0	0	0	0	1590	186	36	1078	0
Added Vol:	2	0	0	0	0	0	0	3	1	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	0	32	0	0	0	0	1593	187	36	1083	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	141	0	33	0	0	0	0	1624	191	37	1104	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	0	33	0	0	0	0	1624	191	37	1104	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:	141	0	33	0	0	0	0	1624	191	37	1104	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	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.08	0.00	0.02	0.00	0.00	0.00	0.00	0.31	0.12	0.02	0.31	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.54	0.54	0.08	0.63	0.00
Volume/Cap:	0.28	0.00	0.07	0.00	0.00	0.00	0.00	0.58	0.22	0.24	0.49	0.00
Delay/Veh:	34.5	0.0	32.3	0.0	0.0	0.0	0.0	18.6	14.4	52.3	12.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	0.0	32.3	0.0	0.0	0.0	0.0	18.6	14.4	52.3	12.3	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	B	A
HCM2kAvgQ:	4	0	1	0	0	0	0	15	4	1	11	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Riverside Street / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 12 Average Delay (sec/veh): 15.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	27	0	27	0	0	0	0	29	29	10	10	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	1

Volume Module:

Base Vol:	100	0	10	0	0	0	0	1459	158	13	1001	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:	100	0	10	0	0	0	0	1459	158	13	1001	0
Added Vol:	2	0	0	0	0	0	0	2	1	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	0	10	0	0	0	0	1461	159	13	1004	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	107	0	10	0	0	0	0	1528	166	14	1050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	10	0	0	0	0	1528	166	14	1050	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:	107	0	10	0	0	0	0	1528	166	14	1050	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	0.85	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.42	0.10	0.01	0.29	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.59	0.59	0.08	0.68	0.00
Volume/Cap:	0.14	0.00	0.03	0.00	0.00	0.00	0.00	0.72	0.17	0.09	0.43	0.00
Delay/Veh:	37.2	0.0	36.3	0.0	0.0	0.0	0.0	18.5	11.2	51.1	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:	37.2	0.0	36.3	0.0	0.0	0.0	0.0	18.5	11.2	51.1	9.1	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	21	3	1	9	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Meadowbrook Avenue/Greenwald Avenue / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.529

Loss Time (sec): 12 Average Delay (sec/veh): 23.4

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	34	34	34	10	10	10	10	25	25	10	25	25
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:	131	22	52	37	17	26	14	1074	301	78	852	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	22	52	37	17	26	14	1074	301	78	852	41
Added Vol:	2	0	0	0	0	0	0	1	1	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	22	52	37	17	26	14	1075	302	78	854	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	145	24	57	40	19	28	15	1171	329	85	930	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	24	57	40	19	28	15	1171	329	85	930	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	24	57	40	19	28	15	1171	329	85	930	45

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.90	0.90	0.70	0.91	0.91	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.30	0.70	1.00	0.40	0.60	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1387	506	1195	1334	683	1044	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.05	0.05	0.03	0.03	0.03	0.01	0.32	0.20	0.05	0.26	0.03
Crit Moves:	****						****			****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.15	0.53	0.53	0.08	0.47	0.47
Volume/Cap:	0.37	0.17	0.17	0.11	0.10	0.10	0.06	0.61	0.38	0.56	0.55	0.06
Delay/Veh:	35.0	32.5	32.5	31.9	31.8	31.8	43.7	19.9	16.7	57.8	23.5	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:	35.0	32.5	32.5	31.9	31.8	31.8	43.7	19.9	16.7	57.8	23.5	17.6
LOS by Move:	C	C	C	C	C	C	D	B	B	E	C	B
HCM2kAvgQ:	4	2	2	1	1	1	0	16	7	4	13	1

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Lakeshore Drive / Riverside Drive (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 16 Average Delay (sec/veh): 61.5
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	33	33	10	33	33	10	31	31	10	31	31
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	2	0	1	1

Volume Module:

Base Vol:	185	239	50	260	248	180	174	631	231	68	594	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	239	50	260	248	180	174	631	231	68	594	274
Added Vol:	4	0	2	2	0	4	4	95	4	1	103	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	239	52	262	248	184	178	726	235	69	697	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	194	246	53	269	255	189	183	746	242	71	716	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	246	53	269	255	189	183	746	242	71	716	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	194	246	53	269	255	189	183	746	242	71	716	283

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	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85
Lanes:	1.00	1.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2885	628	1805	3610	1615	1805	3610	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.11	0.09	0.09	0.15	0.07	0.12	0.10	0.21	0.15	0.04	0.38	0.18
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.28	0.28	0.14	0.30	0.30	0.10	0.34	0.34	0.11	0.36	0.36
Volume/Cap:	0.92	0.31	0.31	1.06	0.24	0.39	1.06	0.61	0.44	0.36	1.06	0.49
Delay/Veh:	92.9	34.7	34.7	125.0	31.9	33.9	139.8	33.7	31.2	50.6	90.5	30.9
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:	92.9	34.7	34.7	125.0	31.9	33.9	139.8	33.7	31.2	50.6	90.5	30.9
LOS by Move:	F	C	C	F	C	C	F	C	C	D	F	C
HCM2kAvgQ:	10	5	5	16	4	6	12	12	7	3	36	8

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 W. Graham Avenue / N. Main Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 0 Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	1	0	0 1 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	12	18	8	130	13	117	171	140	13	13	164	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:	12	18	8	130	13	117	171	140	13	13	164	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	12	18	8	133	13	120	175	143	13	13	168	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	18	8	133	13	120	175	143	13	13	168	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	18	8	133	13	120	175	143	13	13	168	88

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.47	0.21	1.00	0.10	0.90	0.53	0.43	0.04	0.05	0.62	0.33
Final Sat.:	172	258	115	525	63	566	357	292	27	34	432	226

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.25	0.21	0.21	0.49	0.49	0.49	0.39	0.39	0.39
Crit Moves:	****			****			****			****		
Delay/Veh:	9.2	9.2	9.2	11.2	9.4	9.4	12.7	12.7	12.7	10.9	10.9	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	11.2	9.4	9.4	12.7	12.7	12.7	10.9	10.9	10.9
LOS by Move:	A	A	A	B	A	A	B	B	B	B	B	B
ApproachDel:	9.2			10.3			12.7			10.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			10.3			12.7			10.9		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.2	0.2	0.9	0.9	0.9	0.6	0.6	0.6

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

HCM Signalized Intersection Capacity Analysis

3: Mission Trail & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	145	11	471	104	264	27	339	474	259	284	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5124		3433	3183		1805	3610	1528	1805	3610	1589
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5124		3433	3183		1805	3610	1528	1805	3610	1589
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	69	153	12	496	109	278	28	357	499	273	299	39
RTOR Reduction (vph)	0	8	0	0	180	0	0	0	0	0	0	25
Lane Group Flow (vph)	69	157	0	496	207	0	28	357	499	273	299	14
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	4%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	5.3	40.5		5.5	40.7		7.5	43.0	43.0	5.0	40.5	40.5
Effective Green, g (s)	5.3	40.5		5.5	40.7		7.5	43.0	43.0	5.0	40.5	40.5
Actuated g/C Ratio	0.05	0.35		0.05	0.35		0.07	0.37	0.37	0.04	0.35	0.35
Clearance Time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	83	1804		164	1126		117	1349	571	78	1271	559
v/s Ratio Prot	0.04	0.03		c0.14	c0.07		0.02	0.10		c0.15	0.08	
v/s Ratio Perm									c0.33			0.01
v/c Ratio	0.83	0.09		3.02	0.18		0.24	0.26	0.87	3.50	0.24	0.02
Uniform Delay, d1	54.4	24.9		54.8	25.7		51.0	25.0	33.5	55.0	26.3	24.3
Progression Factor	1.00	1.00		0.81	0.39		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	46.1	0.1		925.6	0.3		0.4	0.0	13.5	1156.4	0.0	0.0
Delay (s)	100.5	25.0		970.1	10.2		51.4	25.1	47.0	1211.4	26.3	24.3
Level of Service	F	C		F	B		D	C	D	F	C	C
Approach Delay (s)		47.3			549.4			38.3			555.7	
Approach LOS		D			F			D			F	
Intersection Summary												
HCM 2000 Control Delay			332.9			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			92.2%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Gunnerson Street / Riverside Drive (SR-74)

Average Delay (sec/veh): 14.7 Worst Case Level Of Service: F[526.1]

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

Volume Module:

Base Vol:	37	0	17	14	0	8	8	915	74	12	996	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:	37	0	17	14	0	8	8	915	74	12	996	14
Added Vol:	0	0	0	0	0	0	0	98	0	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	0	17	14	0	8	8	1013	74	12	1102	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	40	0	18	15	0	9	9	1100	80	13	1197	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	0	18	15	0	9	9	1100	80	13	1197	15

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:	2392	2395	1140	2397	2428	1204	1212	xxxx	xxxxx	1180	xxxx	xxxxx
Potent Cap.:	24	34	247	24	32	226	583	xxxx	xxxxx	599	xxxx	xxxxx
Move Cap.:	22	33	247	21	31	226	583	xxxx	xxxxx	599	xxxx	xxxxx
Volume/Cap:	1.81	0.00	0.07	0.72	0.00	0.04	0.01	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	20.8	xxxxx	xxxx	21.5	11.3	xxxx	xxxxx	11.1	xxxx	xxxxx			
LOS by Move:	*	*	C	*	*	C	B	*	*	B	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	22	xxxx	xxxxx	21	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	5.2	xxxx	xxxxx	2.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	758.3	xxxx	xxxxx	355.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	F	*	*	F	*	*	*	*	*	*	*	*			
ApproachDel:	526.1			233.9			xxxxxx			xxxxxx					
ApproachLOS:	F			F			*			*					

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Saturday Mid-Day Peak Hour

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #5 Collier Avenue / Riverside Drive (SR-74)
*****
Cycle (sec):          105          Critical Vol./Cap.(X):          0.953
Loss Time (sec):       12          Average Delay (sec/veh):       35.4
Optimal Cycle: OPTIMIZED          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Permitted      Permitted
Rights:      Include      Include      Ovl      Include
Min. Green:    10  10  10      10  10  10      10  10  10      10  10  10
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      0  1  0  0  1      0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:      895  277  53      21  235  122      94  36  830      48  28  16
Growth Adj:    1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
Initial Bse:    895  277  53      21  235  122      94  36  830      48  28  16
Added Vol:      96   0   0      0   0   9      9   0   90      0   0   0
PasserByVol:    0   0   0      0   0   0      0   0   0      0   0   0
Initial Fut:    991  277  53      21  235  131      103  36  920      48  28  16
User Adj:      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
PHF Adj:       0.92  0.92  0.92      0.92  0.92  0.92      0.92  0.92  0.92      0.92  0.92  0.92
PHF Volume:    1074  300  57      23  255  142      112  39  997      52  30  17
Reduct Vol:     0   0   0      0   0   0      0   0   0      0   0   0
Reduced Vol:    1074  300  57      23  255  142      112  39  997      52  30  17
PCE Adj:       1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
MLF Adj:       1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
FinalVolume:    1074  300  57      23  255  142      112  39  997      52  30  17
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900  1900  1900      1900  1900  1900      1900  1900  1900      1900  1900  1900
Adjustment:    0.95  0.98  0.98      0.95  1.00  0.85      0.69  0.69  0.85      0.49  0.49  0.49
Lanes:        1.00  0.84  0.16      1.00  1.00  1.00      0.74  0.26  1.00      0.53  0.30  0.17
Final Sat.:    1805  1557  298      1805  1900  1615      970  339  1615      485  283  162
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.59  0.19  0.19      0.01  0.13  0.09      0.12  0.12  0.62      0.11  0.11  0.11
Crit Moves:    ****          ****          ****
Green/Cycle:    0.62  0.62  0.62      0.14  0.14  0.14      0.12  0.12  0.75      0.12  0.12  0.12
Volume/Cap:     0.95  0.31  0.31      0.09  0.95  0.62      0.95  0.95  0.83      0.89  0.89  0.89
Delay/Veh:      35.0  9.3   9.3      39.4  86.9  47.9      103.3  103  13.8      96.9  96.9  96.9
User DelAdj:    1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
AdjDel/Veh:     35.0  9.3   9.3      39.4  86.9  47.9      103.3  103  13.8      96.9  96.9  96.9
LOS by Move:    C   A   A      D   F   D      F   F   B      F   F   F
HCM2kAvgQ:      38   5   5      1  12   5      8   8   24      6   6   6
*****

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

HCM Signalized Intersection Capacity Analysis

6: Collier Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	209	303	59	128	243	824	57	123	116	1093	106	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lane Util. Factor	0.97	0.95		0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3317		3303	1792	2817	1805	1900	1495	3502	3610	1586
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3317		3303	1792	2817	1805	1900	1495	3502	3610	1586
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	227	329	64	139	264	896	62	134	126	1188	115	42
RTOR Reduction (vph)	0	14	0	0	0	109	0	0	84	0	0	22
Lane Group Flow (vph)	227	379	0	139	264	787	62	134	42	1188	115	20
Confl. Peds. (#/hr)			5			5						5
Heavy Vehicles (%)	0%	7%	0%	6%	6%	0%	0%	0%	8%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	10.1	26.1		9.5	24.8	75.4	7.5	14.7	24.2	50.6	57.8	57.8
Effective Green, g (s)	10.1	26.1		9.5	24.8	75.4	7.5	14.7	24.2	50.6	57.8	57.8
Actuated g/C Ratio	0.08	0.22		0.08	0.21	0.63	0.06	0.12	0.20	0.42	0.48	0.48
Clearance Time (s)	4.6	4.6		4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	294	721		261	370	1770	112	232	301	1476	1738	763
v/s Ratio Prot	c0.06	0.11		0.04	c0.15	0.19	0.03	c0.07	0.01	c0.34	0.03	
v/s Ratio Perm						0.09			0.02			0.01
v/c Ratio	0.77	0.53		0.53	0.71	0.44	0.55	0.58	0.14	0.80	0.07	0.03
Uniform Delay, d1	53.8	41.5		53.1	44.3	11.5	54.6	49.7	39.4	30.4	16.7	16.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.9	0.3		1.0	5.4	0.1	3.3	10.1	0.1	3.1	0.1	0.1
Delay (s)	64.7	41.8		54.2	49.6	11.6	58.0	59.8	39.4	33.5	16.7	16.4
Level of Service	E	D		D	D	B	E	E	D	C	B	B
Approach Delay (s)		50.2			23.9			51.5			31.5	
Approach LOS		D			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			33.8			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			19.8			
Intersection Capacity Utilization			76.3%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: Auto Center Dr. & Diamond Dr.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	708	74	284	722	139	38	64	187	235	110	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		0.97	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.89		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	5014		3502	3454		1799	3167		1799	3361	
Flt Permitted	0.95	1.00		0.95	1.00		0.63	1.00		0.57	1.00	
Satd. Flow (perm)	1805	5014		3502	3454		1189	3167		1079	3361	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	100	738	77	296	752	145	40	67	195	245	115	82
RTOR Reduction (vph)	0	9	0	0	12	0	0	144	0	0	61	0
Lane Group Flow (vph)	100	806	0	296	885	0	40	118	0	245	136	0
Confl. Peds. (#/hr)			5			5	5		5	5		5
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	10.6	57.9		10.5	57.8		30.1	30.1		30.1	30.1	
Effective Green, g (s)	10.6	57.9		10.5	57.8		30.1	30.1		30.1	30.1	
Actuated g/C Ratio	0.09	0.50		0.09	0.50		0.26	0.26		0.26	0.26	
Clearance Time (s)	4.5	6.0		4.5	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	166	2524		319	1736		311	828		282	879	
v/s Ratio Prot	c0.06	0.16		c0.08	c0.26			0.04			0.04	
v/s Ratio Perm							0.03			c0.23		
v/c Ratio	0.60	0.32		0.93	0.51		0.13	0.14		0.87	0.16	
Uniform Delay, d1	50.2	16.9		51.9	19.1		32.4	32.6		40.6	32.7	
Progression Factor	0.91	0.49		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.0		31.5	1.1		0.1	0.0		22.8	0.0	
Delay (s)	45.9	8.2		83.4	20.2		32.5	32.6		63.4	32.7	
Level of Service	D	A		F	C		C	C		E	C	
Approach Delay (s)		12.4			35.9			32.6			49.7	
Approach LOS		B			D			C			D	
Intersection Summary												
HCM 2000 Control Delay			30.1			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			16.5			
Intersection Capacity Utilization			74.9%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
8: I-15 SB On Ramp/I-15 SB Off Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

9/3/2013

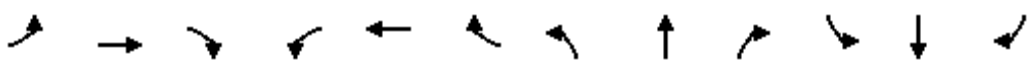
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	269	248	36	312	0	0	0	0	49	0	210
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	286	264	38	332	0	0	0	0	52	0	223
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total (vph)	286	264	38	332	276							
Volume Left (vph)	0	0	38	0	52							
Volume Right (vph)	0	264	0	0	223							
Hadj (s)	0.07	-0.58	0.50	0.00	-0.41							
Departure Headway (s)	5.4	3.2	6.1	5.6	5.2							
Degree Utilization, x	0.43	0.23	0.07	0.52	0.40							
Capacity (veh/h)	635	1122	564	618	636							
Control Delay (s)	12.4	7.2	8.4	13.4	11.6							
Approach Delay (s)	9.9		12.8		11.6							
Approach LOS	A		B		B							
Intersection Summary												
Delay			11.2									
Level of Service			B									
Intersection Capacity Utilization			44.4%			ICU Level of Service			A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

9: I-15 SB On Ramp/I-15 SB Off Ramp & Central Av. (SR-74)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Volume (vph)	0	947	565	601	1283	0	0	0	0	431	0	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.98	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (prot)		3539	1583	3433	3574					1681	1583	1490
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (perm)		3539	1583	3433	3574					1681	1583	1490
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	966	577	613	1309	0	0	0	0	440	0	248
RTOR Reduction (vph)	0	0	277	0	0	0	0	0	0	0	59	68
Lane Group Flow (vph)	0	966	300	613	1309	0	0	0	0	238	178	145
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	2%	2%	2%	1%	0%	0%	0%	0%	2%	0%	3%
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		2		1	6					4	4	4
Permitted Phases			2									
Actuated Green, G (s)		51.9	51.9	23.0	79.5					19.5	19.5	19.5
Effective Green, g (s)		51.9	51.9	23.0	79.5					19.5	19.5	19.5
Actuated g/C Ratio		0.47	0.47	0.21	0.72					0.18	0.18	0.18
Clearance Time (s)		5.7	5.7	4.6	5.7					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1669	746	717	2583					297	280	264
v/s Ratio Prot		c0.27		c0.18	0.37					c0.14	0.11	0.10
v/s Ratio Perm			0.19									
v/c Ratio		0.58	0.40	0.85	0.51					0.80	0.63	0.55
Uniform Delay, d1		21.1	18.9	41.9	6.7					43.4	41.9	41.2
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		1.5	1.6	9.4	0.7					13.6	3.4	1.2
Delay (s)		22.6	20.6	51.3	7.4					57.0	45.4	42.5
Level of Service		C	C	D	A					E	D	D
Approach Delay (s)		21.8			21.4			0.0			48.5	
Approach LOS		C			C			A			D	
Intersection Summary												
HCM 2000 Control Delay			26.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				15.6		
Intersection Capacity Utilization			79.6%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 10: I-15 SB On Ramp/I-15 SB Off Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	241	153	68	241	0	0	0	0	28	0	123
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	251	159	71	251	0	0	0	0	29	0	128
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												8
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	251			410			708	644	251	644	803	251
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	251			410			708	644	251	644	803	251
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			94			100	100	100	92	100	84
cM capacity (veh/h)	1326			1138			281	370	793	370	299	785
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1							
Volume Total	251	159	71	251	157							
Volume Left	0	0	71	0	29							
Volume Right	0	159	0	0	128							
cSH	1700	1700	1138	1700	964							
Volume to Capacity	0.15	0.09	0.06	0.15	0.16							
Queue Length 95th (ft)	0	0	5	0	15							
Control Delay (s)	0.0	0.0	8.4	0.0	11.4							
Lane LOS			A		B							
Approach Delay (s)	0.0		1.8		11.4							
Approach LOS					B							
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			39.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

11: I-15 SB On Ramp/I-15 SB Off Ramp & Diamond Dr./Railroad Canyon Rd.

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑↑	↑	↑
Volume (vph)	0	889	240	414	762	0	0	0	0	934	2	382
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Lane Util. Factor		0.95	1.00	1.00	0.95					0.97	0.95	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	0.98	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.85	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		3574	1583	1770	3574					3467	1493	1490
Flt Permitted		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)		3574	1583	1770	3574					3467	1493	1490
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	907	245	422	778	0	0	0	0	953	2	390
RTOR Reduction (vph)	0	0	169	0	0	0	0	0	0	0	155	155
Lane Group Flow (vph)	0	907	76	422	778	0	0	0	0	953	42	40
Confl. Peds. (#/hr)												5
Heavy Vehicles (%)	0%	1%	2%	2%	1%	0%	0%	0%	0%	1%	0%	1%
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Effective Green, g (s)		34.7	34.7	45.4	84.7					24.7	24.7	24.7
Actuated g/C Ratio		0.29	0.29	0.38	0.71					0.21	0.21	0.21
Clearance Time (s)		5.3	5.3	4.6	5.3					5.3	5.3	5.3
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1033	457	669	2522					713	307	306
v/s Ratio Prot		c0.25		c0.24	0.22					c0.27	0.03	
v/s Ratio Perm			0.05									0.03
v/c Ratio		0.88	0.17	0.63	0.31					1.34	0.14	0.13
Uniform Delay, d1		40.6	31.8	30.5	6.6					47.6	38.9	38.9
Progression Factor		1.00	1.00	0.75	0.99					1.00	1.00	1.00
Incremental Delay, d2		10.5	0.8	1.0	0.2					160.9	0.1	0.1
Delay (s)		51.2	32.6	23.9	6.8					208.6	39.0	39.0
Level of Service		D	C	C	A					F	D	D
Approach Delay (s)		47.2			12.8			0.0			159.1	
Approach LOS		D			B			A			F	
Intersection Summary												
HCM 2000 Control Delay			76.8			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				15.2		
Intersection Capacity Utilization			86.8%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
12: I-15 NB Off Ramp/I-15 NB On Ramp & Nichols Rd.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	205	113	0	0	109	19	239	0	16	0	0	0
Sign Control	Free				Free				Stop		Stop	
Grade	0%				0%				0%		0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	209	115	0	0	111	19	244	0	16	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	131			115			655	664	115	671	655	121
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	131			115			655	664	115	671	655	121
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			100			28	100	98	100	100	100
cM capacity (veh/h)	1467			1486			341	329	943	326	333	936
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	209	115	131	260								
Volume Left	209	0	0	244								
Volume Right	0	0	19	16								
cSH	1467	1700	1700	355								
Volume to Capacity	0.14	0.07	0.08	0.73								
Queue Length 95th (ft)	12	0	0	140								
Control Delay (s)	7.9	0.0	0.0	38.5								
Lane LOS	A			E								
Approach Delay (s)	5.1	0.0		38.5								
Approach LOS				E								
Intersection Summary												
Average Delay			16.3									
Intersection Capacity Utilization			44.4%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

13: I-15 NB Off Ramp/I-15 NB On Ramp & Central Av. (SR-74)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Volume (vph)	111	1246	0	0	1363	426	521	0	678	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Lane Util. Factor	1.00	0.91			0.91	1.00	0.95	0.91	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	0.89	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	1805	5085			5136	1553	1665	1484	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	1805	5085			5136	1553	1665	1484	1504			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	113	1271	0	0	1391	435	532	0	692	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	236	0	64	64	0	0	0
Lane Group Flow (vph)	113	1271	0	0	1391	199	426	340	330	0	0	0
Confl. Peds. (#/hr)						5						
Heavy Vehicles (%)	0%	2%	0%	0%	1%	2%	3%	0%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	8.9	54.6			41.1	41.1	24.4	24.4	24.4			
Effective Green, g (s)	8.9	54.6			41.1	41.1	24.4	24.4	24.4			
Actuated g/C Ratio	0.10	0.61			0.46	0.46	0.27	0.27	0.27			
Clearance Time (s)	4.6	5.7			5.7	5.7	5.3	5.3	5.3			
Vehicle Extension (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lane Grp Cap (vph)	178	3084			2345	709	451	402	407			
v/s Ratio Prot	c0.06	0.25			c0.27		c0.26	0.23	0.22			
v/s Ratio Perm						0.13						
v/c Ratio	0.63	0.41			0.59	0.28	0.94	0.85	0.81			
Uniform Delay, d1	39.0	9.3			18.2	15.2	32.1	31.0	30.6			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	5.3	0.4			1.1	1.0	28.4	14.4	11.0			
Delay (s)	44.3	9.7			19.3	16.2	60.5	45.5	41.7			
Level of Service	D	A			B	B	E	D	D			
Approach Delay (s)		12.5			18.6			49.5			0.0	
Approach LOS		B			B			D			A	
Intersection Summary												
HCM 2000 Control Delay			25.2									C
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			90.0									15.6
Intersection Capacity Utilization			79.6%									D
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 14: I-15 NB Off Ramp/I-15 NB On Ramp & Main St.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	130	139	0	0	142	2	168	0	92	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	140	149	0	0	153	2	181	0	99	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	155			149			583	584	149	682	583	154
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	155			149			583	584	149	682	583	154
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			100			54	100	89	100	100	100
cM capacity (veh/h)	1425			1444			391	384	900	302	385	897
Direction, Lane #	EB 1	EB 2	WB 1	NB 1								
Volume Total	140	149	155	280								
Volume Left	140	0	0	181								
Volume Right	0	0	2	99								
cSH	1425	1700	1700	488								
Volume to Capacity	0.10	0.09	0.09	0.57								
Queue Length 95th (ft)	8	0	0	88								
Control Delay (s)	7.8	0.0	0.0	21.8								
Lane LOS	A			C								
Approach Delay (s)	3.8		0.0	21.8								
Approach LOS				C								
Intersection Summary												
Average Delay			9.9									
Intersection Capacity Utilization			39.7%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

Lake Elsinore Walmart (JN 08651)

15: I-15 NB Off Ramp/I-15 NB On Ramp & Railroad Canyon Rd.

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	335	1488	0	0	1009	914	167	4	440	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Lane Util. Factor	0.97	0.91			0.91	0.91		1.00	0.88			
Frt	1.00	1.00			0.96	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	3467	5136			3300	1455		1794	2814			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	3467	5136			3300	1455		1794	2814			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	342	1518	0	0	1030	933	170	4	449	0	0	0
RTOR Reduction (vph)	0	0	0	0	22	242	0	0	109	0	0	0
Lane Group Flow (vph)	342	1518	0	0	1335	364	0	174	340	0	0	0
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	1%	0%	1%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Actuated Green, G (s)	15.4	92.0			72.0	72.0		17.4	17.4			
Effective Green, g (s)	15.4	92.0			72.0	72.0		17.4	17.4			
Actuated g/C Ratio	0.13	0.77			0.60	0.60		0.14	0.14			
Clearance Time (s)	4.6	5.3			5.3	5.3		5.3	5.3			
Vehicle Extension (s)	4.0	2.0			2.0	2.0		2.0	2.0			
Lane Grp Cap (vph)	444	3937			1980	873		260	408			
v/s Ratio Prot	c0.10	0.30			c0.40			0.10				
v/s Ratio Perm						0.25			c0.12			
v/c Ratio	0.77	0.39			0.67	0.42		0.67	0.83			
Uniform Delay, d1	50.6	4.6			16.1	12.8		48.6	49.9			
Progression Factor	1.85	1.38			0.88	4.98		1.00	1.00			
Incremental Delay, d2	5.8	0.0			1.2	1.0		5.0	13.0			
Delay (s)	99.2	6.4			15.5	64.8		53.6	62.8			
Level of Service	F	A			B	E		D	E			
Approach Delay (s)		23.5			30.7			60.3			0.0	
Approach LOS		C			C			E			A	
Intersection Summary												
HCM 2000 Control Delay		31.8			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			15.2				
Intersection Capacity Utilization		86.8%			ICU Level of Service			E				
Analysis Period (min)		15										
c Critical Lane Group												

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Saturday Mid-Day Peak Hour

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #16 Dexter Avenue / 11th Street
*****
Average Delay (sec/veh):      1.1      Worst Case Level Of Service: A[ 9.7]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 1 0 0 1      0 1 0 0 1      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 93 22      1 78 0      0 0 0      21 0 1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 93 22      1 78 0      0 0 0      21 0 1
Added Vol: 0 1 1      0 2 0      0 0 0      2 0 0
PasserByVol: 0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut: 0 94 23      1 80 0      0 0 0      23 0 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84
PHF Volume: 0 113 28      1 96 0      0 0 0      28 0 1
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
FinalVolume: 0 113 28      1 96 0      0 0 0      28 0 1
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx      4.1 xxxx xxxxx      7.1 6.5 6.2      6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx      2.2 xxxx xxxxx      3.5 4.0 3.3      3.5 4.0 3.3
-----|-----|-----|-----|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx      140 xxxx xxxxx      225 238 96      211 211 113
Potent Cap.: xxxx xxxx xxxxx      1456 xxxx xxxxx      735 666 966      782 690 946
Move Cap.: xxxx xxxx xxxxx      1456 xxxx xxxxx      733 666 966      782 689 946
Volume/Cap: xxxx xxxx xxxx      0.00 xxxx xxxx      0.00 0.00 0.00      0.04 0.00 0.00
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx      0.0 xxxx xxxxx      xxxx xxxx xxxxx      xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx      7.5 xxxx xxxxx      xxxxx xxxx xxxxx      xxxxx xxxx xxxxx
LOS by Move: * * *      A * *      * * *      * * *
Movement: LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 0 xxxxx      xxxx 787 xxxxx
SharedQueue: 0.0 xxxx xxxxx      0.0 xxxx xxxxx      xxxxx xxxx xxxxx      xxxxx 0.1 xxxxx
Shrd ConDel: 7.2 xxxx xxxxx      7.5 xxxx xxxxx      xxxxx xxxx xxxxx      xxxxx 9.7 xxxxx
Shared LOS: A * *      A * *      * * *      * * *
ApproachDel: xxxxxx      xxxxxx      xxxxxx      9.7
ApproachLOS: *      *      *      A
*****
Note: Queue reported is the number of cars per lane.
*****

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HCM Signalized Intersection Capacity Analysis

17: Dexter Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (vph)	487	1378	81	96	1219	87	137	102	78	62	40	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5036	1583	1805	6408	1583	1805	1900	1586	1805	1900	1603
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.73	1.00	1.00	0.68	1.00	1.00
Satd. Flow (perm)	1805	5036	1583	1805	6408	1583	1388	1900	1586	1290	1900	1603
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	497	1406	83	98	1244	89	140	104	80	63	41	443
RTOR Reduction (vph)	0	0	39	0	0	59	0	0	59	0	0	11
Lane Group Flow (vph)	497	1406	44	98	1244	30	140	104	21	63	41	432
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			6	8		8	4		4
Actuated Green, G (s)	35.4	68.4	68.4	11.3	44.3	44.3	34.7	34.7	34.7	34.7	34.7	70.1
Effective Green, g (s)	35.4	68.4	68.4	11.3	44.3	44.3	34.7	34.7	34.7	34.7	34.7	70.1
Actuated g/C Ratio	0.27	0.53	0.53	0.09	0.34	0.34	0.27	0.27	0.27	0.27	0.27	0.54
Clearance Time (s)	4.6	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	5.3	4.6
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	491	2649	832	156	2183	539	370	507	423	344	507	864
v/s Ratio Prot	c0.28	0.28		0.05	c0.19			0.05			0.02	c0.14
v/s Ratio Perm			0.03			0.02	0.10		0.01	0.05		0.13
v/c Ratio	1.01	0.53	0.05	0.63	0.57	0.06	0.38	0.21	0.05	0.18	0.08	0.50
Uniform Delay, d1	47.3	20.2	15.0	57.3	35.1	28.8	38.9	37.0	35.4	36.7	35.7	18.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	43.7	0.8	0.1	5.6	1.1	0.2	2.9	0.9	0.2	1.2	0.3	0.2
Delay (s)	91.0	21.0	15.1	62.9	36.1	29.0	41.8	37.9	35.6	37.9	36.0	19.1
Level of Service	F	C	B	E	D	C	D	D	D	D	D	B
Approach Delay (s)		38.3			37.5			39.0			22.5	
Approach LOS		D			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			36.1			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			15.6			
Intersection Capacity Utilization			88.3%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 18: Dexter Av. & Allan St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	0	11	4	0	2	5	241	0	2	169	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	15	0	12	4	0	2	5	259	0	2	182	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage veh								2			2	
Upstream signal (ft)											211	
pX, platoon unblocked	1.00	1.00	1.00	1.00	1.00		1.00					
vC, conflicting volume	458	456	182	468	474	259	200			259		
vC1, stage 1 conf vol	186	186		270	270							
vC2, stage 2 conf vol	272	270		198	204							
vCu, unblocked vol	455	453	178	465	471	259	197			259		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	99	99	100	100	100			100		
cM capacity (veh/h)	666	626	868	658	619	784	1385			1317		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	27	6	5	259	0	2	182	18				
Volume Left	15	4	5	0	0	2	0	0				
Volume Right	12	2	0	0	0	0	0	18				
cSH	742	695	1385	1700	1700	1317	1700	1700				
Volume to Capacity	0.04	0.01	0.00	0.15	0.00	0.00	0.11	0.01				
Queue Length 95th (ft)	3	1	0	0	0	0	0	0				
Control Delay (s)	10.0	10.2	7.6	0.0	0.0	7.7	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	10.0	10.2	0.2			0.1						
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utilization			22.7%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

19: Dexter Av. & Crane St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	0	10	6	0	49	1	244	3	25	182	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	1.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	11	0	11	7	0	54	1	268	3	27	200	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage (veh)								2			2	
Upstream signal (ft)											649	
pX, platoon unblocked												
vC, conflicting volume	579	529	200	536	533	268	208			271		
vC1, stage 1 conf vol	255	255		270	270							
vC2, stage 2 conf vol	324	274		266	263							
vCu, unblocked vol	579	529	200	536	533	268	208			271		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	99	99	100	93	100			98		
cM capacity (veh/h)	557	583	846	618	590	775	1375			1304		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	22	60	1	268	3	27	200	8				
Volume Left	11	7	1	0	0	27	0	0				
Volume Right	11	54	0	0	3	0	0	8				
cSH	672	755	1375	1700	1700	1304	1700	1700				
Volume to Capacity	0.03	0.08	0.00	0.16	0.00	0.02	0.12	0.00				
Queue Length 95th (ft)	3	7	0	0	0	2	0	0				
Control Delay (s)	10.5	10.2	7.6	0.0	0.0	7.8	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	10.5	10.2	0.0			0.9						
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			29.8%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

20: Dexter Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	5	5	6	5	25	5	189	4	28	153	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	36	5	5	6	5	26	5	197	4	29	159	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	465	438	168	444	445	199	177			201		
vC1, stage 1 conf vol	227	227		209	209							
vC2, stage 2 conf vol	238	211		234	235							
vCu, unblocked vol	465	438	168	444	445	199	177			201		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	99	99	99	99	97	100			98		
cM capacity (veh/h)	634	620	881	664	624	847	1411			1383		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	47	38	206	206								
Volume Left	36	6	5	29								
Volume Right	5	26	4	18								
cSH	653	773	1411	1383								
Volume to Capacity	0.07	0.05	0.00	0.02								
Queue Length 95th (ft)	6	4	0	2								
Control Delay (s)	10.9	9.9	0.2	1.2								
Lane LOS	B	A	A	A								
Approach Delay (s)	10.9	9.9	0.2	1.2								
Approach LOS	B	A										
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			38.9%		ICU Level of Service				A			
Analysis Period (min)			15									

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #21 Dexter Avenue / 2nd Street

Cycle (sec): 0 Critical Vol./Cap.(X): 0.256
Loss Time (sec): 0 Average Delay (sec/veh): 8.3
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	4	3	4	157	184	2	1	1	4	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	4	3	4	157	184	2	1	1	4	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	4	3	4	168	197	2	1	1	4	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	3	4	168	197	2	1	1	4	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	4	3	4	168	197	2	1	1	4	16

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.02	0.02	0.96	0.98	0.01	0.01	0.05	0.20	0.75
Final Sat.:	0	0	852	16	22	861	770	8	4	42	170	637

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	xxxx	0.01	0.20	0.20	0.20	0.26	0.26	0.26	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	0.0	7.0	7.7	7.7	7.7	8.9	8.9	8.9	7.1	7.1	7.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	7.0	7.7	7.7	7.7	8.9	8.9	8.9	7.1	7.1	7.1
LOS by Move:	*	*	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.0			7.7			8.9			7.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.0			7.7			8.9			7.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.3	0.3	0.0	0.0	0.0

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

HCM Unsignalized Intersection Capacity Analysis

22: Camino del Norte & Main St.

Lake Elsinore Walmart (JN 08651)

9/3/2013



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	192	38	26	2	8	117
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	216	43	29	2	9	131
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	135	75	140			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	135	75	140			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	74	96	98			
cM capacity (veh/h)	843	992	1443			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	216	43	31	140		
Volume Left	216	0	29	0		
Volume Right	0	43	0	131		
cSH	843	992	1443	1700		
Volume to Capacity	0.26	0.04	0.02	0.08		
Queue Length 95th (ft)	25	3	2	0		
Control Delay (s)	10.7	8.8	7.0	0.0		
Lane LOS	B	A	A			
Approach Delay (s)	10.4		7.0	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			6.8			
Intersection Capacity Utilization			31.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

23: Grape St./Summerhill Dr. & Railroad Canyon Rd.

Lake Elsinore Walmart (JN 08651)

9/3/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	364	1066	499	221	1073	105	467	174	264	138	159	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		0.97	0.95		1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	0.99		1.00	0.99	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.91		1.00	0.93	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3539	1587	1805	4974		3502	3251		1805	1671	1513
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3539	1587	1805	4974		3502	3251		1805	1671	1513
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	371	1088	509	226	1095	107	477	178	269	141	162	391
RTOR Reduction (vph)	0	0	293	0	10	0	0	147	0	0	0	0
Lane Group Flow (vph)	371	1088	216	226	1192	0	477	300	0	141	287	266
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases			2									4
Actuated Green, G (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Effective Green, g (s)	6.5	35.0	35.0	8.5	37.0		37.0	37.0		17.0	17.0	23.5
Actuated g/C Ratio	0.05	0.29	0.29	0.07	0.31		0.31	0.31		0.14	0.14	0.20
Clearance Time (s)	4.5	6.0	6.0	4.5	6.0		6.0	6.0		6.0	6.0	4.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	189	1032	462	127	1533		1079	1002		255	236	296
v/s Ratio Prot	0.11	c0.31		c0.13	0.24		c0.14	0.09		0.08	c0.17	0.05
v/s Ratio Perm			0.14									0.13
v/c Ratio	1.96	1.05	0.47	1.78	0.78		0.44	0.30		0.55	1.22	0.90
Uniform Delay, d1	56.8	42.5	34.9	55.8	37.8		33.2	31.6		48.0	51.5	47.1
Progression Factor	0.94	0.76	1.27	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	450.0	42.0	3.0	380.6	4.0		1.3	0.8		1.5	129.5	27.1
Delay (s)	503.6	74.3	47.2	436.4	41.7		34.5	32.4		49.4	181.0	74.2
Level of Service	F	E	D	F	D		C	C		D	F	E
Approach Delay (s)		148.2			104.2			33.5			113.3	
Approach LOS		F			F			C			F	
Intersection Summary												
HCM 2000 Control Delay			109.7			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			22.5			
Intersection Capacity Utilization			98.9%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

25: Cambern Av. & Central Av. (SR-74)

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	431	1030	56	6	1157	234	41	4	4	269	0	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			0.99	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3502	3446		1805	3505	1586	1805	1743			1796	1585
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.34	1.00			0.75	1.00
Satd. Flow (perm)	3502	3446		1805	3505	1586	638	1743			1422	1585
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	454	1084	59	6	1218	246	43	4	4	283	0	246
RTOR Reduction (vph)	0	3	0	0	0	134	0	3	0	0	0	191
Lane Group Flow (vph)	454	1140	0	6	1218	112	43	5	0	0	283	55
Confl. Peds. (#/hr)			5			5			5	5		5
Heavy Vehicles (%)	0%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	18.1	64.4		1.4	47.7	47.7	23.3	23.3			23.3	23.3
Effective Green, g (s)	18.1	64.4		1.4	47.7	47.7	23.3	23.3			23.3	23.3
Actuated g/C Ratio	0.17	0.61		0.01	0.45	0.45	0.22	0.22			0.22	0.22
Clearance Time (s)	4.6	6.0		4.6	6.0	6.0	5.3	5.3			5.3	5.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	603	2113		24	1592	720	141	386			315	351
v/s Ratio Prot	c0.13	0.33		0.00	c0.35			0.00				
v/s Ratio Perm						0.07	0.07				c0.20	0.03
v/c Ratio	0.75	0.54		0.25	0.77	0.16	0.30	0.01			0.90	0.16
Uniform Delay, d1	41.3	11.7		51.3	24.0	16.8	34.1	31.9			39.7	32.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	5.3	1.0		5.4	3.6	0.5	1.2	0.0			26.4	0.2
Delay (s)	46.6	12.7		56.7	27.5	17.3	35.3	31.9			66.1	33.1
Level of Service	D	B		E	C	B	D	C			E	C
Approach Delay (s)		22.4			25.9			34.8			50.8	
Approach LOS		C			C			C			D	
Intersection Summary												
HCM 2000 Control Delay			28.1									C
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			105.0								15.9	
Intersection Capacity Utilization			79.1%								D	
ICU Level of Service												
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 28: Cambern Av. & 3rd St.

Lake Elsinore Walmart (JN 08651)

4/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	3	0	5	9	4	0	0	3	0	0	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	3	4	0	7	12	5	0	0	4	0	0	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	7	24	4	0								
Volume Left (vph)	3	7	0	0								
Volume Right (vph)	0	5	4	0								
Hadj (s)	0.08	-0.08	-0.60	0.00								
Departure Headway (s)	4.0	3.8	3.4	4.0								
Degree Utilization, x	0.01	0.03	0.00	0.00								
Capacity (veh/h)	889	932	1057	900								
Control Delay (s)	7.0	6.9	6.4	7.0								
Approach Delay (s)	7.0	6.9	6.4	0.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				6.9								
Level of Service				A								
Intersection Capacity Utilization				13.3%	ICU Level of Service		A					
Analysis Period (min)				15								

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Conard Avenue / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 12 Average Delay (sec/veh): 19.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	10	10	10	10	26	26	10	26	26
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	1	0	2	0	1	1

Volume Module:

Base Vol:	42	3	3	16	0	40	23	1173	64	7	1174	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:	42	3	3	16	0	40	23	1173	64	7	1174	18
Added Vol:	2	0	0	0	0	4	4	6	1	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	3	3	16	0	44	27	1179	65	7	1181	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	46	3	3	17	0	46	28	1219	67	7	1221	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	3	3	17	0	46	28	1219	67	7	1221	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
FinalVolume:	46	3	3	17	0	46	28	1219	67	7	1221	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.81	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.88	0.06	0.06	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1292	88	88	1547	0	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.01	0.00	0.03	0.02	0.34	0.04	0.00	0.34	0.01
Crit Moves:	****						****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.00	0.24	0.08	0.53	0.53	0.13	0.58	0.58
Volume/Cap:	0.15	0.15	0.15	0.04	0.00	0.12	0.19	0.64	0.08	0.03	0.59	0.02
Delay/Veh:	36.0	36.0	36.0	34.9	0.0	35.6	51.8	20.9	14.0	45.6	16.8	11.0
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:	36.0	36.0	36.0	34.9	0.0	35.6	51.8	20.9	14.0	45.6	16.8	11.0
LOS by Move:	D	D	D	C	A	D	D	C	B	D	B	B
HCM2kAvgQ:	2	2	2	0	0	1	1	17	1	0	15	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Rosetta Canyon Drive / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 12 Average Delay (sec/veh): 15.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	33	0	33	0	0	0	0	32	32	10	10	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	1

Volume Module:

Base Vol:	141	0	13	0	0	0	0	1017	142	20	983	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:	141	0	13	0	0	0	0	1017	142	20	983	0
Added Vol:	2	0	0	0	0	0	0	4	1	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	0	13	0	0	0	0	1021	143	20	988	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:	151	0	14	0	0	0	0	1080	151	21	1046	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	0	14	0	0	0	0	1080	151	21	1046	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:	151	0	14	0	0	0	0	1080	151	21	1046	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	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.08	0.00	0.01	0.00	0.00	0.00	0.00	0.21	0.09	0.01	0.29	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.54	0.54	0.08	0.63	0.00
Volume/Cap:	0.30	0.00	0.03	0.00	0.00	0.00	0.00	0.38	0.17	0.14	0.46	0.00
Delay/Veh:	34.8	0.0	31.8	0.0	0.0	0.0	0.0	16.0	14.0	51.4	12.0	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:	34.8	0.0	31.8	0.0	0.0	0.0	0.0	16.0	14.0	51.4	12.0	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	B	A
HCM2kAvgQ:	4	0	0	0	0	0	0	8	3	1	11	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Riverside Street / Central Avenue (SR-74)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 12 Average Delay (sec/veh): 13.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	27	0	27	0	0	0	0	29	29	10	10	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	1

Volume Module:

Base Vol:	117	0	22	0	0	0	0	931	121	20	854	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:	117	0	22	0	0	0	0	931	121	20	854	0
Added Vol:	2	0	0	0	0	0	0	3	1	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	0	22	0	0	0	0	934	122	20	858	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	124	0	23	0	0	0	0	973	127	21	894	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	0	23	0	0	0	0	973	127	21	894	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:	124	0	23	0	0	0	0	973	127	21	894	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	0.85	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.27	0.08	0.01	0.25	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.59	0.59	0.08	0.68	0.00
Volume/Cap:	0.16	0.00	0.06	0.00	0.00	0.00	0.00	0.46	0.13	0.14	0.37	0.00
Delay/Veh:	37.5	0.0	36.6	0.0	0.0	0.0	0.0	13.8	10.9	51.4	8.5	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:	37.5	0.0	36.6	0.0	0.0	0.0	0.0	13.8	10.9	51.4	8.5	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	2	0	1	0	0	0	0	10	2	1	7	0

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

LAKE ELSINORE WALMART TIA (JN 08651)
Opening Year (2016) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Meadowbrook Avenue/Greenwald Avenue / Central Avenue (SR-74)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 12 Average Delay (sec/veh): 22.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	34	34	34	10	10	10	10	25	25	10	25	25
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:	174	17	56	25	18	23	37	673	179	54	610	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	17	56	25	18	23	37	673	179	54	610	68
Added Vol:	2	0	0	0	0	0	0	1	1	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	17	56	25	18	23	37	674	180	54	612	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	189	18	60	27	19	25	40	725	194	58	658	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	18	60	27	19	25	40	725	194	58	658	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	189	18	60	27	19	25	40	725	194	58	658	73

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.89	0.89	0.71	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.23	0.77	1.00	0.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1391	392	1290	1341	764	976	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.14	0.05	0.05	0.02	0.03	0.03	0.02	0.20	0.12	0.03	0.18	0.05
Crit Moves:	****						****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.15	0.44	0.44	0.10	0.39	0.39
Volume/Cap:	0.40	0.14	0.14	0.06	0.07	0.07	0.14	0.46	0.27	0.32	0.47	0.12
Delay/Veh:	25.8	23.0	23.0	22.3	22.4	22.4	36.8	19.8	18.0	42.9	23.3	19.8
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:	25.8	23.0	23.0	22.3	22.4	22.4	36.8	19.8	18.0	42.9	23.3	19.8
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	B
HCM2kAvgQ:	5	2	2	1	1	1	1	8	4	2	8	1

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

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