Appendix U:

Traffic Impact Analysis (Revised Appendix) part 1

SOBOBA BAND OF LUISEÑO INDIANS

HORSESHOE GRANDE PROPERTY

TRAFFIC IMPACT ANALYSIS (REVISED)

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I. Introduction and Summary

A. Purpose of Report and Study Objectives

The purpose of this revised traffic impact analysis is to evaluate the development of the Horseshoe Grande Property project. This traffic report presents the traffic impact study methodology, analysis, findings, recommendations, and supporting data.

Study objectives include (1) documentation of existing traffic conditions in the vicinity of the site; (2) evaluation of traffic conditions for the year at opening (2010) of the proposed project alternatives; and (3) analyses of Year 2025 traffic conditions without and with project alternatives; (4) determination of on-site and off-site improvements and system management actions needed to achieve City of San Jacinto level of service requirements.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

B. Proposed Action "A" Executive Summary

1. Site Location and Study Area

The project site is located adjacent to Lake Park Drive at Soboba Road in the City of San Jacinto. Figure 1 illustrates the traffic analysis study area.

The study area includes the following intersections:

Sanderson Avenue (NS) at:
- Ramona Expressway (EW) - #1

State Street/Gilman Springs Road (NS) at:
- Soboba Road (EW) - #2

State Street (NS) at:
- Ramona Expressway (EW) - #3
- Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
- Ramona Boulevard/Main Street (EW) - #5
- Esplanade Avenue (EW) - #6
- Menlo Avenue (EW) - #7
- Devonshire Avenue (EW) - #8
- Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
- Main Street/Lake Park Drive (EW) - #10

7th Street (EW) - #11

Mountain Avenue (NS) at:
Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Chabella Drive (EW) - #15
Project North Entrance (EW) - #16
Project South Entrance (EW) - #17
Lake Park Drive (EW) - #18

The study area includes the following roadway segments:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, west of Sanderson Street
Ramona Expressway, between Sanderson Street and State Street
Ramona Expressway, between State Street and San Jacinto Street
Ramona Expressway, between San Jacinto Street and Main Street
Mountain Avenue, between Main Street and 7th Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street
Mountain Avenue, east of Soboba Street

It should be noted that the midblock roadway segment capacity is not as significant as the capacity at the intersections west and east or north and south of the roadway segment. The midblock roadway segment capacity functions as a proxy for the intersections west and east or north and south of the roadway segment. Essentially, the through lanes of a roadway segment has a "green" light all the time, whereas the through lanes at a signalized intersection only have a "green" light part of the time and face a "red" light the remainder of the time.

2. Development Description

As shown in Table 3, the project site (Proposed Action "A") is proposed to be developed with a 365,000 square foot casino, a 135,000 square foot event arena with 3,891 seats, a 170,000 square foot 300 room hotel, a 12 fueling position service station with a 6,000 square foot convenience market, and a 13,500 square foot fire station. The project site was also analyzed with a 40,000 square foot convention center which shall be a part of phase 2 and was included in the analysis to represent buildout conditions.

It should be noted that as part of the project, Lake Park Drive west of Soboba Road shall be realigned. This realignment will not have an increase on the traffic flow along Lake Park Drive and will not have a traffic impact on the roadway system or affect any nearby intersections.

3. Principal Findings

a. Required Level of Service: D.

b. Level of Service With Proposed Development: For Opening Year (2010) With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service, without improvements:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

c. Level of Service With Proposed Development and With Additional Improvements: For Opening Year (2010) With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 9).

d. Level of Service With Proposed Development: For Opening Year (2010) With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
7th Street (EW) - #11

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Lake Park Drive (EW) - #18

e. Level of Service With Proposed Development and With Additional Improvements: For Opening Year (2010) With Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with improvements (see Table 15).

f. Level of Service With Proposed Development: For Year 2025 With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service, without improvements:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

g. Level of Service With Proposed Development and With Additional Improvements: For Year 2025 With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 21).

h. Level of Service With Proposed Development: For Year 2025 With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

State Street (NS) at:
Ramona Expressway (EW) - #3
Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
7th Street (EW) - #11

Mountain Avenue (NS) at:
Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Road (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Chabella Drive (EW) - #15
Lake Park Drive (EW) - #18

i. Level of Service With Proposed Development and With Additional Improvements: For Year 2025 With Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with General Plan improvements (see Table 27).

4. Conclusions

For Existing traffic conditions, traffic signals appear to currently be warranted at the following study area intersections (see Appendix D):

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

Ramona Expressway (NS) at:
7th Street (EW) - #11

Soboba Road (NS) at:
Lake Park Drive (EW) - #18

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

The proposed development (Proposed Action "A") is projected to generate a total of approximately 22,525 daily vehicle trips, 1,253 of which will occur during the morning peak hour and 2,159 of which will occur during the evening peak hour.

For Opening Year (2010) Without Project – No Action traffic conditions, a traffic signal is projected to be warranted at the following additional study area intersection (see Appendix D):

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

A traffic signal is not projected to be warranted at the following study area intersection for Opening Year (2010) With Project traffic conditions (see Appendix D):

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Based on the intersection analysis tool known as the Delay Methodology, the intersection of Soboba Springs Drive/Lake Park Drive is projected to operate at an unacceptable Level of Service during the peak hours as an unsignalized intersection for Opening Year (2010) With Project traffic conditions. If it was signalized, the Delay Methodology would indicate that the intersection would operate at acceptable Levels of Service (see Table 15). However, based on traffic signal warrants, and directly considering the intersection volumes, a traffic signal is not warranted.

It should be noted that the Delay Methodology assumes that the amount of delay acceptable for an unsignalized intersection is substantially less than for a signalized intersection. For instance, Level of Service D for an unsignalized intersection may have 35.0 seconds of delay for any one movement, while an average of 55.0 seconds of delay is acceptable for all movements combined at a signalized intersection. Level of Service E for an unsignalized intersection may have 50.0 seconds of delay for any one movement, while an average of 80.0 seconds of delay is acceptable for all movements combined at a signalized intersection. It can be seen that the Delay Method is inconsistent in the amount of delay that is acceptable for an unsignalized intersection and signalized intersection.

The traffic signal warrant methodology directly addresses whether a traffic signal should be installed or not, where as one of the byproducts of the Delay Methodology implies that a traffic signal is needed. The traffic signal warrants are based on years of experience, are time tested, industry standards, and are recognized by the Federal Highway Administration and the California Department of Transportation as the appropriate method of determining whether a traffic signal is needed or not. The Delay Methodology on the other hand is not recognized by the Federal Highway Administration and the California Department of Transportation as a valid methodology for determining whether a traffic signal is needed or not.

Therefore, the two methodologies produce different and contradictory conclusions to the question of whether a traffic signal is needed or not. Of the two methodologies, Kunzman Associates, Inc. believes the traffic signal warrant methodology should take precedence and a traffic signal should not be installed for Opening Year (2010) With Project traffic conditions.

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Opening Year (2010) With Project traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix D):

Soboba Road (NS) at:
Project North Entrance (EW) - #16
Project South Entrance (EW) - #17

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

A traffic signal is not projected to be warranted at the following study area intersection for Year 2025) With Project traffic conditions (see Appendix D):

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Based on the intersection analysis tool known as the Delay Methodology, the intersection of Soboba Springs Drive/Lake Park Drive is projected to operate at an unacceptable Level of Service during the peak hours as an unsignalized intersection for Year 2025 With Project traffic conditions. If it was signalized, the Delay Methodology would indicate that the intersection would operate at acceptable Levels of Service (see Table 15). However, based on traffic signal warrants, and directly considering the intersection volumes, a traffic signal is not warranted.

It should be noted that the Delay Methodology assumes that the amount of delay acceptable for an unsignalized intersection is substantially less than for a signalized intersection. For instance, Level of Service D for an unsignalized intersection may have 35.0 seconds of delay for any one movement, while an average of 55.0 seconds of delay is acceptable for all movements combined at a signalized intersection. Level of Service E for an unsignalized intersection may have 50.0 seconds of delay for any one movement, while an average of 80.0 seconds of delay is acceptable for all movements combined at a signalized intersection. It can be seen that the Delay Method is inconsistent in the amount of delay that is acceptable for an unsignalized intersection and signalized intersection.

The traffic signal warrant methodology directly addresses whether a traffic signal should be installed or not, where as one of the byproducts of the Delay Methodology implies that a traffic signal is needed. The traffic signal warrants are based on years of experience, are time tested, industry standards, and are recognized by the Federal Highway Administration and the California Department of Transportation as the appropriate method of determining whether a traffic signal is needed or not. The Delay Methodology on the other hand is not recognized by the Federal Highway Administration and the California Department of Transportation as a valid methodology for determining whether a traffic signal is needed or not.

Therefore, the two methodologies produce different and contradictory conclusions to the question of whether a traffic signal is needed or not. Of the two methodologies, Kunzman Associates, Inc. believes the traffic signal warrant methodology should take

precedence and a traffic signal should not be installed for Year 2025 With Project traffic conditions.

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

5. Recommendations

On-Site

Site-specific circulation and access recommendations are depicted on Figure 77.

Construct Lake Park Drive adjacent to the project site at its ultimate cross-section width as a Secondary Highway (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Construct Soboba Road adjacent to the project site at its ultimate half-section width as a Secondary Highway (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Traffic signals should be installed when warranted at the project entrances/Soboba Road intersections.

Off-street parking should be provided by the project site to meet City of San Jacinto parking code requirements.

On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at each project access should be reviewed with respect to standard California Department of Transportation/City of San Jacinto sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans. A line of sight analysis has been conducted and is included in Appendix H.

Off-Site

The following roadway segment improvements are required for Opening Year (2010) traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Secondary

Soboba Road, between Gilman Springs Road and Lake Park Drive:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:

- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:

- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:

- 4 Lane Major

The following intersection improvements are required for Opening Year (2010) traffic conditions:

State Street/Gilman Springs Road (NS) at:

Soboba Road (EW) - #2

- Traffic Signal

San Jacinto Street (NS) at:

Ramona Boulevard/Main Street (EW) - #5

- Northbound Right Turn Lane
- Additional Southbound Through Lane
- Two Westbound Left Turn Lanes

Florida Avenue (EW) - #9

- Additional Southbound Left Turn Lane
- Southbound Right Turn Overlap
- Additional Westbound Through Lane

Ramona Expressway (NS) at:

Main Street/Lake Park Drive (EW) - #10

- Additional Southbound Left Turn Lane

7th Street (EW) - #11

- Traffic Signal

Soboba Street (NS) at:

Mountain Avenue (EW) - #13

- Traffic Signal

Soboba Springs Drive (NS) at:

Lake Park Drive (EW) - #14

- Two-way Left Turn Median

Soboba Road (NS) at:

Lake Park Drive (EW) - #18

- Northbound Left Turn Lane
- Two Southbound Right Turn Lanes
- Additional Eastbound Left Turn Lane
- Traffic Signal

The following roadway segment improvements are required for Year 2025 traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Major

Soboba Road, between Gilman Springs Road and Lake Park Drive:
- 4 Lane Major

Ramona Expressway, between Sanderson Street and State Street:
- 6 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:
- 4 Lane Major

The following intersection improvements are required for Year 2025 traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Westbound Right Turn Overlap
- Traffic Signal

State Street (NS) at:
Ramona Expressway (EW) - #3
- Northbound Right Turn Lane
- Eastbound Right Turn Overlap

Florida Avenue (EW) - #4
- Additional Eastbound Through Lane
- Westbound Right Turn Lane

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
- Northbound Right Turn Lane
- Northbound Right Turn Overlap
- Additional Southbound Through Lane
- Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Two Westbound Left Turn Lanes

Florida Avenue (EW) - #9
- Additional Southbound Left Turn Lane
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane
- Additional Westbound Through Lane

Ramona Expressway (NS) at:

Main Street/Lake Park Drive (EW) - #10

- Northbound Right Turn Overlap
- Additional Southbound Left Turn Lane
- Additional Westbound Left Turn Lane

7th Street (EW) - #11

- Traffic Signal

Mountain Avenue (NS) at:

Esplanade Avenue (EW) - #12

- Additional Southbound Through Lane

Soboba Street (NS) at:

Mountain Avenue (EW) - #13

- Traffic Signal

Soboba Springs Drive (NS) at:

Lake Park Drive (EW) - #14

- Additional Eastbound Through Lane
- Additional Westbound Through Lane
- Raised Center Median Allowing Westbound Left Turns

Soboba Road (NS) at:

Chabella Drive (EW) - #15

- Additional Southbound Through Lane
- Restrict East-West Through Traffic

Lake Park Drive (EW) - #18

- Northbound Left Turn Lane
- Southbound Left Turn Lane
- Two Southbound Right Turn Lanes
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Traffic Signal

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

C. Proposed Action "B" Executive Summary

1. Site Location and Study Area

The project site is located adjacent to Lake Park Drive at Soboba Road in the City of San Jacinto. Figure 1 illustrates the traffic analysis study area.

The study area includes the following intersections:

Sanderson Avenue (NS) at:
- Ramona Expressway (EW) - #1

State Street/Gilman Springs Road (NS) at:
- Soboba Road (EW) - #2

State Street (NS) at:
- Ramona Expressway (EW) - #3
- Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
- Ramona Boulevard/Main Street (EW) - #5
- Esplanade Avenue (EW) - #6
- Menlo Avenue (EW) - #7
- Devonshire Avenue (EW) - #8
- Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
- Main Street/Lake Park Drive (EW) - #10
- 7th Street (EW) - #11

Mountain Avenue (NS) at:
- Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
- Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
- Lake Park Drive (EW) - #14

Soboba Road (NS) at:
- Chabella Drive (EW) - #15
- Project North Access (EW) - #16
- Lake Park Drive (EW) - #17
- Project South Access (EW) -#18

Project Access (NS) at:
- Lake Park Drive (EW) - #19

2. <u>Development Description</u>

As shown in Table 4, the project site (Proposed Action "B") is proposed to be developed with a 350,000 square foot casino, a 120,000 square foot event arena with 3,891 seats, a 170,000 square foot 300 room hotel, a 12 fueling position service station with a 6,000 square foot convenience market, and a 13,500 square foot fire station. The project site was also analyzed with a 40,000 square foot convention center which

shall be a part of phase 2 and was included in the analysis to represent buildout conditions.

3. Principal Findings

a. Required Level of Service: D.

b. Level of Service With Proposed Development: For Opening Year (2010) With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service, without improvements:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

c. Level of Service With Proposed Development and With Additional Improvements: For Opening Year (2010) With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 10).

d. Level of Service With Proposed Development: For Opening Year (2010) With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
7th Street (EW) - #11

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Lake Park Drive (EW) - #17

e. Level of Service With Proposed Development and With Additional Improvements: For Opening Year (2010) With Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with improvements (see Table 16).

f. Level of Service With Proposed Development: For Year 2025 With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service, without improvements:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

g. Level of Service With Proposed Development and With Additional Improvements: For Year 2025 With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 22).

h. Level of Service With Proposed Development: For Year 2025 With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

State Street (NS) at:
Ramona Expressway (EW) - #3
Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
7th Street (EW) - #11

Mountain Avenue (NS) at:
Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Road (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Chabella Drive (EW) - #15
Lake Park Drive (EW) - #17

i. Level of Service With Proposed Development and With Additional Improvements: For Year 2025 With Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with General Plan improvements (see Table 28).

4. Conclusions

For Existing traffic conditions, traffic signals appear to currently be warranted at the following study area intersections (see Appendix D):

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

Ramona Expressway (NS) at:
7th Street (EW) - #11

Soboba Road (NS) at:
Lake Park Drive (EW) - #17

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

The proposed development (Proposed Action "B") is projected to generate a total of approximately 22,179 daily vehicle trips, 1,226 of which will occur during the morning peak hour and 2,107 of which will occur during the evening peak hour.

For Opening Year (2010) Without Project – No Action traffic conditions, a traffic signal is projected to be warranted at the following additional study area intersection (see Appendix D):

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

A traffic signal is not projected to be warranted at the following study area intersection for Opening Year (2010) With Project traffic conditions (see Appendix D):

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Based on the intersection analysis tool known as the Delay Methodology, the intersection of Soboba Springs Drive/Lake Park Drive is projected to operate at an unacceptable Level of Service during the peak hours as an unsignalized intersection for Opening Year (2010) With Project traffic conditions. If it was signalized, the Delay Methodology would indicate that the intersection would operate at acceptable Levels of Service (see Table 15). However, based on traffic signal warrants, and directly considering the intersection volumes, a traffic signal is not warranted.

It should be noted that the Delay Methodology assumes that the amount of delay acceptable for an unsignalized intersection is substantially less than for a signalized intersection. For instance, Level of Service D for an unsignalized intersection may have 35.0 seconds of delay for any one movement, while an average of 55.0 seconds of delay is acceptable for all movements combined at a signalized intersection. Level of Service E for an unsignalized intersection may have 50.0 seconds of delay for any one movement, while an average of 80.0 seconds of delay is acceptable for all movements combined at a signalized intersection. It can be seen that the Delay Method is inconsistent in the amount of delay that is acceptable for an unsignalized intersection and signalized intersection.

The traffic signal warrant methodology directly addresses whether a traffic signal should be installed or not, where as one of the byproducts of the Delay Methodology implies that a traffic signal is needed. The traffic signal warrants are based on years of experience, are time tested, industry standards, and are recognized by the Federal Highway Administration and the California Department of Transportation as the appropriate method of determining whether a traffic signal is needed or not. The Delay Methodology on the other hand is not recognized by the Federal Highway Administration and the California Department of Transportation as a valid methodology for determining whether a traffic signal is needed or not.

Therefore, the two methodologies produce different and contradictory conclusions to the question of whether a traffic signal is needed or not. Of the two methodologies, Kunzman Associates, Inc. believes the traffic signal warrant methodology should take precedence and a traffic signal should not be installed for Opening Year (2010) With Project traffic conditions.

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Opening Year (2010) With Project traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix D):

Soboba Road (NS) at:
Project North Access (EW) - #16
Project South Access (EW) - #18

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

A traffic signal is not projected to be warranted at the following study area intersection for Year 2025 With Project traffic conditions (see Appendix D):

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Based on the intersection analysis tool known as the Delay Methodology, the intersection of Soboba Springs Drive/Lake Park Drive is projected to operate at an unacceptable Level of Service during the peak hours as an unsignalized intersection for Year 2025 With Project traffic conditions. If it was signalized, the Delay Methodology would indicate that the intersection would operate at acceptable Levels of Service (see Table 15). However, based on traffic signal warrants, and directly considering the intersection volumes, a traffic signal is not warranted.

It should be noted that the Delay Methodology assumes that the amount of delay acceptable for an unsignalized intersection is substantially less than for a signalized intersection. For instance, Level of Service D for an unsignalized intersection may have 35.0 seconds of delay for any one movement, while an average of 55.0 seconds of delay is acceptable for all movements combined at a signalized intersection. Level of Service E for an unsignalized intersection may have 50.0 seconds of delay for any one movement, while an average of 80.0 seconds of delay is acceptable for all movements combined at a signalized intersection. It can be seen that the Delay Method is inconsistent in the amount of delay that is acceptable for an unsignalized intersection and signalized intersection.

The traffic signal warrant methodology directly addresses whether a traffic signal should be installed or not, where as one of the byproducts of the Delay Methodology implies that a traffic signal is needed. The traffic signal warrants are based on years of experience, are time tested, industry standards, and are recognized by the Federal Highway Administration and the California Department of Transportation as the appropriate method of determining whether a traffic signal is needed or not. The Delay Methodology on the other hand is not recognized by the Federal Highway Administration and the California Department of Transportation as a valid methodology for determining whether a traffic signal is needed or not.

Therefore, the two methodologies produce different and contradictory conclusions to the question of whether a traffic signal is needed or not. Of the two methodologies, Kunzman Associates, Inc. believes the traffic signal warrant methodology should take

precedence and a traffic signal should not be installed for Year 2025 With Project traffic conditions.

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

5. Recommendations

On-Site

Site-specific circulation and access recommendations are depicted on Figure 78.

Construct Lake Park Drive adjacent to the project site at its ultimate cross-section width as a Secondary Highway (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Construct Soboba Road adjacent to the project site at its ultimate half-section width as a Secondary Highway (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Traffic signals should be installed when warranted at the project entrances/Soboba Road intersections.

Off-street parking should be provided by the project site to meet City of San Jacinto parking code requirements.

On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at each project access should be reviewed with respect to standard California Department of Transportation/City of San Jacinto sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans. A line of sight analysis has been conducted and is included in Appendix H.

Off-Site

The following roadway segment improvements are required for Opening Year (2010) traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Secondary

Soboba Road, between Gilman Springs Road and Lake Park Drive:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:

- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:

- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:

- 4 Lane Major

The following intersection improvements are required for Opening Year (2010) traffic conditions:

State Street/Gilman Springs Road (NS) at:

Soboba Road (EW) - #2

- Traffic Signal

San Jacinto Street (NS) at:

Ramona Boulevard/Main Street (EW) - #5

- Northbound Right Turn Lane
- Additional Southbound Through Lane
- Two Westbound Left Turn Lanes

Florida Avenue (EW) - #9

- Additional Southbound Left Turn Lane
- Southbound Right Turn Overlap
- Additional Westbound Through Lane

Ramona Expressway (NS) at:

Main Street/Lake Park Drive (EW) - #10

- Additional Southbound Left Turn Lane

7th Street (EW) - #11

- Traffic Signal

Soboba Street (NS) at:

Mountain Avenue (EW) - #13

- Traffic Signal

Soboba Springs Drive (NS) at:

Lake Park Drive (EW) - #14

- Two-way Left Turn Median

Soboba Road (NS) at:

Lake Park Drive (EW) - #17

- Northbound Left Turn Lane
- Southbound Left Turn Lane
- Two Southbound Right Turn Lanes
- Additional Eastbound Left Turn Lane
- Traffic Signal

The following roadway segment improvements are required for Year 2025 traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Major

Soboba Road, between Gilman Springs Road and Lake Park Drive:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:
- 6 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:
- 4 Lane Major

The following intersection improvements are required for Year 2025 traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Westbound Right Turn Overlap
- Traffic Signal

State Street (NS) at:
Ramona Expressway (EW) - #3
- Northbound Right Turn Lane
- Eastbound Right Turn Overlap

Florida Avenue (EW) - #4
- Westbound Right Turn Lane

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
- Northbound Right Turn Lane
- Northbound Right Turn Overlap
- Additional Southbound Through Lane
- Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Two Westbound Left Turn Lanes

Florida Avenue (EW) - #9
- Additional Southbound Left Turn Lane
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane
- Additional Westbound Through Lane

Ramona Expressway (NS) at:

Main Street/Lake Park Drive (EW) - #10

- Northbound Right Turn Overlap
- Additional Southbound Left Turn Lane
- Additional Westbound Left Turn Lane

7th Street (EW) - #11

- Traffic Signal

Mountain Avenue (NS) at:

Esplanade Avenue (EW) - #12

- Additional Southbound Through Lane

Soboba Street (NS) at:

Mountain Avenue (EW) - #13

- Traffic Signal

Soboba Springs Drive (NS) at:

Lake Park Drive (EW) - #14

- Additional Eastbound Through Lane
- Additional Westbound Through Lane
- Raised Center Median Allowing Westbound Left Turns

Soboba Road (NS) at:

Chabella Drive (EW) - #15

- Additional Southbound Through Lane
- Restrict East-West Through Traffic

Lake Park Drive (EW) - #17

- Two Northbound Left Turn Lanes
- Southbound Left Turn Lane
- Two Southbound Right Turn Lanes
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Traffic Signal

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

D. Alternative 1 Executive Summary

1. Site Location and Study Area

The project site is located adjacent to Lake Park Drive at Soboba Road in the City of San Jacinto. Figure 1 illustrates the traffic analysis study area.

The study area includes the following intersections:

Sanderson Avenue (NS) at:
- Ramona Expressway (EW) - #1

State Street/Gilman Springs Road (NS) at:
- Soboba Road (EW) - #2

State Street (NS) at:
- Ramona Expressway (EW) - #3
- Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
- Ramona Boulevard/Main Street (EW) - #5
- Esplanade Avenue (EW) - #6
- Menlo Avenue (EW) - #7
- Devonshire Avenue (EW) - #8
- Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
- Main Street/Lake Park Drive (EW) - #10
- 7th Street (EW) - #11

Mountain Avenue (NS) at:
- Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
- Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
- Lake Park Drive (EW) - #14

Soboba Road (NS) at:
- Chabella Drive (EW) - #15
- Project North Access (EW) - #16
- Project South Access (EW) - #17
- Lake Park Drive (EW) - #18

The study area includes the following roadway segments:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, west of Sanderson Street
Ramona Expressway, between Sanderson Street and State Street
Ramona Expressway, between State Street and San Jacinto Street
Ramona Expressway, between San Jacinto Street and Main Street
Mountain Avenue, between Main Street and 7th Street
Mountain Avenue, between 7th Street and Esplanade Avenue

Mountain Avenue, between Esplanade Avenue and Soboba Street
Mountain Avenue, east of Soboba Street

It should be noted that the midblock roadway segment capacity is not as significant as the capacity at the intersections west and east or north and south of the roadway segment. The midblock roadway segment capacity functions as a proxy for the intersections west and east or north and south of the roadway segment. Essentially, the through lanes of a roadway segment has a "green" light all the time, whereas the through lanes at a signalized intersection only have a "green" light part of the time and face a "red" light the remainder of the time.

2. Development Description

As shown in Table 5, the project site (Alternative 1) is proposed to be developed with a 280,000 square foot casino, a 96,000 square foot event arena with 3,112 seats, a 136,000 square foot 240 room hotel, a 12 fueling position service station with a 6,000 square foot convenience market, and a 13,500 square foot fire station. The project site was also analyzed with a 32,000 square foot convention center which shall be a part of phase 2 and was included in the analysis to represent buildout conditions.

It should be noted that as part of the project, Lake Park Drive west of Soboba Road shall be realigned. This realignment will not have an increase on the traffic flow along Lake Park Drive and will not have a traffic impact on the roadway system or affect any nearby intersections.

3. Principal Findings

a. Required Level of Service: D.

b. Level of Service With Proposed Development: For Opening Year (2010) With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service, without improvements:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

c. Level of Service With Proposed Development and With Additional Improvements: For Opening Year (2010) With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 11).

d. Level of Service With Proposed Development: For Opening Year (2010) With Project traffic conditions, the following study area intersections are projected to

operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
7th Street (EW) - #11

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Lake Park Drive (EW) - #18

e. Level of Service With Proposed Development and With Additional Improvements: For Opening Year (2010) With Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with improvements (see Table 17).

f. Level of Service With Proposed Development: For Year 2025 With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service, without improvements:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

g. Level of Service With Proposed Development and With Additional Improvements: For Year 2025 With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 23).

h. Level of Service With Proposed Development: For Year 2025 With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

State Street (NS) at:
Ramona Expressway (EW) - #3
Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
7th Street (EW) - #11

Mountain Avenue (NS) at:
Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Road (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Chabella Drive (EW) - #15
Lake Park Drive (EW) - #18

i. Level of Service With Proposed Development and With Additional Improvements: For Year 2025 With Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with General Plan improvements (see Table 29).

4. Conclusions

For Existing traffic conditions, traffic signals appear to currently be warranted at the following study area intersections (see Appendix D):

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

Ramona Expressway (NS) at:
7th Street (EW) - #11

Soboba Road (NS) at:
Lake Park Drive (EW) - #18

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

The proposed development (Alternative 1) is projected to generate a total of approximately 17,983 daily vehicle trips, 993 of which will occur during the morning peak hour and 1,705 of which will occur during the evening peak hour.

For Opening Year (2010) Without Project – No Action traffic conditions, a traffic signal is projected to be warranted at the following additional study area intersection (see Appendix D):

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

A traffic signal is not projected to be warranted at the following study area intersection for Opening Year (2010) With Project traffic conditions (see Appendix D):

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Based on the intersection analysis tool known as the Delay Methodology, the intersection of Soboba Springs Drive/Lake Park Drive is projected to operate at an unacceptable Level of Service during the peak hours as an unsignalized intersection for Opening Year (2010) With Project traffic conditions. If it was signalized, the Delay Methodology would indicate that the intersection would operate at acceptable Levels of Service (see Table 15). However, based on traffic signal warrants, and directly considering the intersection volumes, a traffic signal is not warranted.

It should be noted that the Delay Methodology assumes that the amount of delay acceptable for an unsignalized intersection is substantially less than for a signalized intersection. For instance, Level of Service D for an unsignalized intersection may have 35.0 seconds of delay for any one movement, while an average of 55.0 seconds of delay is acceptable for all movements combined at a signalized intersection. Level of Service E for an unsignalized intersection may have 50.0 seconds of delay for any one movement, while an average of 80.0 seconds of delay is acceptable for all movements combined at a signalized intersection. It can be seen that the Delay Method is inconsistent in the amount of delay that is acceptable for an unsignalized intersection and signalized intersection.

The traffic signal warrant methodology directly addresses whether a traffic signal should be installed or not, where as one of the byproducts of the Delay Methodology

implies that a traffic signal is needed. The traffic signal warrants are based on years of experience, are time tested, industry standards, and are recognized by the Federal Highway Administration and the California Department of Transportation as the appropriate method of determining whether a traffic signal is needed or not. The Delay Methodology on the other hand is not recognized by the Federal Highway Administration and the California Department of Transportation as a valid methodology for determining whether a traffic signal is needed or not.

Therefore, the two methodologies produce different and contradictory conclusions to the question of whether a traffic signal is needed or not. Of the two methodologies, Kunzman Associates, Inc. believes the traffic signal warrant methodology should take precedence and a traffic signal should not be installed for Opening Year (2010) With Project traffic conditions.

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Opening Year (2010) With Project traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix D):

Soboba Road (NS) at:
- Project North Access (EW) - #16
- Project South Access (EW) - #17

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

A traffic signal is not projected to be warranted at the following study area intersection for Year 2025 With Project traffic conditions (see Appendix D):

Soboba Springs Drive (NS) at:
- Lake Park Drive (EW) - #14

Based on the intersection analysis tool known as the Delay Methodology, the intersection of Soboba Springs Drive/Lake Park Drive is projected to operate at an unacceptable Level of Service during the peak hours as an unsignalized intersection for Year 2025 With Project traffic conditions. If it was signalized, the Delay Methodology would indicate that the intersection would operate at acceptable Levels of Service (see Table 15). However, based on traffic signal warrants, and directly considering the intersection volumes, a traffic signal is not warranted.

It should be noted that the Delay Methodology assumes that the amount of delay acceptable for an unsignalized intersection is substantially less than for a signalized intersection. For instance, Level of Service D for an unsignalized intersection may have

35.0 seconds of delay for any one movement, while an average of 55.0 seconds of delay is acceptable for all movements combined at a signalized intersection. Level of Service E for an unsignalized intersection may have 50.0 seconds of delay for any one movement, while an average of 80.0 seconds of delay is acceptable for all movements combined at a signalized intersection. It can be seen that the Delay Method is inconsistent in the amount of delay that is acceptable for an unsignalized intersection and signalized intersection.

The traffic signal warrant methodology directly addresses whether a traffic signal should be installed or not, where as one of the byproducts of the Delay Methodology implies that a traffic signal is needed. The traffic signal warrants are based on years of experience, are time tested, industry standards, and are recognized by the Federal Highway Administration and the California Department of Transportation as the appropriate method of determining whether a traffic signal is needed or not. The Delay Methodology on the other hand is not recognized by the Federal Highway Administration and the California Department of Transportation as a valid methodology for determining whether a traffic signal is needed or not.

Therefore, the two methodologies produce different and contradictory conclusions to the question of whether a traffic signal is needed or not. Of the two methodologies, Kunzman Associates, Inc. believes the traffic signal warrant methodology should take precedence and a traffic signal should not be installed for Year 2025 With Project traffic conditions.

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

5. Recommendations

On-Site

Site-specific circulation and access recommendations are depicted on Figure 79.

Construct Lake Park Drive adjacent to the project site at its ultimate cross-section width as a Secondary Highway (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Construct Soboba Road adjacent to the project site at its ultimate half-section width as a Secondary Highway (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Traffic signals should be installed when warranted at the project entrances/Soboba Road intersections.

Off-street parking should be provided by the project site to meet City of San Jacinto parking code requirements.

On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at each project access should be reviewed with respect to standard California Department of Transportation/City of San Jacinto sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans. A line of sight analysis has been conducted and is included in Appendix H.

Off-Site

The following roadway segment improvements are required for Opening Year (2010) traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Secondary

Soboba Road, between Gilman Springs Road and Lake Park Drive:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:
- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:
- 4 Lane Major

The following intersection improvements are required for Opening Year (2010) traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Traffic Signal

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
- Northbound Right Turn Lane
- Westbound Left Turn Lane

Florida Avenue (EW) - #9
- Additional Southbound Left Turn Lane
- Additional Westbound Through Lane

Ramona Expressway (NS) at:
7th Street (EW) - #11
- Traffic Signal

Soboba Street (NS) at:
Mountain Avenue (EW) - #13
- Traffic Signal

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14
- Two-way Left Turn Median

Soboba Road (NS) at:
Lake Park Drive (EW) - #18
- Northbound Left Turn Lane
- Two Southbound Right Turn Lanes
- Additional Eastbound Left Turn Lane
- Traffic Signal

The following roadway segment improvements are required for Year 2025 traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Major

Soboba Road, between Gilman Springs Road and Lake Park Drive:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:
- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:
- 4 Lane Major

The following intersection improvements are required for Year 2025 traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Westbound Right Turn Overlap
- Traffic Signal

State Street (NS) at:
Ramona Expressway (EW) - #3
- Northbound Right Turn Lane
- Eastbound Right Turn Overlap
Florida Avenue (EW) - #4
- Westbound Right Turn Lane

San Jacinto Street (NS) at:

Ramona Boulevard/Main Street (EW) - #5

- Northbound Right Turn Lane
- Northbound Right Turn Overlap
- Additional Southbound Through Lane
- Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Two Westbound Left Turn Lanes

Florida Avenue (EW) - #9

- Additional Southbound Left Turn Lane
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane
- Additional Westbound Through Lane

Ramona Expressway (NS) at:

Main Street/Lake Park Drive (EW) - #10

- Northbound Right Turn Overlap
- Additional Westbound Left Turn Lane

7th Street (EW)- #11

- Traffic Signal

Mountain Avenue (NS) at:

Esplanade Avenue (EW) - #12

- Additional Southbound Through Lane

Soboba Street (NS) at:

Mountain Avenue (EW) - #13

- Traffic Signal

Soboba Springs Drive (NS) at:

Lake Park Drive (EW) - #14

- Additional Eastbound Through Lane
- Additional Westbound Through Lane
- Raised Center Median Allowing Westbound Left Turns

Soboba Road (NS) at:

Chabella Drive (EW) - #15

- Additional Southbound Through Lane
- Restrict East-West Through Traffic

Lake Park Drive (EW) - #18

- Northbound Left Turn Lane
- Two Southbound Right Turn Lanes
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Traffic Signal

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

E. Alternative 2 Executive Summary

1. Site Location and Study Area

The project site is located adjacent to Lake Park Drive at Soboba Road in the City of San Jacinto. Figure 1 illustrates the traffic analysis study area.

The study area includes the following intersections:

Sanderson Avenue (NS) at:
- Ramona Expressway (EW) - #1

State Street/Gilman Springs Road (NS) at:
- Soboba Road (EW) - #2

State Street (NS) at:
- Ramona Expressway (EW) - #3
- Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
- Ramona Boulevard/Main Street (EW) - #5
- Esplanade Avenue (EW) - #6
- Menlo Avenue (EW) - #7
- Devonshire Avenue (EW) - #8
- Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
- Main Street/Lake Park Drive (EW) - #10
- 7th Street (EW) - #11

Mountain Avenue (NS) at:
- Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
- Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
- Lake Park Drive (EW) - #14

Soboba Road (NS) at:
- Chabella Drive (EW) - #15
- Project North Access (EW) - #16
- Lake Park Drive (EW) - #17

Project South Access (EW) - #18

Project Access (NS) at:
Lake Park Drive (EW) - #19

The study area includes the following roadway segments:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, west of Sanderson Street
Ramona Expressway, between Sanderson Street and State Street
Ramona Expressway, between State Street and San Jacinto Street
Ramona Expressway, between San Jacinto Street and Main Street
Mountain Avenue, between Main Street and 7th Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street
Mountain Avenue, east of Soboba Street

It should be noted that the midblock roadway segment capacity is not as significant as the capacity at the intersections west and east or north and south of the roadway segment. The midblock roadway segment capacity functions as a proxy for the intersections west and east or north and south of the roadway segment. Essentially, the through lanes of a roadway segment has a "green" light all the time, whereas the through lanes at a signalized intersection only have a "green" light part of the time and face a "red" light the remainder of the time.

2. Development Description

As shown in Table 6, the project site (Alternative 2) is proposed to be developed with a 170,000 square foot 300 room hotel, a 12 fueling position service station with a 6,000 square foot convenience market, and a 13,500 square foot fire station. The project site was also analyzed with a 36,000 square foot convention center which shall be a part of phase 2 and was included in the analysis to represent buildout conditions.

3. Principal Findings

a. Required Level of Service: D.

b. Level of Service With Proposed Development: For Opening Year (2010) With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service, without improvements:

Gilman Springs Road, north of Soboba Road
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

c. Level of Service With Proposed Development and With Additional Improvements: For Opening Year (2010) With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 12).

d. Level of Service With Proposed Development: For Opening Year (2010) With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
7th Street (EW) - #11

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

e. Level of Service With Proposed Development and With Additional Improvements: For Opening Year (2010) With Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with improvements (see Table 18).

f. Level of Service With Proposed Development: For Year 2025 With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service, without improvements:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

g. Level of Service With Proposed Development and With Additional Improvements: For Year 2025 With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 24).

h. Level of Service With Proposed Development: For Year 2025 With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

State Street (NS) at:
Ramona Expressway (EW) - #3
Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
7th Street (EW) - #11

Mountain Avenue (NS) at:
Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Road (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Chabella Drive (EW) - #15
Lake Park Drive (EW) - #17

i. Level of Service With Proposed Development and With Additional Improvements: For Year 2025 With Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with General Plan improvements (see Table 30).

4. Conclusions

For Existing traffic conditions, traffic signals appear to currently be warranted at the following study area intersections (see Appendix D):

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

Ramona Expressway (NS) at:
7th Street (EW) - #11

Soboba Road (NS) at:
Lake Park Drive (EW) - #17

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

The proposed development (Alternative 2) is projected to generate a total of approximately 5,304 daily vehicle trips, 375 of which will occur during the morning peak hour and 424 of which will occur during the evening peak hour.

For Opening Year (2010) Without Project – No Action traffic conditions, a traffic signal is projected to be warranted at the following additional study area intersection (see Appendix D):

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Year 2025 With Project traffic conditions, a traffic signal is projected to be warranted at the following additional study area intersection (see Appendix D):

Soboba Road (NS) at:
Project South Access (EW) - #18

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

A traffic signal is not projected to be warranted at the following study area intersection for Year 2025 With Project traffic conditions (see Appendix D):

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Based on the intersection analysis tool known as the Delay Methodology, the intersection of Soboba Springs Drive/Lake Park Drive is projected to at an unacceptable Level of Service during the peak hours as an unsignalized intersection for Year 2025 With Project traffic conditions. If it was signalized, the Delay Methodology would indicate that the intersection would operate at acceptable Levels of Service (see Table 15). However, based on traffic signal warrants, and directly considering the intersection volumes, a traffic signal is not warranted.

It should be noted that the Delay Methodology assumes that the amount of delay acceptable for an unsignalized intersection is substantially less than for a signalized

intersection. For instance, Level of Service D for an unsignalized intersection may have 35.0 seconds of delay for any one movement, while an average of 55.0 seconds of delay is acceptable for all movements combined at a signalized intersection. Level of Service E for an unsignalized intersection may have 50.0 seconds of delay for any one movement, while an average of 80.0 seconds of delay is acceptable for all movements combined at a signalized intersection. It can be seen that the Delay Method is inconsistent in the amount of delay that is acceptable for an unsignalized intersection and signalized intersection.

The traffic signal warrant methodology directly addresses whether a traffic signal should be installed or not, where as one of the byproducts of the Delay Methodology implies that a traffic signal is needed. The traffic signal warrants are based on years of experience, are time tested, industry standards, and are recognized by the Federal Highway Administration and the California Department of Transportation as the appropriate method of determining whether a traffic signal is needed or not. The Delay Methodology on the other hand is not recognized by the Federal Highway Administration and the California Department of Transportation as a valid methodology for determining whether a traffic signal is needed or not.

Therefore, the two methodologies produce different and contradictory conclusions to the question of whether a traffic signal is needed or not. Of the two methodologies, Kunzman Associates, Inc. believes the traffic signal warrant methodology should take precedence and a traffic signal should not be installed for Year 2025 With Project traffic conditions.

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

5. Recommendations

On-Site

Site-specific circulation and access recommendations are depicted on Figure 80.

Construct Lake Park Drive adjacent to the project site at its ultimate cross-section width as a Secondary Highway (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Construct Soboba Road adjacent to the project site at its ultimate half-section width as a Secondary Highway (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Traffic signals should be installed when warranted at the project entrances/Soboba Road intersections.

Off-street parking should be provided by the project site to meet City of San Jacinto parking code requirements.

On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at each project access should be reviewed with respect to standard California Department of Transportation/City of San Jacinto sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans. A line of sight analysis has been conducted and is included in Appendix H.

Off-Site

The following roadway segment improvements are required for Opening Year (2010) traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:
- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:
- 4 Lane Major

The following intersection improvements are required for Opening Year (2010) traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Traffic Signal

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
- Westbound Left Turn Lane
Florida Avenue (EW) - #9
- Additional Southbound Left Turn Lane

Ramona Expressway (NS) at:
7th Street (EW) - #11
- Traffic Signal

Soboba Street (NS) at:
Mountain Avenue (EW) - #13
- Traffic Signal

Soboba Road (NS) at:
Lake Park Drive (EW) - #17
- Northbound Left Turn Lane
- Traffic Signal

The following roadway segment improvements are required for Year 2025 traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Major

Soboba Road, between Gilman Springs Road and Lake Park Drive:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:
- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:
- 4 Lane Major

The following intersection improvements are required for Year 2025 traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Traffic Signal

State Street (NS) at:
Ramona Expressway (EW) - #3
- Northbound Right Turn Lane
- Eastbound Right Turn Overlap

Florida Avenue (EW) - #4
- Westbound Right Turn Lane

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
- Northbound Right Turn Lane
- Additional Southbound Through Lane
- Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Westbound Left Turn Lane

Florida Avenue (EW) - #9
- Additional Southbound Left Turn Lane
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
- Additional Westbound Left Turn Lane

7th Street (EW) - #11
- Traffic Signal

Mountain Avenue (NS) at:
Esplanade Avenue (EW) - #12
- Additional Southbound Through Lane

Soboba Street (NS) at:
Mountain Avenue (EW) - #13
- Traffic Signal

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14
- Additional Eastbound Through Lane
- Additional Westbound Through Lane
- Raised Center Median Allowing Westbound Left Turns

Soboba Road (NS) at:
Chabella Drive (EW) - #15
- Additional Southbound Through Lane
- Restrict East-West Through Traffic

Lake Park Drive (EW) - #17
- Northbound Left Turn Lane
- Southbound Left Turn Lane
- Southbound Right Turn Lane
- Southbound Right Turn Overlap
- Eastbound Right Turn Overlap
- Traffic Signal

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

F. Alternative 3 Executive Summary

1. Site Location and Study Area

The project site is located on the southwest corner of Lake Park Drive at Soboba Road in the City of San Jacinto. Figure 1 illustrates the traffic analysis study area.

The study area includes the following intersections:

Sanderson Avenue (NS) at:
Ramona Expressway (EW) - #1

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

State Street (NS) at:
Ramona Expressway (EW) - #3
Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Esplanade Avenue (EW) - #6
Menlo Avenue (EW) - #7
Devonshire Avenue (EW) - #8
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
7th Street (EW) - #11

Mountain Avenue (NS) at:
Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Chabella Drive (EW) - #15
Lake Park Drive (EW) - #16
Project Access (EW) - #17

Project Access (NS) at:
Lake Park Drive (EW) - #18

The study area includes the following roadway segments:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, west of Sanderson Street
Ramona Expressway, between Sanderson Street and State Street
Ramona Expressway, between State Street and San Jacinto Street
Ramona Expressway, between San Jacinto Street and Main Street
Mountain Avenue, between Main Street and 7th Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street
Mountain Avenue, east of Soboba Street

It should be noted that the midblock roadway segment capacity is not as significant as the capacity at the intersections west and east or north and south of the roadway segment. The midblock roadway segment capacity functions as a proxy for the intersections west and east or north and south of the roadway segment. Essentially, the through lanes of a roadway segment has a "green" light all the time, whereas the through lanes at a signalized intersection only have a "green" light part of the time and face a "red" light the remainder of the time.

2. Development Description

As shown in Table 7, the project site (Alternative 3) is proposed to be developed with a 200 space RV Park, a 122,950 square foot shopping center, a 12 fueling position service station with a 6,000 square foot convenience market, and a 13,500 square foot fire station.

3. Principal Findings

a. Required Level of Service: D.

b. Level of Service With Proposed Development: For Opening Year (2010) With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service, without improvements:

Gilman Springs Road, north of Soboba Road
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

c. Level of Service With Proposed Development and With Additional Improvements: For Opening Year (2010) With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 13).

d. Level of Service With Proposed Development: For Opening Year (2010) With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
7th Street (EW) - #11

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Road (NS) at:
Lake Park Drive (EW) - #16

e. Level of Service With Proposed Development and With Additional Improvements: For Opening Year (2010) With Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with improvements (see Table 19).

f. Level of Service With Proposed Development: For Year 2025 With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service, without improvements:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

g. Level of Service With Proposed Development and With Additional Improvements: For Year 2025 With Project traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 25).

h. Level of Service With Proposed Development: For Year 2025 With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

State Street (NS) at:
Ramona Expressway (EW) - #3
Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
7th Street (EW) - #11

Mountain Avenue (NS) at:
Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Road (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Chabella Drive (EW) - #15
Lake Park Drive (EW) - #16

i. Level of Service With Proposed Development and With Additional Improvements: For Year 2025 With Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with General Plan improvements (see Table 31).

4. Conclusions

Site-specific circulation and access recommendations are depicted on Figure 81.

For Existing traffic conditions, traffic signals appear to currently be warranted at the following study area intersections (see Appendix D):

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

Ramona Expressway (NS) at:
7th Street (EW) - #11

Soboba Road (NS) at:
Lake Park Drive (EW) - #16

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

The proposed development (Alternative 3) is projected to generate a total of approximately 9,095 daily vehicle trips, 292 of which will occur during the morning peak hour and 814 of which will occur during the evening peak hour.

For Opening Year (2010) Without Project – No Action traffic conditions, a traffic signal is projected to be warranted at the following additional study area intersection (see Appendix D):

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Opening Year (2010) With Project traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix D):

Soboba Road (NS) at:
Project Access (EW) - #17

Project Access (NS) at:
Lake Park Drive (EW) - #18

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

A traffic signal is not projected to be warranted at the following study area intersection for Year 2025 With Project traffic conditions (see Appendix D):

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Based on the intersection analysis tool known as the Delay Methodology, the intersection of Soboba Springs Drive/Lake Park Drive is projected to operate at an unacceptable Level of Service during the peak hours as an unsignalized intersection for Year 2025 With Project traffic conditions. If it was signalized, the Delay Methodology would indicate that the intersection would operate at acceptable Levels of Service (see Table 15). However, based on traffic signal warrants, and directly considering the intersection volumes, a traffic signal is not warranted.

It should be noted that the Delay Methodology assumes that the amount of delay acceptable for an unsignalized intersection is substantially less than for a signalized intersection. For instance, Level of Service D for an unsignalized intersection may have 35.0 seconds of delay for any one movement, while an average of 55.0 seconds of delay is acceptable for all movements combined at a signalized intersection. Level of Service E for an unsignalized intersection may have 50.0 seconds of delay for any one movement, while an average of 80.0 seconds of delay is acceptable for all movements combined at a signalized intersection. It can be seen that the Delay Method is inconsistent in the amount of delay that is acceptable for an unsignalized intersection and signalized intersection.

The traffic signal warrant methodology directly addresses whether a traffic signal should be installed or not, where as one of the byproducts of the Delay Methodology implies that a traffic signal is needed. The traffic signal warrants are based on years of experience, are time tested, industry standards, and are recognized by the Federal Highway Administration and the California Department of Transportation as the appropriate method of determining whether a traffic signal is needed or not. The Delay Methodology on the other hand is not recognized by the Federal Highway Administration and the California Department of Transportation as a valid methodology for determining whether a traffic signal is needed or not.

Therefore, the two methodologies produce different and contradictory conclusions to the question of whether a traffic signal is needed or not. Of the two methodologies, Kunzman Associates, Inc. believes the traffic signal warrant methodology should take precedence and a traffic signal should not be installed for Year 2025 With Project traffic conditions.

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

5. Recommendations

On-Site

Construct Lake Park Drive adjacent to the project site at its ultimate half-section width as a Secondary Highway (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Construct Soboba Road adjacent to the project site at its ultimate half-section width as a Secondary Highway (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Traffic signals should be installed when warranted at the project entrances/Soboba Road intersections.

Off-street parking should be provided by the project site to meet City of San Jacinto parking code requirements.

On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at each project access should be reviewed with respect to standard California Department of Transportation/City of San Jacinto sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans. A line of sight analysis has been conducted and is included in Appendix H.

Off-Site

The following roadway segment improvements are required for Opening Year (2010) traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:
- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:
- 4 Lane Major

The following intersection improvements are required for Opening Year (2010) traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Traffic Signal

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
- Northbound Right Turn Lane
- Westbound Left Turn Lane

Florida Avenue (EW) - #9
- Additional Southbound Left Turn Lane

Ramona Expressway (NS) at:
7th Street (EW) - # 11
- Traffic Signal

Soboba Street (NS) at:
Mountain Avenue (EW) - #13
- Traffic Signal

Soboba Road (NS) at:
Lake Park Drive (EW) - #16
- Northbound Left Turn Lane
- Traffic Signal

The following roadway segment improvements are required for Year 2025 traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Major

Soboba Road, between Gilman Springs Road and Lake Park Drive:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:
- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:
- 4 Lane Major

The following intersection improvements are required for Year 2025 traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Traffic Signal

State Street (NS) at:
Ramona Expressway (EW) - #3
- Northbound Right Turn Lane
- Eastbound Right Turn Overlap

Florida Avenue (EW) - #4
- Westbound Right Turn Lane

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
- Northbound Right Turn Lane
- Additional Southbound Through Lane
- Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Two Westbound Left Turn Lanes

Florida Avenue (EW) - #9
- Additional Southbound Left Turn Lane
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
- Additional Westbound Left Turn Lane

7th Street (EW) - #11
- Traffic Signal

Mountain Avenue (NS) at:
Esplanade Avenue (EW) - #12
- Additional Southbound Through Lane

Soboba Street (NS) at:

Mountain Avenue (EW) - #13

- Traffic Signal

Soboba Springs Drive (NS) at:

Lake Park Drive (EW) - #14

- Additional Eastbound Through Lane
- Additional Westbound Through Lane
- Raised Center Median Allowing Westbound Left Turns

Soboba Road (NS) at:

Chabella Drive (EW) - #15

- Additional Southbound Through Lane
- Restrict East-West Through Traffic

Lake Park Drive (EW) - #16

- Northbound Left Turn Lane
- Southbound Left Turn Lane
- Southbound Right Turn Lane
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Traffic Signal

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

II. Proposed Development

A. Location

The project site is located adjacent to Lake Park Drive at Soboba Road in the City of San Jacinto. Figure 1 shows the project location map.

B. Land Use and Intensity

The project site (Proposed Action "A") is proposed to be developed with a 365,000 square foot casino, a 135,000 square foot event arena with 3,891 seats, a 170,000 square foot 300 room hotel, a 12 fueling position service station with a 6,000 square foot convenience market, and a 13,500 square foot fire station. The project site was also analyzed with a 40,000 square foot convention center which shall be a part of phase 2 and was included in the analysis to represent buildout conditions.

The project site (Proposed Action "B") is proposed to be developed with a 350,000 square foot casino, a 120,000 square foot event arena with 3,891 seats, a 170,000 square foot 300 room hotel, a 12 fueling position service station with a 6,000 square foot convenience market, and a 13,500 square foot fire station. The project site was also analyzed with a 40,000 square foot convention center which shall be a part of phase 2 and was included in the analysis to represent buildout conditions.

The project site (Alternative 1) is proposed to be developed with a 280,000 square foot casino, a 96,000 square foot event arena with 3,112 seats, a 136,000 square foot 240 room hotel, a 12 fueling position service station with a 6,000 square foot convenience market, and a 13,500 square foot fire station. The project site was also analyzed with a 32,000 square foot convention center which shall be a part of phase 2 and was included in the analysis to represent buildout conditions.

The project site (Alternative 2) is proposed to be developed with a 170,000 square foot 300 room hotel, a 12 fueling position service station with a 6,000 square foot convenience market, and a 13,500 square foot fire station. The project site was also analyzed with a 36,000 square foot convention center which shall be a part of phase 2 and was included in the analysis to represent buildout conditions.

The project site (Alternative 3) is proposed to be developed with a 200 space RV Park, a 122,950 square foot shopping center, a 12 fueling position service station with a 6,000 square foot convenience market, and a 13,500 square foot fire station.

As shown in Tables 3 to 7, an analysis has been conducted to compare the proposed mixes of different land uses.

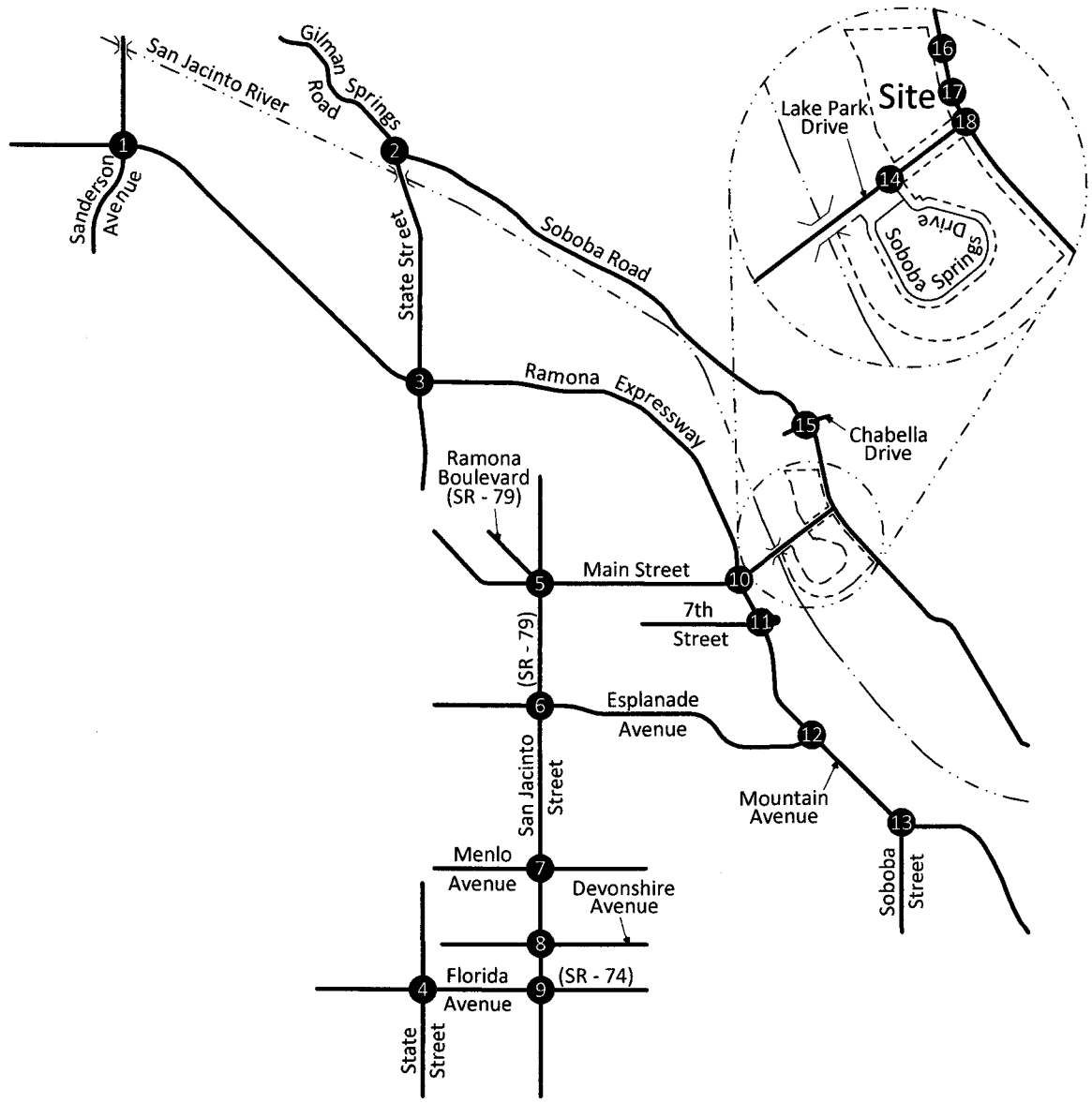
C. Site Plan

Figures 2 to 6 illustrate the project site plans for the different alternatives.

D. Construction Effects

During construction, necessary truck space will be utilized to grade the project site for the different alternatives. For Proposed Action "A", Proposed Action "B" and Alternative 1, 266 truckloads (532 total inbound and outbound trips) will be necessary. For Alternative 2 and Alternative 3, 133 truckloads (266 total inbound and outbound trips) will be necessary. For Alternative 4, there will not be any necessary truckloads. These figures are estimated based on the total number of truck trips throughout the grading period of the project.

Figure 1
Project Location Map



Legend

1 = Study Area Intersection

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NTS

4030d/1

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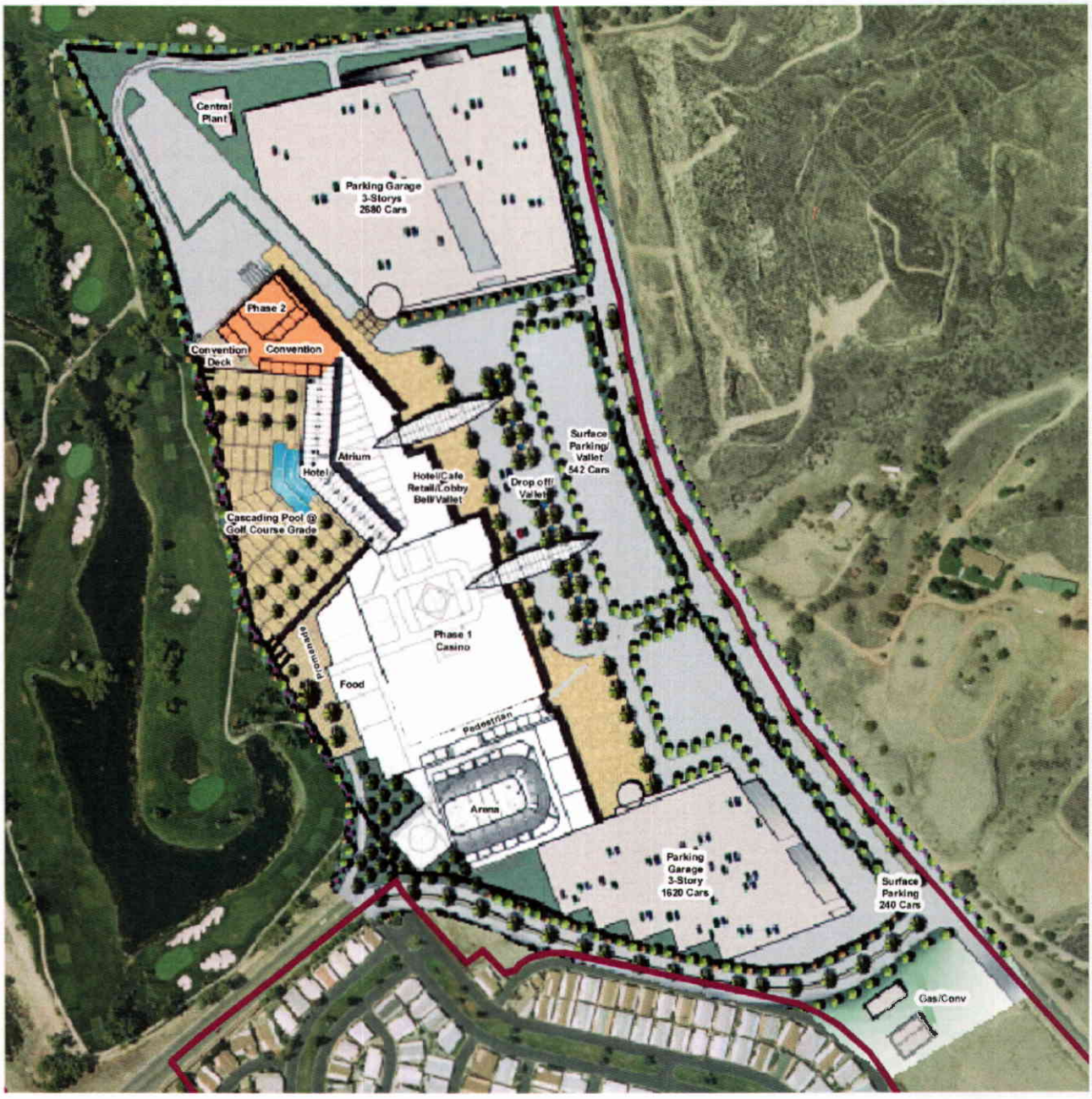
Figure 2
Proposed Action "A" Site Plan



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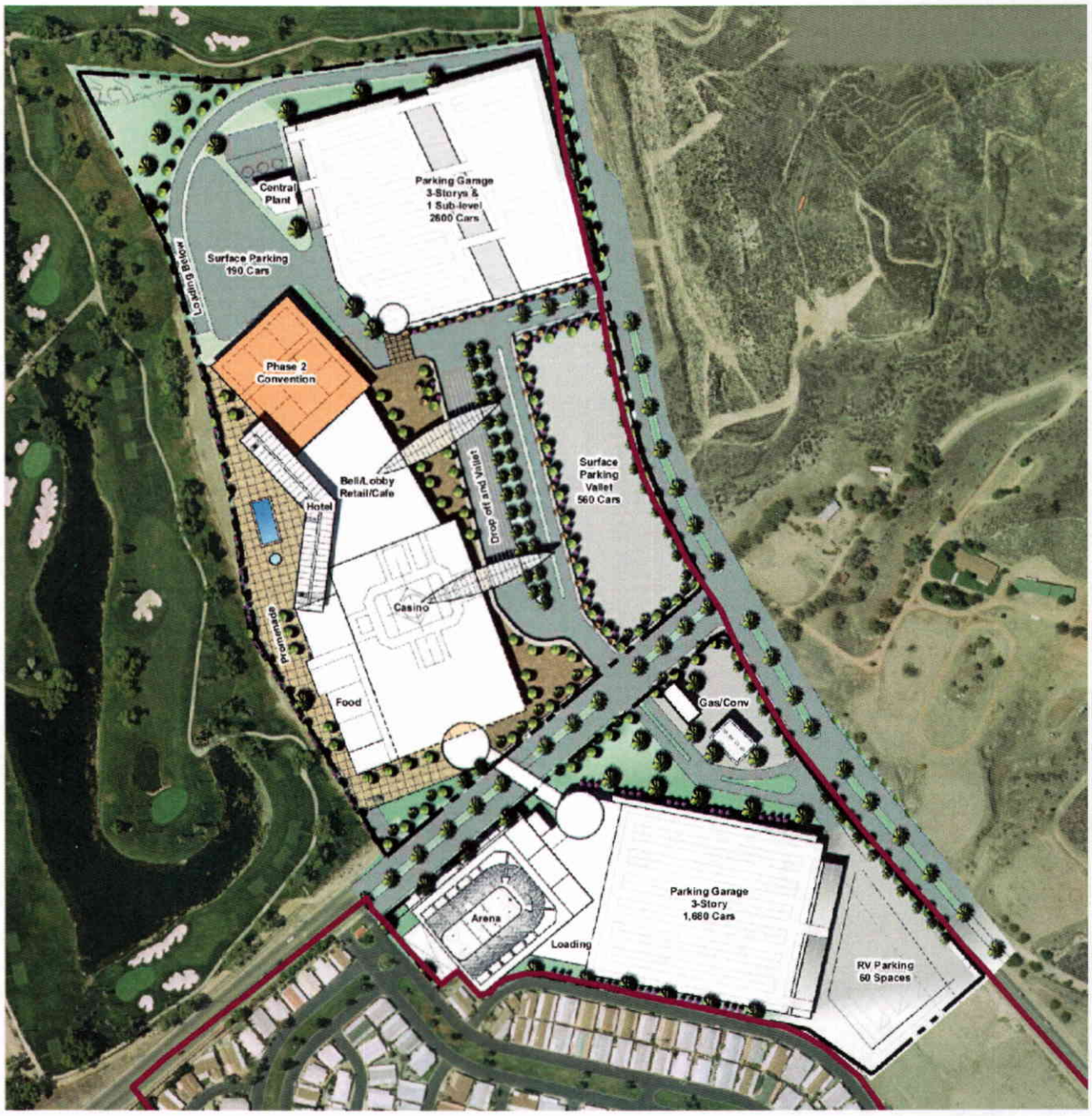
4030d/2

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Figure 3
Proposed Action "B" Site Plan



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OVER 30 YEARS OF EXCELLENT SERVICE

Figure 4
Alternative 1 Site Plan

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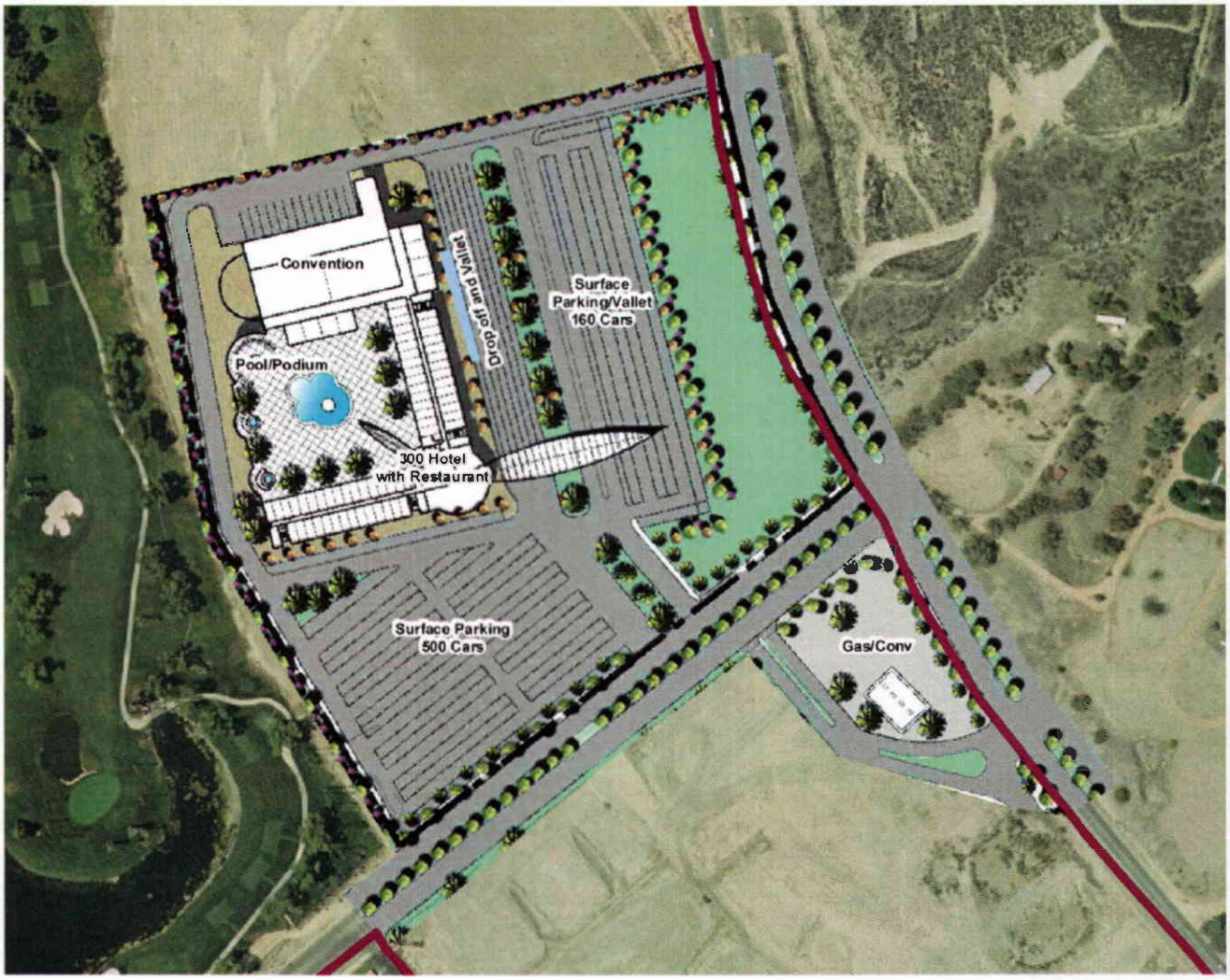
4030d/4

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 5
Alternative 2 Site Plan



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4030d/5

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 6
Alternative 3 Site Plan

Legend

- Firestation
- Gas Station
- Lake
- Lakeside Restaurant
- Major Retail
- Pool and Picnic Area
- Retail Space
- River Trail
- Roads and Parking Lot
- Back in - Pull Through Space
- Cabin Space - Open Area Planting
- Tent or Trailer Space
- Visitor Center
- Water Feature
- Project Site

N

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OVER 30 YEARS OF EXCELLENT SERVICE

4030d/6

III. Area Conditions

A. Study Area

1. Area of Significant Traffic Impact

The study area includes the following intersections for all alternatives:

Sanderson Avenue (NS) at:
- Ramona Expressway (EW) - #1

State Street/Gilman Springs Road (NS) at:
- Soboba Road (EW) - #2

State Street (NS) at:
- Ramona Expressway (EW) - #3
- Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
- Ramona Boulevard/Main Street (EW) - #5
- Esplanade Avenue (EW) - #6
- Menlo Avenue (EW) - #7
- Devonshire Avenue (EW) - #8
- Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
- Main Street/Lake Park Drive (EW) - #10
- 7th Street (EW) - #11

Mountain Avenue (NS) at:
- Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
- Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
- Lake Park Drive (EW) - #14

Soboba Road (NS) at:
- Chabella Drive (EW) - #15
- Lake Park (EW) -#16, 17, or 18 (depending on alternative)

The study area includes the following additional intersections for Proposed Action "A":

Soboba Road (NS) at:
Project North Entrance (EW) - #16
Project South Entrance (EW) - #17

The study area includes the following additional intersections for Proposed Action "B":

Soboba Road (NS) at:
Project North Access (EW) - #16
Project South Access (EW) - #18

Project Access (NS) at:
Lake Park Drive (EW) - #19

The study area includes the following additional intersections for Alternative 1:

Soboba Road (NS) at:
Project North Access (EW) - #16
Project South Access (EW) -#17

The study area includes the following additional intersections for Alternative 2:

Soboba Road (NS) at:
Project North Access (EW) - #16
Project South Access (EW) - #18

Project Access (NS) at:
Lake Park Drive (EW) - #19

The study area includes the following additional intersections for Alternative 3:

Soboba Road (NS) at:
Project Access (EW) - #17

Project Access (NS) at:
Lake Park Drive (EW) - #18

The study area intersections were selected based on traffic impact analysis guidelines established by the City of San Jacinto, City of Hemet, and the County of Riverside. The intersections shall include a street of "Collector" or higher classification intersecting with another "Collector" or higher classification street within a 5-mile radius of the project site in which the project adds 50 or more peak hour trips. When the traffic is distributed throughout the study area onto the roadway system and will add less than 50 peak hour trips through an intersection and that traffic distributes onto local streets serving residential uses, commercial uses, office uses, etc. and will not contribute 50 peak hour trips onto the next "Collector" or higher classified street, the traffic impact

analysis guidelines criteria has been met. Traffic heading north on Soboba Road and west on Florida Avenue are regional draws utilizing the freeway system.

The study area includes the following roadway segments for all alternatives:

Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, west of Sanderson Street
Ramona Expressway, between Sanderson Street and State Street
Ramona Expressway, between State Street and San Jacinto Street
Ramona Expressway, between San Jacinto Street and Main Street
Mountain Avenue, between Main Street and 7th Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street
Mountain Avenue, east of Soboba Street

The study area roadway segments were selected based on comments received from the County of Riverside Transportation Department requesting a study area roadway segment analysis be conducted.

It should be noted that the midblock roadway segment capacity is not as significant as the capacity at the intersections west and east or north and south of the roadway segment. The midblock roadway segment capacity functions as a proxy for the intersections west and east or north and south of the roadway segment. Essentially, the through lanes of a roadway segment has a "green" light all the time, whereas the through lanes at a signalized intersection only have a "green" light part of the time and face a "red" light the remainder of the time.

B. Study Area Land Use

1. Existing Land Uses

The project site is currently undeveloped and relatively low traffic generation is currently being generated from the project. Adjacent uses include the following:

North – Residential/Vacant
South – Vacant
East – Residential/Vacant
West – Residential/Vacant

2. Approved Future Development

The Opening Year (2010) without project traffic volumes have been interpolated from the City of San Jacinto Year 2025 General Plan traffic volumes obtained from the City of San Jacinto and City of Hemet General Plan Traffic Studies.

C. Site Accessibility

1. Area Roadway System

Figure 7 identifies the existing roadway conditions for study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

2. Surrounding Street System

Roadways that will be utilized by the development include Sanderson Street, State Street, Gilman Springs Road, Ramona Boulevard, San Jacinto Street, Ramona Expressway, Mountain Avenue, Soboba Street, Soboba Springs Drive, Chabella Drive, Soboba Road, Main Street, Lake Park Drive, 7th Street, Esplanade Avenue, Menlo Avenue, Devonshire Avenue, and Florida Avenue.

Sanderson Street: This north-south two lane undivided to four lane divided roadway is classified as an Expressway (220 foot right-of-way) on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 12,900 to 26,000 vehicles per day in the study area.

State Street: This north-south two lane undivided to four lane divided roadway is classified as a Major Highway (112 foot right-of-way) north of Esplanade Avenue and as a Secondary (100 foot right-of-way) south of Esplanade Avenue on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 9,400 to 20,200 vehicles per day in the study area.

Gilman Springs Road: This north-south two lane divided roadway is classified as a Secondary (100 foot right-of-way) on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 15,100 vehicles per day in the study area.

Ramona Boulevard: This north-south two lane undivided roadway is classified as a Secondary Highway (100 foot right-of-way) on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 14,000 vehicles per day in the study area.

San Jacinto Street: This north-south two lane undivided to four lane divided roadway is classified as a Secondary Highway (100 foot right-of-way) north of Main Street and as a Major Highway (112 foot right-of-way) south of Main Street on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 7,400 to 19,700 vehicles per day in the study area.

Ramona Expressway: This north-south to east-west two lane undivided to four lane divided roadway is classified as a Limited Access Conventional Highway (184 foot right-of-way) west of State Street and as an Urban Arterial Highway (146 foot right-of-way) east of State Street on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 14,500 to 18,400 vehicles per day in the study area.

Mountain Avenue: This north-south to east-west two lane undivided to four lane divided roadway is classified as an Secondary Highway (100 foot right-of-way) on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 10,700 to 17,200 vehicles per day in the study area.

Soboba Street: This north-south two lane undivided roadway is classified as a Collector (66 foot right-of-way) on the City of Hemet General Plan Circulation Element. It currently carries approximately 2,400 vehicles per day in the study area.

Soboba Springs Drive: This north-south two lane divided roadway is not classified on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 900 vehicles per day in the study area.

Chabella Drive: This east-west two lane undivided roadway is not classified on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 200 to 600 vehicles per day in the study area.

Soboba Road: This north-south two lane undivided roadway is classified as a Secondary Highway (100 foot right-of-way) on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 6,400 to 9,100 vehicles per day in the study area.

Main Street: This east-west two lane undivided to three lane divided roadway is classified as a Secondary Highway (100 foot right-of-way) on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 2,800 to 5,400 vehicles per day in the study area.

Lake Park Drive: This east-west two lane divided roadway is classified as a Secondary Highway (100 foot right-of-way) on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 11,700 vehicles per day in the study area.

7th Street: This east-west two lane undivided roadway is classified as a Secondary Highway (100 foot right-of-way) on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 600 to 4,000 vehicles per day in the study area.

Esplanade Avenue: This east-west four lane undivided to four lane divided roadway is classified as a Major Highway (112 foot right-of-way) on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 10,000 to 17,400 vehicles per day in the study area.

Menlo Avenue: This east-west two lane undivided roadway is classified as a Secondary Highway (100 foot right-of-way) on the City of San Jacinto General Plan Circulation Element. It currently carries approximately 8,500 to 10,000 vehicles per day in the study area.

Devonshire Avenue: This east-west two lane undivided roadway is classified as a Major Highway (118 foot right-of-way) on the City of San Jacinto General Plan

Circulation Element. It currently carries approximately 4,100 to 5,200 vehicles per day in the study area.

Florida Avenue: This east-west four lane divided roadway is classified as a Major Highway (100 foot right-of-way) on the City of Hemet General Plan Circulation Element. It currently carries approximately 31,000 to 32,000 vehicles per day in the study area.

3. Existing City of San Jacinto Circulation Plan

Figure 8 exhibits the current City of San Jacinto General Plan Circulation Element. Existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 8. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan and serves to coordinate future arterials between local jurisdictions. Figure 9 illustrates the City of San Jacinto arterial street cross-sections.

4. Existing City of Hemet Circulation Plan

Figure 10 exhibits the current City of Hemet General Plan Circulation Element. Existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 10. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan and serves to coordinate future arterials between local jurisdictions. Figure 11 illustrates the City of Hemet arterial street cross-sections.

5. Traffic Volumes and Conditions

Figure 12 depicts the existing average daily traffic volumes. The existing average daily traffic volumes were obtained from the 2008 Traffic Volumes on California State Highways by the California Department of Transportation, manual 24 hour traffic counts obtained by Kunzman Associates, Inc. in January 2010, and factored from peak hour traffic counts (see Appendix B) obtained by Kunzman Associates, Inc. in April/October/November 2007 and January 2010 using the following formula for each intersection leg:

PM Peak Hour (Approach + Exit Volume) x 12 = Leg Volume.

This is a conservative estimate and may over estimate the average daily traffic volumes.

The County of Riverside Transportation Department has requested a roadway segment analysis for certain roadway segments within the study area roadway network. Roadway segment capacity is generally defined as the number of vehicles that can be expected to reasonably pass over a given section of road in a given time period. The

roadway segment capacity and level of service for the County of Riverside is defined below:

County of Riverside Roadway Segment Capacity and Level of Service (LOS)[1]				
Roadway Classification	Number of Lanes	Maximum Two-Way Traffic Volume (ADT)[2]		
		LOS C	LOS D	LOS E
Collector	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial[3]	2	14,400	16,200	18,000
Arterial	4	28,700	32,300	35,900
Mountain Arterial	2	12,900	14,500	16,100
Mountain Arterial	3	16,700	18,800	20,900
Mountain Arterial	4	29,800	33,500	37,200
Urban Arterial	4	28,700	32,300	35,900
Urban Arterial	6	43,100	48,500	53,900
Urban Arterial	8	57,400	64,600	71,800
Expressway	4	32,700	36,800	40,900
Expressway	6	49,000	55,200	61,300
Expressway	8	65,400	73,500	81,700
Freeway	4	61,200	68,900	76,500
Freeway	6	94,000	105,800	117,500
Freeway	8	128,400	144,500	160,500
Freeway	10	160,500	180,500	200,600
Ramp[4]	1	16,000	18,000	20,000

Notes: [1]All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only.
[2]Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables as defined in the Riverside County Congestion Management Program.
[3]Two-lane roadways designated as future arterials that conform to arterial design standards for vertical and horizontal alignment are analyzed as arterials.
[4]Ramp capacity is given as a one-way traffic volume.

For existing traffic conditions, the study area roadway segments currently operate at acceptable Levels of Service, except for the following roadway segments that currently operate at unacceptable Levels of Service (see Table 1):

Gilman Springs Road, north of Soboba Road
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The existing delay and Level of Service for intersections in the vicinity of the project are shown in Table 2. Existing delay is based upon manual morning and evening peak

hour intersection turning movement counts obtained by Kunzman Associates, Inc. in April/October/November 2007 and January 2010 (see Figures 13 and 14). Traffic count worksheets are provided in Appendix B.

Pursuant to City of San Jacinto requirements, the study area intersections currently operate at acceptable Levels of Service during the peak hours for existing traffic conditions, except the following study area intersections which operate at unacceptable Levels of Service during the peak hours:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

Ramona Expressway (NS) at:
7th Street (EW) - #11

Existing delay worksheets are provided in Appendix C.

6. Existing Traffic Signal Warrant Analysis

For existing traffic conditions, traffic signals appear to currently be warranted at the following study area intersections (see Appendix D):

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

Ramona Expressway (NS) at:
7th Street (EW) - #11

Soboba Road (NS) at:
Lake Park Drive (EW) - #18

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

7. Transit Service

The study area is currently served by the Riverside Transit Agency Route 27 along Florida Avenue, Route 31 along State Street and Devonshire Avenue, Route 32 along State Street, San Jacinto Street, Main Street, Esplanade Avenue, and Florida Avenue, Route 33 along San Jacinto Street, State Street, Florida Avenue, and Menlo Avenue, Route 42 along San Jacinto Street, Soboba Road, Main Street/Lake Park Drive, 7th Street, and Esplanade Avenue, and Route 74 along San Jacinto Street and Ramona Expressway. Figure 15 exhibits the Riverside Transit Agency System Map. The proposed project alternatives are not expected to have an impact on the transit system bus lanes as there are no striped bus only lanes within the vicinity of the proposed project alternatives.

8. Bicycle Lanes

The proposed project alternatives are not expected to have an impact on bicycle lanes as there are no striped bicycle lanes within the vicinity of the proposed project alternatives.

Table 1

Existing Roadway Operations

Roadway	Segment	Roadway Functional Classification[1]	Maximum Capacity (LOS E)	ADT[2]	V/C[3]	LOS[4]
Gilman Springs Road	North of Soboba Road	2 Lane Collector	13,000	15,100	1.162	F
Soboba Road	Between Gilman Springs Road and Lake Park Drive	2 Lane Collector	13,000	8,600	0.662	C
Ramona Expressway	West of Sanderson Street	4 Lane Expressway	40,900	15,200	0.372	C
	Between Sanderson Street and State Street	2 Lane Arterial	18,000	18,400	1.022	F
	Between State Street and San Jacinto Street	4 Lane Urban Arterial	35,900	14,500	0.404	C
	Beetween San Jacinto Street and Main Street	4 Lane Arterial	35,900	14,500	0.404	C
Mountain Avenue	Between Main Street and 7th Street	4 Lane Major	34,100	15,900	0.466	C
	Between 7th Street and Esplanade Avenue	2 Lane Arterial	18,000	17,200	0.956	E
	Between Esplanade Avenue and Soboba Street	2 Lane Arterial	18,000	16,700	0.928	E
	East of Soboba Street	2 Lane Arterial	18,000	10,700	0.594	C

[1] Existing roadway functional classification is based on field observation.

[2] ADT = Average Daily Traffic

[3] V/C = Volume to Capacity Ratio.

[4] LOS = Level of Service (see Section III.C. for County of Riverside Roadway Segment Capacity and Level of Service). Level of Service C indicates that the roadway segment operates at Level of Service C or better as the County of Riverside does not have maximum capacities established for Level of Service A or B.

Table 2

Existing Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay (Secs.) - LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Sanderson Avenue (NS) at:															
Ramona Expressway (EW) - #1	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	29.2-C	29.1-C
State Street/Gilman Springs Road (NS) at:															
Soboba Road (EW) - #2	CSS	1	1	0	1	1	0	0	1	0	0	1	1	40.1-E	40.5-E
State Street (NS) at:															
Ramona Expressway (EW) - #3	TS	1	2	0	1	2	1	1	2	1	1	2	1	34.9-C	37.4-D
Florida Avenue (EW) - #4	TS	1	2	0	1	1	1	1	2	0	1	2	0	20.7-C	24.1-C
San Jacinto Street (NS) at:															
Ramona Boulevard/Main Street (EW)[4] - #5	TS	1.5	0.5	0	1	1	0	0	1	1	0	1	0	24.7-C	29.1-C
Esplanade Avenue (EW) - #6	TS	1	2	1	1	2	0	1	2	1	1	2	0	28.4-C	34.0-C
Menlo Avenue (EW) - #7	TS	1	2	0	1	2	0	1	1	0	1	1	1	19.2-B	22.0-C
Devonshire Avenue (EW) - #8	TS	1	2	0	1	2	0	1	1	1	1	1	0	19.9-B	21.8-C
Florida Avenue (EW) - #9	TS	1	2	0	1.5	0.5	1	1	2	0	1	2	1	43.4-D	53.8-D
Ramona Expressway (NS) at:															
Main Street/Lake Park Drive (EW) - #10	TS	1	2	1	1	2	0	1	2	0	1	2	0	28.8-C	36.7-D
7th Street (EW) - #11	CSS	1	2	1	1	2	1	0	1	1	0	1	0	39.5-E	34.1-D
Mountain Avenue (NS) at:															
Esplanade Avenue (EW) - #12	TS	1	1	0	0	1	1	1	0	1	0	0	0	18.0-B	26.6-C
Soboba Street (NS) at:															
Mountain Avenue (EW) - #13	CSS	1	0	1	0	0	0	0	1	0	0	1	0	22.0-C	20.8-C
Soboba Springs Drive (NS) at:															
Lake Park Drive (EW) - #14	CSS	1	0	1	0	0	0	0	1	1	1	1	0	15.4-C	16.0-C
Soboba Road (NS) at:															
Chabella Drive (EW) - #15	CSS	1	1	0	1	1	1	0	1	1	0	1	1	12.3-B	12.7-B
Lake Park Drive (EW) - #18	AWS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	9.7-A	14.1-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

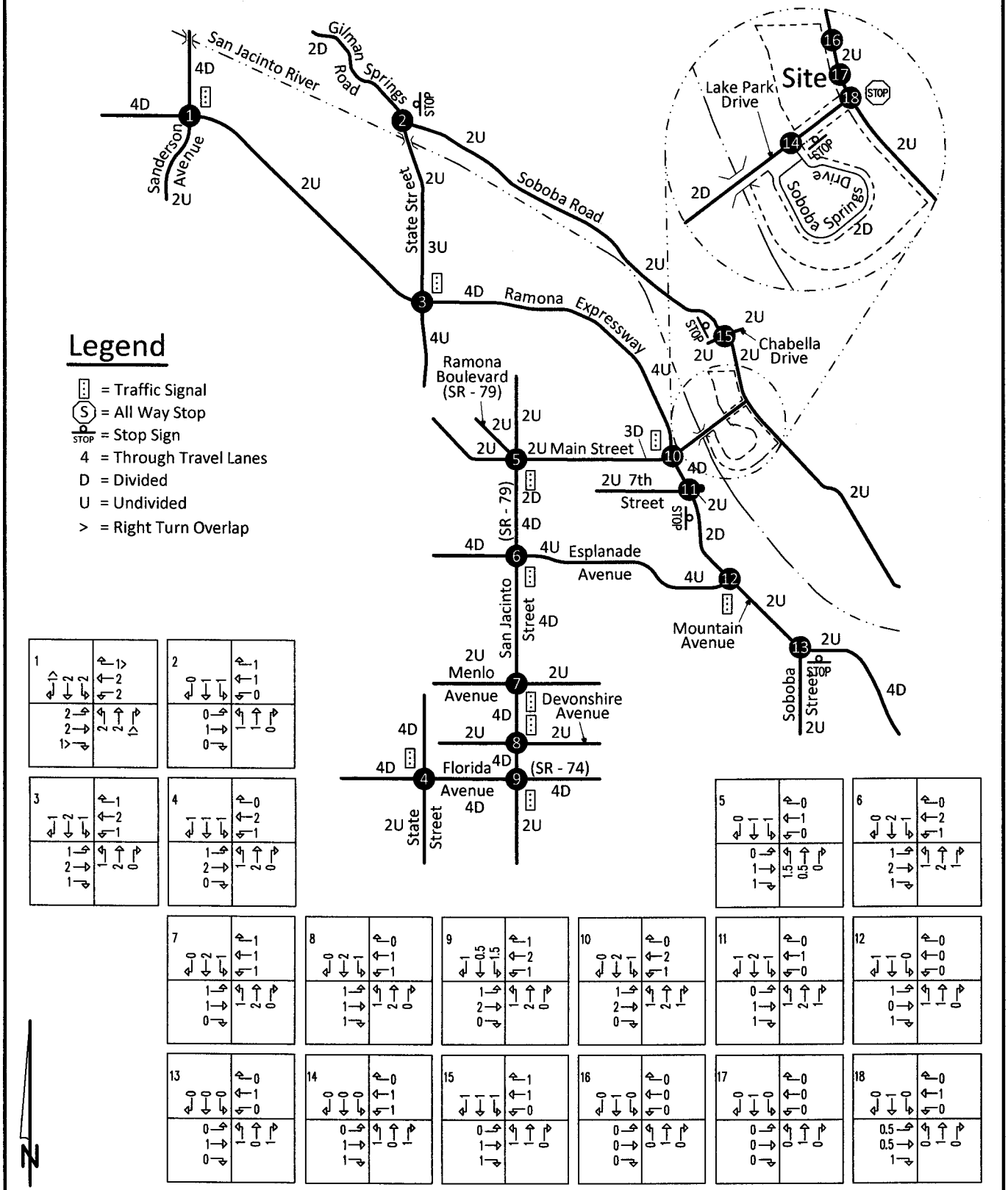
L = Left; T = Through; R = Right; > = Right Turn Overlap

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] The intersection of San Jacinto Street at Romona Boulevard/Main Street is a five-legged intersection. For analysis purposes throughout this report, the west and northwest legs turning movement volumes were combined, thus mitigation measures are reflected for a standard four-legged intersection.

Figure 7
Existing Through Travel Lanes and Intersection Controls

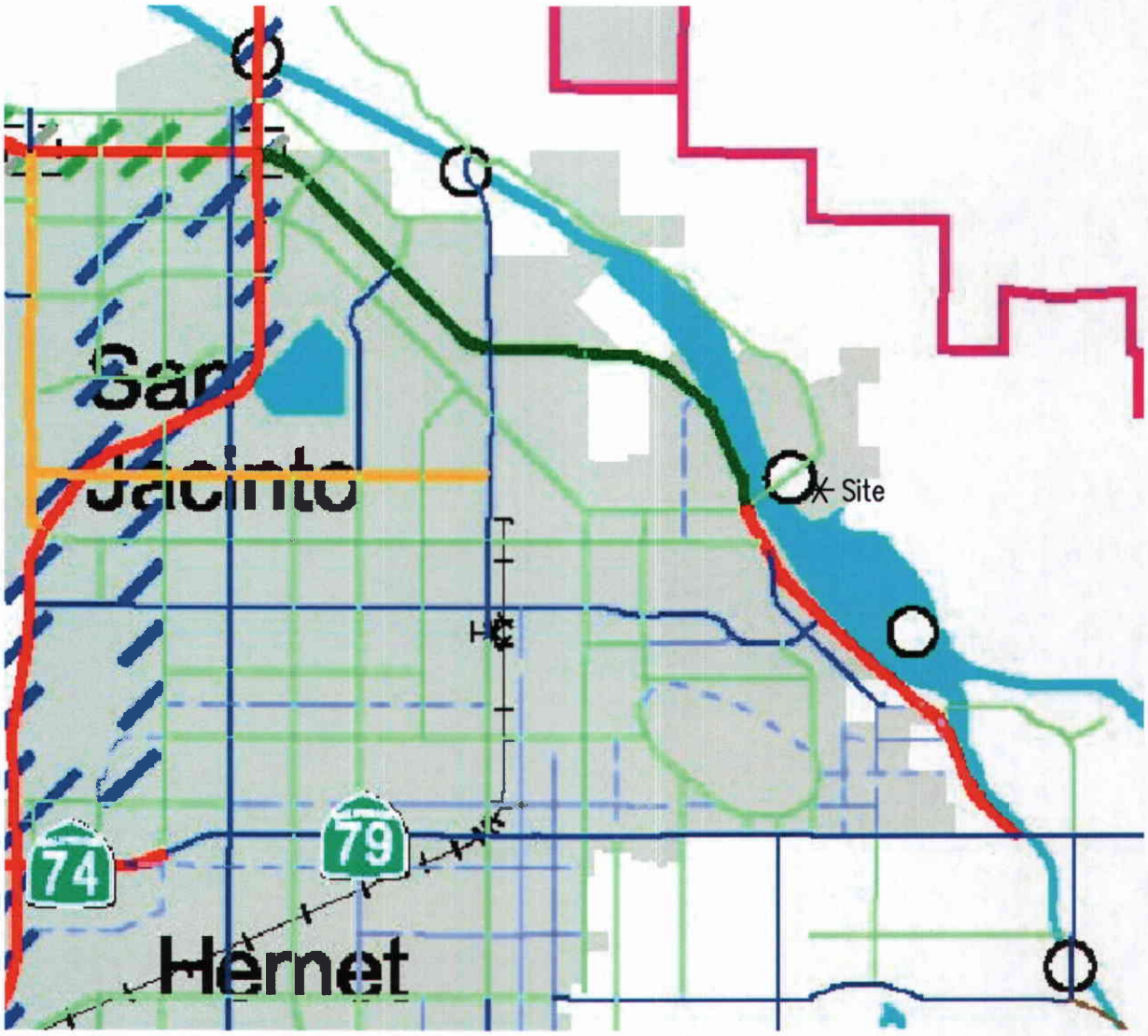


4030d/7

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 8
City of San Jacinto General Plan Circulation Element



Legend

- Freeway
- Expressway (220' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Mountain Arterial (110' ROW)
- Secondary (100' ROW)
- Collector (74' ROW)

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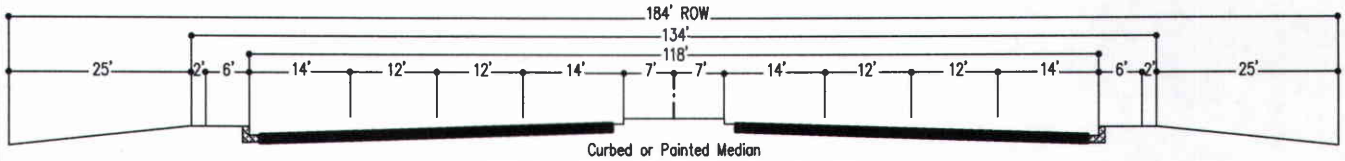
KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Source: City of San Jacinto

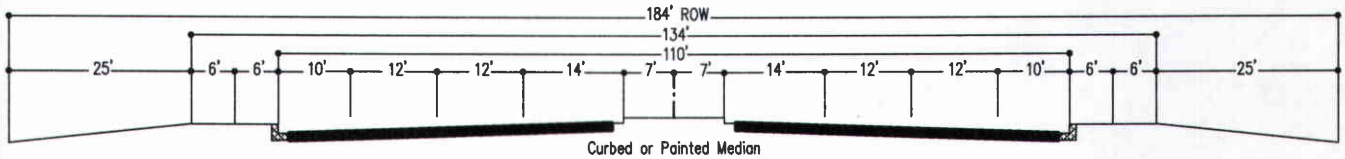
4030d/8

Figure 9
City of San Jacinto General Plan Roadway Cross-Sections



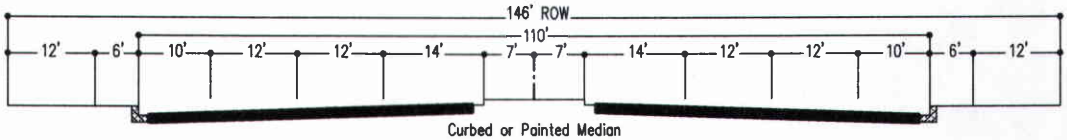
Curbed or Painted Median

LIMITED ACCESS CONVENTIONAL HIGHWAY – 8 LANES



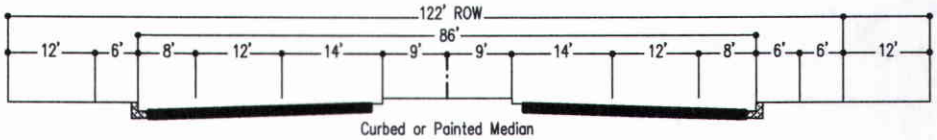
Curbed or Painted Median

LIMITED ACCESS CONVENTIONAL HIGHWAY – 6 LANES



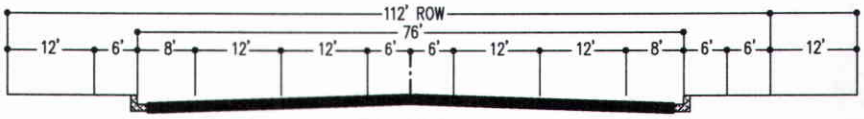
Curbed or Painted Median

URBAN ARTERIAL HIGHWAY



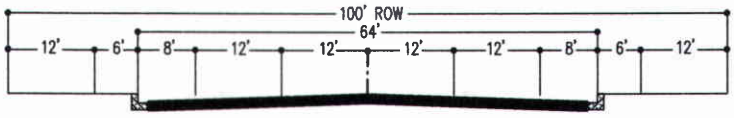
Curbed or Painted Median

ARTERIAL HIGHWAY

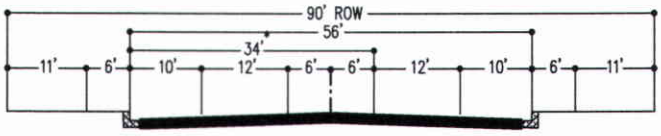


Painted Median

MAJOR HIGHWAY

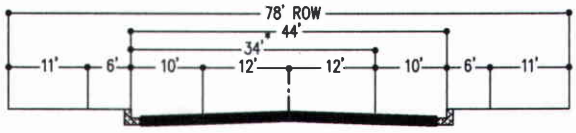


SECONDARY HIGHWAY



INDUSTRIAL COLLECTOR

* = Part width street section for an interior commercial or industrial street.



COLLECTOR

* = Part width street section for all collector street – 34' improvements on 48' ROW.

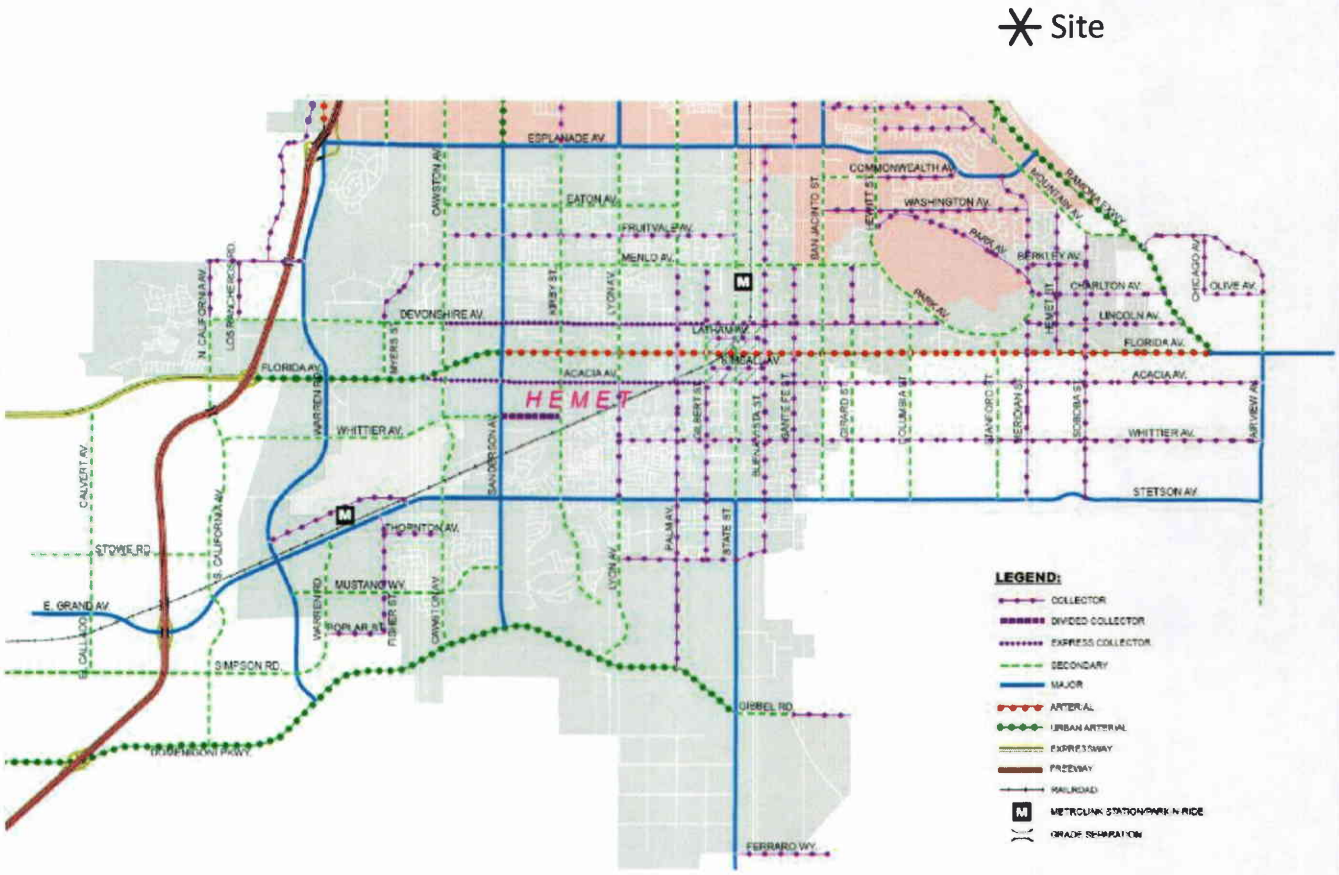
4030d/9

KUNZMAN ASSOCIATES, INC.

Source: City of San Jacinto

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 10
City of Hemet General Plan Circulation Element



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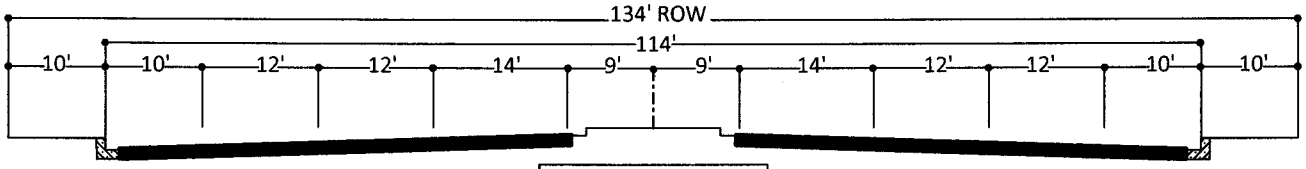
4631/10

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

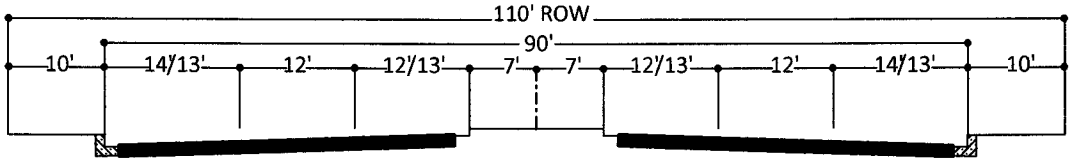
Source: City of Hemet

Figure 11
City of Hemet General Plan Roadway Cross-Sections



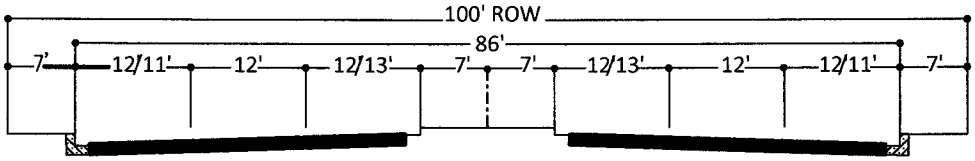
Note: Curbed or painted median

ARTERIAL HIGHWAY



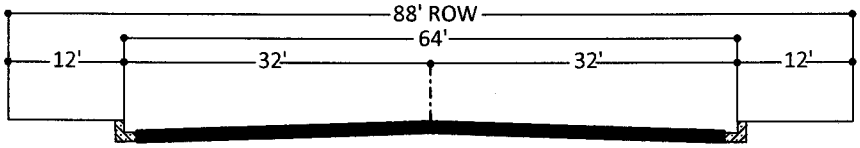
Note: Curbed or painted median

ARTERIAL HIGHWAY

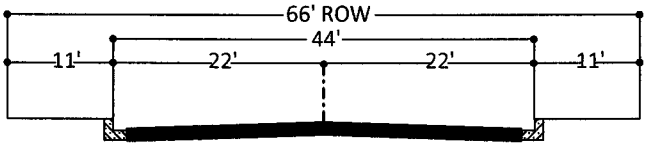


Note: Curbed or painted median

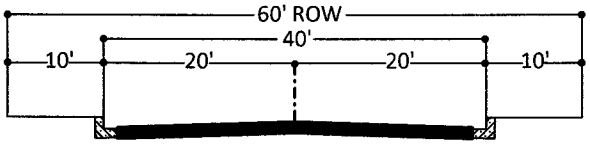
MAJOR HIGHWAY



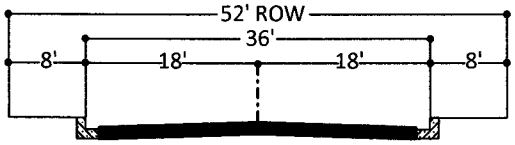
SECONDARY HIGHWAY



LOCAL HIGHWAY



GENERAL LOCAL STREET



RESTRICTED LOCAL STREET

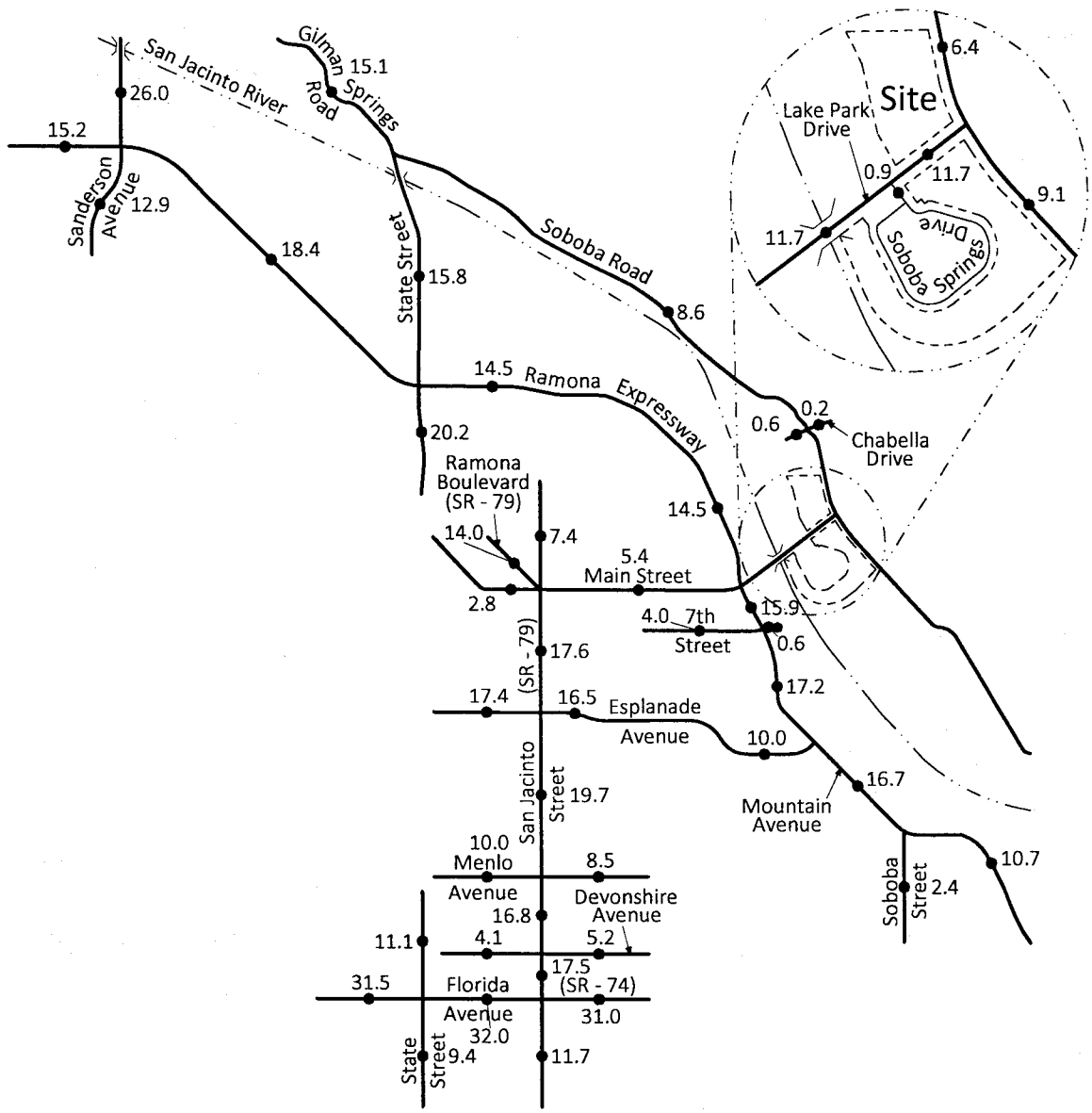
4030d/11

KUNZMAN ASSOCIATES, INC.

Source: City of Hemet

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 12
Existing Average Daily Traffic Volumes



Legend

11.7 = Vehicles Per Day (1,000's)

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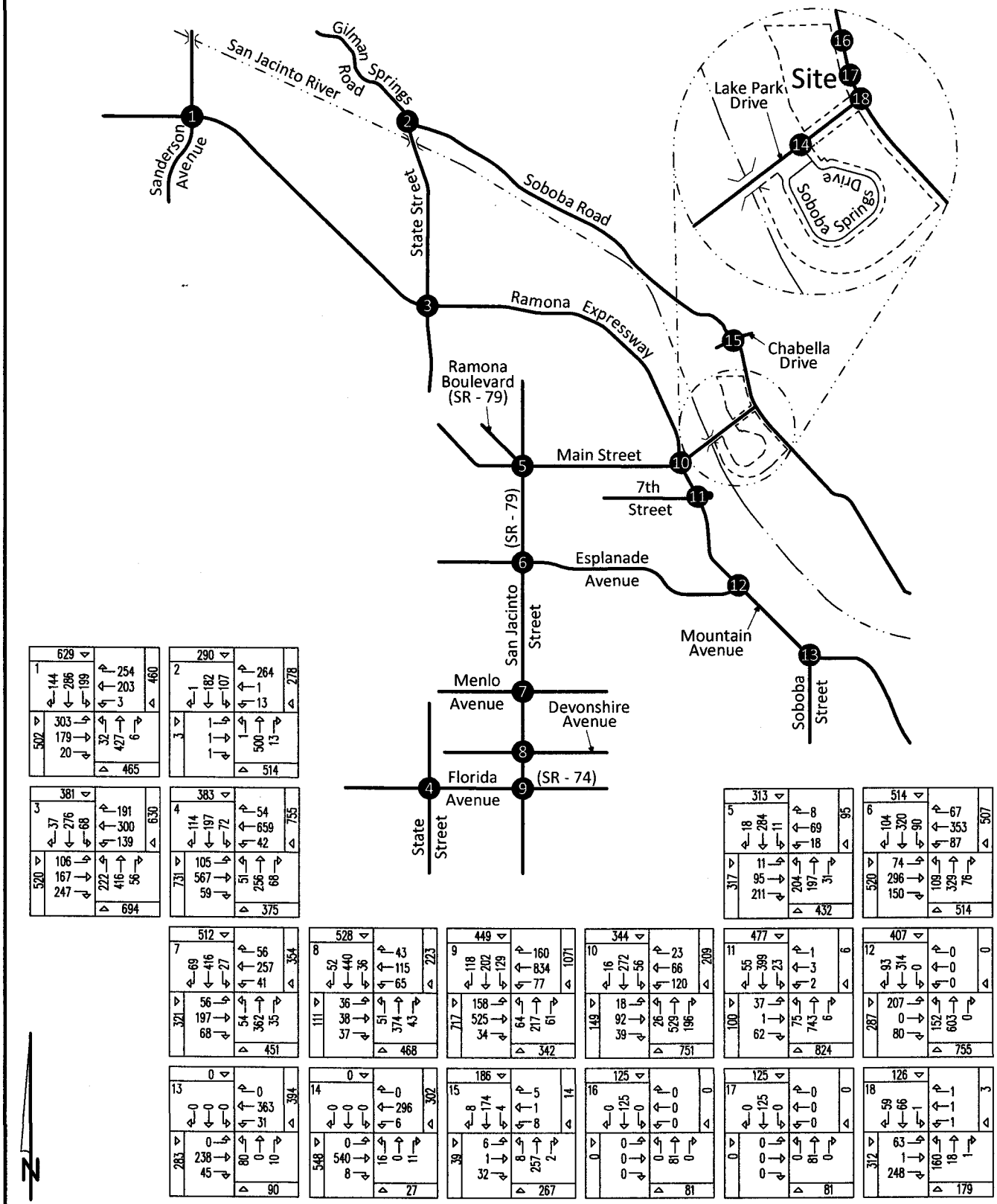
KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/12

Figure 13
Existing Morning Peak Hour Intersection Turning Movement Volumes

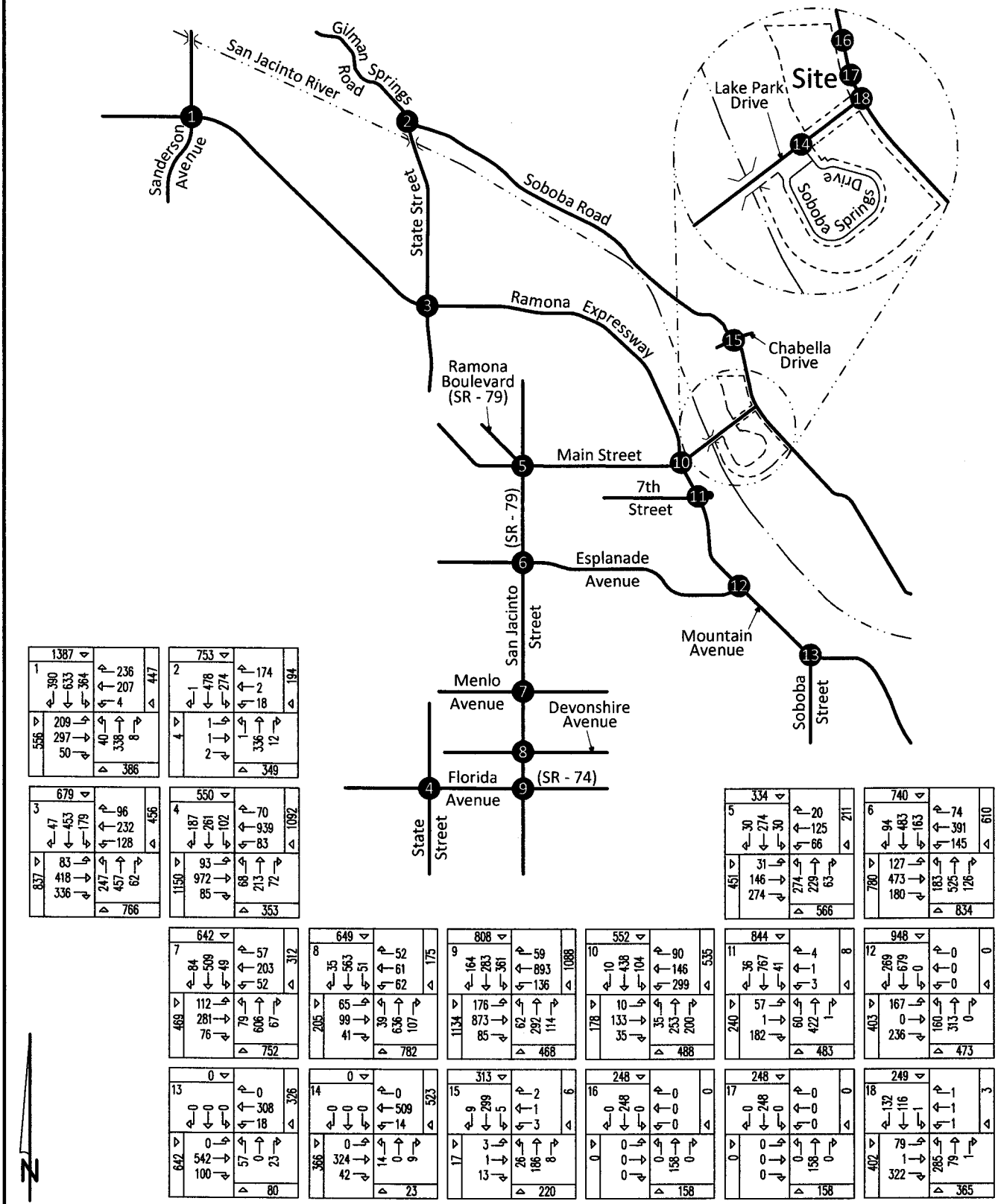


4030d/13

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 14
Existing Evening Peak Hour Intersection Turning Movement Volumes

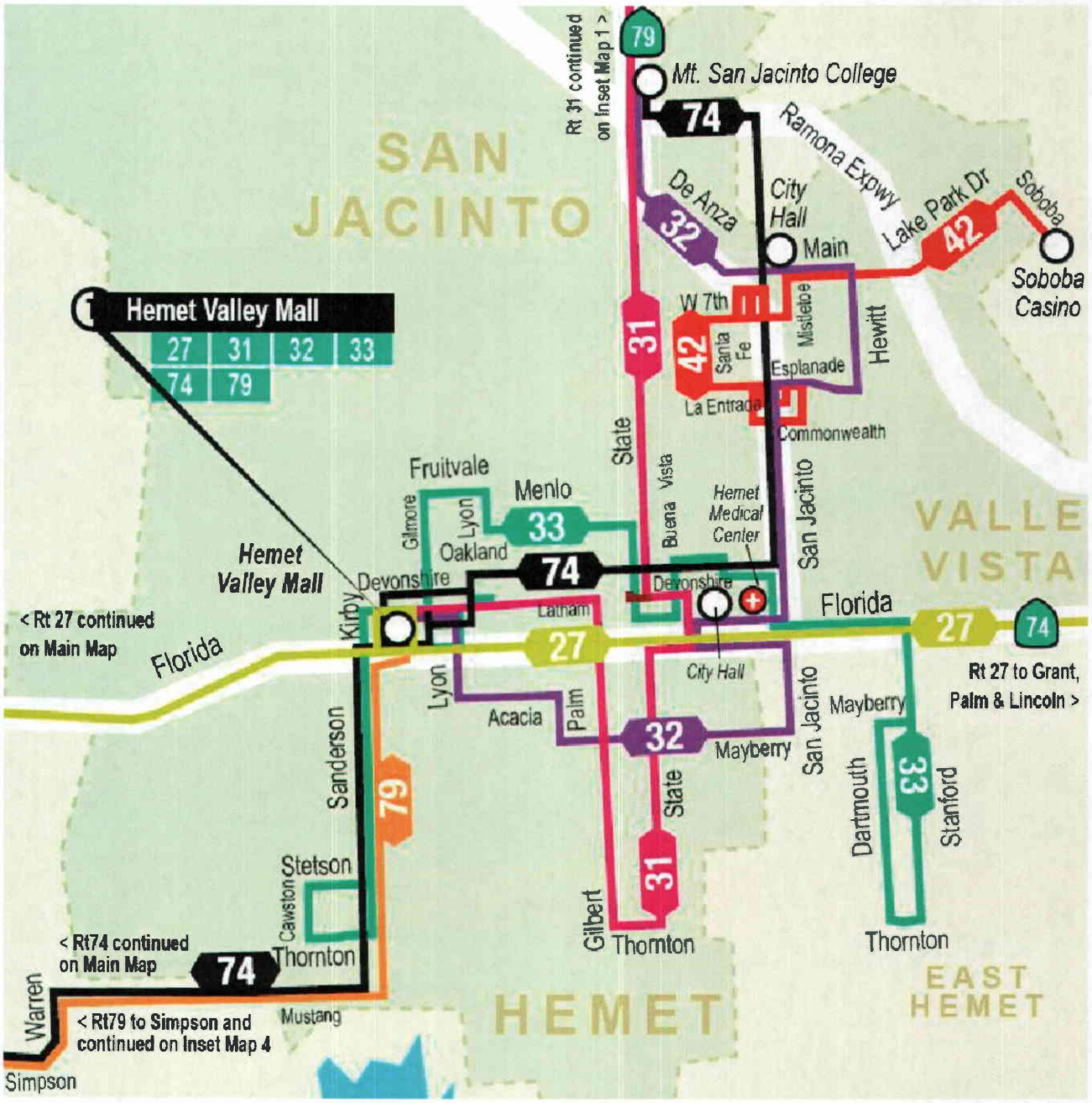


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/14

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 15
Riverside Transit Agency System Map



Legend

- Route Number
- Route Path
- Alternate Routing
- Metrolink Station
- Points of Interest
- Medical Facility
- Transfer Points
- City Boundaries
- Interstate
- State Highways
- Main Roads
- Water

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4030d/15

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

IV. Project Traffic

The project site (Proposed Action "A") is proposed to be developed with a 365,000 square foot casino, a 135,000 square foot event arena with 3,891 seats, a 170,000 square foot 300 room hotel, a 12 fueling position service station with a 6,000 square foot convenience market, and a 13,500 square foot fire station. The project site was also analyzed with a 40,000 square foot convention center which shall be a part of phase 2 and was included in the analysis to represent buildout conditions.

The project site (Proposed Action "B") is proposed to be developed with a 350,000 square foot casino, a 120,000 square foot event arena with 3,891 seats, a 170,000 square foot 300 room hotel, a 12 fueling position service station with a 6,000 square foot convenience market, and a 13,500 square foot fire station. The project site was also analyzed with a 40,000 square foot convention center which shall be a part of phase 2 and was included in the analysis to represent buildout conditions.

The project site (Alternative 1) is proposed to be developed with a 280,000 square foot casino, a 96,000 square foot event arena with 3,112 seats, a 136,000 square foot 240 room hotel, a 12 fueling position service station with a 6,000 square foot convenience market, and a 13,500 square foot fire station. The project site was also analyzed with a 32,000 square foot convention center which shall be a part of phase 2 and was included in the analysis to represent buildout conditions.

The project site (Alternative 2) is proposed to be developed with a 170,000 square foot 300 room hotel, a 12 fueling position service station with a 6,000 square foot convenience market, and a 13,500 square foot fire station. The project site was also analyzed with a 36,000 square foot convention center which shall be a part of phase 2 and was included in the analysis to represent buildout conditions.

The project site (Alternative 3) is proposed to be developed with a 200 space RV Park, a 122,950 square foot shopping center, a 12 fueling position service station with a 1,500 square foot convenience market, and a 13,500 square foot fire station.

As shown in Tables 3 to 7, an analysis has been conducted to compare the proposed mixes of different land uses.

A. Site Traffic

1. Trip Generation

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the traffic generation rates by the land use

quantities, the traffic volumes are determined. Table 3 exhibits the traffic generation rates, project (Proposed Action "A") peak hour volumes, and project daily traffic volumes. Table 4 exhibits the traffic generation rates, project (Proposed Action "B") peak hour volumes, and project daily traffic volumes. Table 5 exhibits the traffic generation rates, project (Alternative 1) peak hour volumes, and project daily traffic volumes. Table 6 exhibits the traffic generation rates, project (Alternative 2) peak hour volumes, and project daily traffic volumes. Table 7 exhibits the traffic generation rates, project (Alternative 3) peak hour volumes, and project daily traffic volumes. The traffic generation rates are from the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008 and the Shingle Springs Rancheria Interchange Transportation/Circulation Report dated April 2002 (see Appendix E).

Although there is significant information available regarding trip generation for casinos, most of this information is for more traditional casinos such as those found in Reno, Las Vegas, or Atlantic City. The best reference from which to determine trip generation, the Institute of Transportation Engineers, Trip Generation, does include trip generation information for casinos; however, they are based on only a few locations, and casinos significantly different in nature than the proposed project alternatives.

Trip generation information for Indian gaming style casinos are not readily available due to their unique trip generation characteristics compared to those of more traditional casinos. These differences are due to the type of gaming, isolated locations, etc. Although, trip generation characteristics for non-Indian gaming casinos were not used directly to establish trip generation for the proposed project alternatives, information from these sources were utilized to verify trip generation assumptions.

Per the Shingle Springs Rancheria Interchange Transportation/ Circulation Report dated April 2002, the approach used for establishing trip generation rates for the casino was to investigate trip generation characteristics at other casinos, included information within traffic studies for other casinos, and the results of surveys conducted at two northern California Indian gaming casinos by David Evans and Associates, Inc. (see Appendix E).

Therefore, the trip generation rates and inbound/outbound directional splits found for the two casinos surveyed by David Evans and Associates, Inc., and the three additional casinos surveyed by Fehr and Peers have been used to establish the trip generation rates for the project. The final trip rate for each peak hour scenario was established separately using available information and methodologies. Inbound/ outbound directional splits were established for each peak hour by averaging the directional splits at the surveyed casinos for each respective peak hour. The weighted average of the average daily traffic and peak hour trip rates were established for the five surveyed casinos and utilized for the project trip generation. The weighted average was used rather than a straight average to give more weight to the larger casinos.

The proposed development (Proposed Action "A") is projected to generate a total of approximately 22,525 daily vehicle trips, 1,253 of which will occur during the morning peak hour and 2,159 of which will occur during the evening peak hour (see Table 3).

The existing casino at 23333 Soboba Road generates approximately 2,957 daily vehicle trips, 222 vehicles per hour occurs during the morning peak hour and 372 vehicles per hour occurs during the evening peak hour (see Table 3).

The proposed relocation of the casino to the project site is projected to generate approximately 19,568 more daily vehicle trips, 1,031 more vehicles per hour will occur during the morning peak hour, and 1,787 more vehicles per hour will occur during the evening peak hour (see Table 3).

The proposed development (Proposed Action "B") is projected to generate a total of approximately 22,179 daily vehicle trips, 1,226 of which will occur during the morning peak hour and 2,107 of which will occur during the evening peak hour (see Table 4).

The existing casino at 23333 Soboba Road generates approximately 2,957 daily vehicle trips, 222 vehicles per hour occurs during the morning peak hour and 372 vehicles per hour occurs during the evening peak hour (see Table 4).

The proposed relocation of the casino to the project site is projected to generate approximately 19,222 more daily vehicle trips, 1,004 more vehicles per hour will occur during the morning peak hour, and 1,735 more vehicles per hour will occur during the evening peak hour (see Table 4).

The proposed development (Alternative 1) is projected to generate a total of approximately 17,983 daily vehicle trips, 993 of which will occur during the morning peak hour and 1,705 of which will occur during the evening peak hour (see Table 5).

The existing casino at 23333 Soboba Road generates approximately 2,957 daily vehicle trips, 222 vehicles per hour occurs during the morning peak hour and 372 vehicles per hour occurs during the evening peak hour (see Table 5).

The proposed relocation of the casino to the project site is projected to generate approximately 15,026 more daily vehicle trips, 771 more vehicles per hour will occur during the morning peak hour, and 1,333 more vehicles per hour will occur during the evening peak hour (see Table 5).

The proposed development (Alternative 2) is projected to generate a total of approximately 5,304 daily vehicle trips, 375 of which will occur during the morning peak hour and 424 of which will occur during the evening peak hour (see Table 6).

The proposed development (Alternative 3) is projected to generate a total of approximately 9,095 daily vehicle trips, 292 of which will occur during the morning peak hour and 814 of which will occur during the evening peak hour (see Table 6).

Traffic volumes shown in Tables 3, 4, and 5 consist of the total trips generated for each project land use. As a casino trip generated by the project will also be making trips to an event arena/service station/ convention center/hotel land uses within the project, a double counting of those trips occurs (see Tables 3, 4, and 5). As an RV park trip generated by the project will also be making trips to a shopping center/service station

land uses within the project, a double counting of those trips occurs (see Table 7). Ten (10) percent of the traffic generated by the project has been identified for the internal interaction between the proposed land uses.

It should be noted that for the project land uses, a portion of the traffic would come from pass-by trips from adjacent roadways, trips that are currently on the roadway system. In order to analyze a "conservative" scenario in terms of the assignment of traffic, the traffic volumes from the project have not been reduced as a result of pass-by trips (see Appendix F).

2. Trip Distribution

Figures 16 to 25 contain the directional distributions of the project traffic for the proposed land uses.

To determine the traffic distributions for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site, and other additional information on future development and traffic impacts in the area were reviewed.

3. Trip Assignment

Based on the identified traffic generation and distributions, the Proposed Action "A" project average daily traffic volumes have been calculated and shown on Figure 26. Based on the identified traffic generation and distributions, the Proposed Action "B" project average daily traffic volumes have been calculated and shown on Figure 27. Based on the identified traffic generation and distributions, the Alternative 1 project average daily traffic volumes have been calculated and shown on Figure 28. Based on the identified traffic generation and distributions, the Alternative 2 project average daily traffic volumes have been calculated and shown on Figure 29. Based on the identified traffic generation and distributions, the Alternative 3 project average daily traffic volumes have been calculated and shown on Figure 30.

The Proposed Action "A" project morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 31 and 32, respectively. The Proposed Action "B" project morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 33 and 34, respectively. The Alternative 1 project morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 35 and 36, respectively. The Alternative 2 project morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 37 and 38, respectively. The Alternative 3 project morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 39 and 40, respectively.

4. Modal Split

The traffic reducing potential of public transit has not been considered in this report. Essentially the traffic projections are conservative in that public transit might be able to reduce the traffic volumes.

Table 3

Proposed Action "A" Traffic Generation[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Casino	365.000	TSF	2.06	0.89	2.95	2.62	2.33	4.95	39.43
Event Arena	3,891	ST	0.007	0.003	0.01	0.05	0.02	0.07	1.76
Convention Center[3]	40.000	TSF	2.19	0.23	2.42	0.23	2.19	2.42	25.00
Hotel[4]	300	RM	0.09	0.06	0.15	0.08	0.07	0.15	2.06
Service Station with Convenience Market	12	FP	5.03	5.03	10.06	6.69	6.69	13.38	162.78
Fire Station	13.500	TSF	NOM[5]	NOM	NOM	NOM	NOM	NOM	NOM
Trips Generated									
Casino	365.000	TSF	752	325	1,077	956	850	1,806	14,392
Event Arena	3,891	ST	27	12	39	195	78	273	6,848
Convention Center[3]	40.000	TSF	88	9	97	9	88	97	1,000
Hotel[4]	300	RM	27	18	45	24	21	45	618
Service Station with Convenience Market	12	FP	60	60	120	80	80	160	1,953
Fire Station	13.500	TSF	NOM	NOM	NOM	NOM	NOM	NOM	NOM
Subtotal			954	424	1,378	1,264	1,117	2,381	24,811
Internal Capture (10%)			-89	-36	-125	-118	-104	-222	-2,286
Total			865	388	1,253	1,146	1,013	2,159	22,525

Casino Relocation Traffic Generation Comparison[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Existing									
Casino	75.000	TSF	155	67	222	197	175	372	2,957
Proposed									
Casino	365.000	TSF	752	325	1,077	956	850	1,806	14,392
Event Arena	3,891	ST	27	12	39	195	78	273	6,848
Convention Center[3]	40.000	TSF	88	9	97	9	88	97	1,000
Hotel[4]	300	RM	27	18	45	24	21	45	618
Service Station with Convenience Market	12	FP	60	60	120	80	80	160	1,953
Fire Station	13.500	TSF	NOM	NOM	NOM	NOM	NOM	NOM	NOM
Subtotal			954	424	1,378	1,264	1,117	2,381	24,811
Internal Capture (10%)			-89	-36	-125	-118	-104	-222	-2,286
Total			865	388	1,253	1,146	1,013	2,159	22,525
Difference			+710	+321	+1,031	+949	+838	+1,787	+19,568

[1] Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003, Land Use Categories 310, 443, 945, 170 and the Shingle Springs Rancheria Interchange Transportation/Circulation, April 2002. Land use Category 443 was used for the events center as it most closely resembles the trip generation for this land use.

[2] TSF = Thousand Square Feet; ST = Seats; RM = Rooms; FP = Fueling Positions

[3] The Convention Center trip generation rates were derived from the following formula: (40,000 sf / 40 (parking code for general assembly) = 1,000 x 0.35 (65% internal capture) = 350 peak hour trips if all 40,000 TSF are occupied within one hour. To account for multiple functions, it will be assumed that a maximum likely influx in the morning peak hour is 25 percent of the 40,000 sf facility, or 88 inbound trips in one hour. It will be assumed that 9 trips will exit in the same hour. For the evening peak hour it is assumed there will be 88 vehicles exiting and 9 vehicles entering the site. The daily trip generation was derived as follows: (40,000 sf / 40 (parking code for general assembly) = 1,000 / 40,000 sf = 0.025 x 1,000 (sf to TSF conversion) = 25.00.

[4] Hotel trip generation is based on Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003, Land Use Category 310 and reduced by 75% to account for the internal interaction to and from the casino per the Shingle Springs Rancheria Interchange Transportation/Circulation, April 2002.

[5] NOM = Nominal

Table 4

Proposed Action "B" Traffic Generation[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Casino	350.000	TSF	2.06	0.89	2.95	2.62	2.33	4.95	39.43
Event Arena	3,891	ST	0.007	0.003	0.01	0.05	0.02	0.07	1.76
Convention Center[3]	40.000	TSF	2.19	0.23	2.42	0.23	2.19	2.42	25.00
Hotel[4]	300	RM	0.09	0.06	0.15	0.08	0.07	0.15	2.06
Service Station with Convenience Market	12	FP	5.03	5.03	10.06	6.69	6.69	13.38	162.78
Fire Station	13.500	TSF	NOM[5]	NOM	NOM	NOM	NOM	NOM	NOM
Trips Generated									
Casino	350.000	TSF	721	312	1,033	917	816	1,733	13,801
Event Arena	3,891	ST	27	12	39	195	78	273	6,848
Convention Center[3]	40.000	TSF	88	9	97	9	88	97	1,000
Hotel[4]	400	RM	36	24	60	32	28	60	824
Service Station with Convenience Market	12	FP	60	60	120	80	80	160	1,953
Fire Station	13.500	TSF	NOM	NOM	NOM	NOM	NOM	NOM	NOM
Subtotal			932	417	1,349	1,233	1,090	2,323	24,426
Internal Capture (10%)			-87	-36	-123	-115	-101	-216	-2,247
Total			845	381	1,226	1,118	989	2,107	22,179

Casino Relocation Traffic Generation Comparison[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Existing									
Casino	75.000	TSF	155	67	222	197	175	372	2,957
Proposed									
Casino	350.000	TSF	721	312	1,033	917	816	1,733	13,801
Event Arena	3,891	ST	27	12	39	195	78	273	6,848
Convention Center[3]	40.000	TSF	88	9	97	9	88	97	1,000
Hotel[4]	400	RM	36	24	60	32	28	60	824
Service Station with Convenience Market	12	FP	60	60	120	80	80	160	1,953
Fire Station	13.500	TSF	NOM	NOM	NOM	NOM	NOM	NOM	NOM
Subtotal			932	417	1,349	1,233	1,090	2,323	24,426
Internal Capture (10%)			-87	-36	-123	-115	-101	-216	-2,247
Total			845	381	1,226	1,118	989	2,107	22,179
Difference			+690	+314	+1,004	+921	+814	+1,735	+19,222

[1] Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003, Land Use Categories 310, 443, 945, 170 and the Shingle Springs Rancheria Interchange Transportation/Circulation, April 2002. Land use Category 443 was used for the events center as it most closely resembles the trip generation for this land use.

[2] TSF = Thousand Square Feet; ST = Seats; RM = Rooms; FP = Fueling Positions

[3] The Convention Center trip generation rates were derived from the following formula: (40,000 sf / 40 (parking code for general assembly) = 1,000 x 0.35 (65% internal capture) = 350 peak hour trips if all 40,000 TSF are occupied within one hour. To account for multiple functions, it will be assumed that a maximum likely influx in the morning peak hour is 25 percent of the 40,000 sf facility, or 88 inbound trips in one hour. It will be assumed that 9 trips will exit in the same hour. For the evening peak hour it is assumed there will be 88 vehicles exiting and 9 vehicles entering the site. The daily trip generation was derived as follows: (40,000 sf / 40 (parking code for general assembly) = 1,000 / 40,000 sf = 0.025 x 1,000 (sf to TSF conversion) = 25.00.

[4] Hotel trip generation is based on Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003, Land Use Category 310 and reduced by 75% to account for the internal interaction to and from the casino per the Shingle Springs Rancheria Interchange Transportation/Circulation, April 2002.

[5] NOM = Nominal

Table 5

Alternative 1 Traffic Generation[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Casino	280.000	TSF	2.06	0.89	2.95	2.62	2.33	4.95	39.43
Event Arena	3,112	ST	0.007	0.003	0.01	0.05	0.02	0.07	1.76
Convention Center[3]	32.000	TSF	2.19	0.23	2.42	0.23	2.19	2.42	25.00
Hotel[4]	240	RM	0.09	0.06	0.15	0.08	0.07	0.15	2.06
Service Station with Convenience Market	12	FP	5.03	5.03	10.06	6.69	6.69	13.38	162.78
Fire Station	13.500	TSF	NOM[5]	NOM	NOM	NOM	NOM	NOM	NOM
Trips Generated									
Casino	280.000	TSF	577	249	826	734	652	1,386	11,040
Event Arena	3,112	ST	22	9	31	156	62	218	5,477
Convention Center[3]	32.000	TSF	70	7	77	7	70	77	800
Hotel[4]	240	RM	22	14	36	19	17	36	494
Service Station with Convenience Market	12	FP	60	60	120	80	80	160	1,953
Fire Station	13.500	TSF	NOM	NOM	NOM	NOM	NOM	NOM	NOM
Subtotal			751	339	1,090	996	881	1,877	19,764
Internal Capture (10%)			-69	-28	-97	-92	-80	-172	-1,781
Total			682	311	993	904	801	1,705	17,983

Casino Relocation Traffic Generation Comparison[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Existing									
Casino	75.000	TSF	155	67	222	197	175	372	2,957
Proposed									
Casino	280.000	TSF	577	249	826	734	652	1,386	11,040
Events Arena	3,112	ST	22	9	31	156	62	218	5,477
Convention Center[3]	32.000	TSF	70	7	77	7	70	77	800
Hotel[4]	240	RM	22	14	36	19	17	36	494
Service Station with Convenience Market	12	FP	60	60	120	80	80	160	1,953
Fire Station	13.500	TSF	NOM	NOM	NOM	NOM	NOM	NOM	NOM
Subtotal			751	339	1,090	996	881	1,877	19,764
Internal Capture (10%)			-69	-28	-97	-92	-80	-172	-1,781
Total			682	311	993	904	801	1,705	17,983
Difference			+527	+244	+771	+707	+626	+1,333	+15,026

[1] Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003, Land Use Categories 310, 443, 945, 170 and the Shingle Springs Rancheria Interchange Transportation/Circulation, April 2002. Land use Category 443 was used for the events center as it most closely resembles the trip generation for this land use.

[2] TSF = Thousand Square Feet; ST = Seats; RM = Rooms; FP = Fueling Positions

[3] The Convention Center trip generation rates were derived from the following formula: (32,000 sf / 40 (parking code for general assembly) = 800 x 0.35 (65% internal capture) = 280 peak hour trips if all 32,000 TSF are occupied within one hour. To account for multiple functions, it will be assumed that a maximum likely influx in the *morning* peak hour is 25 percent of the 32,000 sf facility, or 70 inbound trips in one hour. It will be assumed that 7 trips will exit in the same hour. For the evening peak hour it is assumed there will be 70 vehicles exiting and 7 vehicles entering the site. The daily trip generation was derived as follows: (32,000 sf / 40 (parking code for general assembly) = 800 / 32,000 sf = 0.025 x 1,000 (sf to TSF conversion) = 25.00.

[4] Hotel trip generation is based on Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003, Land Use Category 310 and reduced by 75% to account for the internal interaction to and from the casino per the Shingle Springs Rancheria Interchange Transportation/Circulation, April 2002.

[5] NOM = Nominal

Table 6

Alternative 2 Traffic Generation[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Hotel	300	RM	0.34	0.22	0.56	0.31	0.28	0.59	8.17
Convention Center[3]	36.000	TSF	2.19	0.23	2.42	0.23	2.19	2.42	25.00
Service Station with Convenience Market	12	FP	5.03	5.03	10.06	6.69	6.69	13.38	162.78
Fire Station	13.500	TSF	NOM[4]	NOM	NOM	NOM	NOM	NOM	NOM
Trips Generated									
Hotel	300	RM	102	66	168	93	84	177	2,451
Convention Center[3]	36.000	TSF	79	8	87	8	79	87	900
Service Station with Convenience Market	12	FP	60	60	120	80	80	160	1,953
Fire Station	13.500	TSF	NOM	NOM	NOM	NOM	NOM	NOM	NOM
Total			241	134	375	181	243	424	5,304

[1] Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003, Land Use Categories 310, 945, and 170.

[2] RM= Rooms; FP = Fueling Positions; TSF = Thousand Square Feet.

[3] The Convention Center trip generation rates were derived from the following formula: (36,000 sf / 40 (parking code for general assembly) = 900 x 0.35 (65% internal capture) = 315 peak hour trips if all 36,000 TSF are occupied within one hour. To account for multiple functions, it will be assumed that a maximum likely influx in the peak hour is 25 percent of the 36,000 sf facility, or 79 inbound trips in one hour. It will be assumed that 8 trips will exit in the same hour. For the evening peak hour it is assumed there will be 79 vehicles exiting and 8 vehicles entering the site. The daily trip generation was derived as follows: (36,000 sf / 40 (parking code for general assembly) = 900 / 36,000 sf = 0.025 x 1,000 (sf to TSF conversion) = 25.00.

[4] NOM = Nominal

Table 7

Alternative 3 Traffic Generation[1]

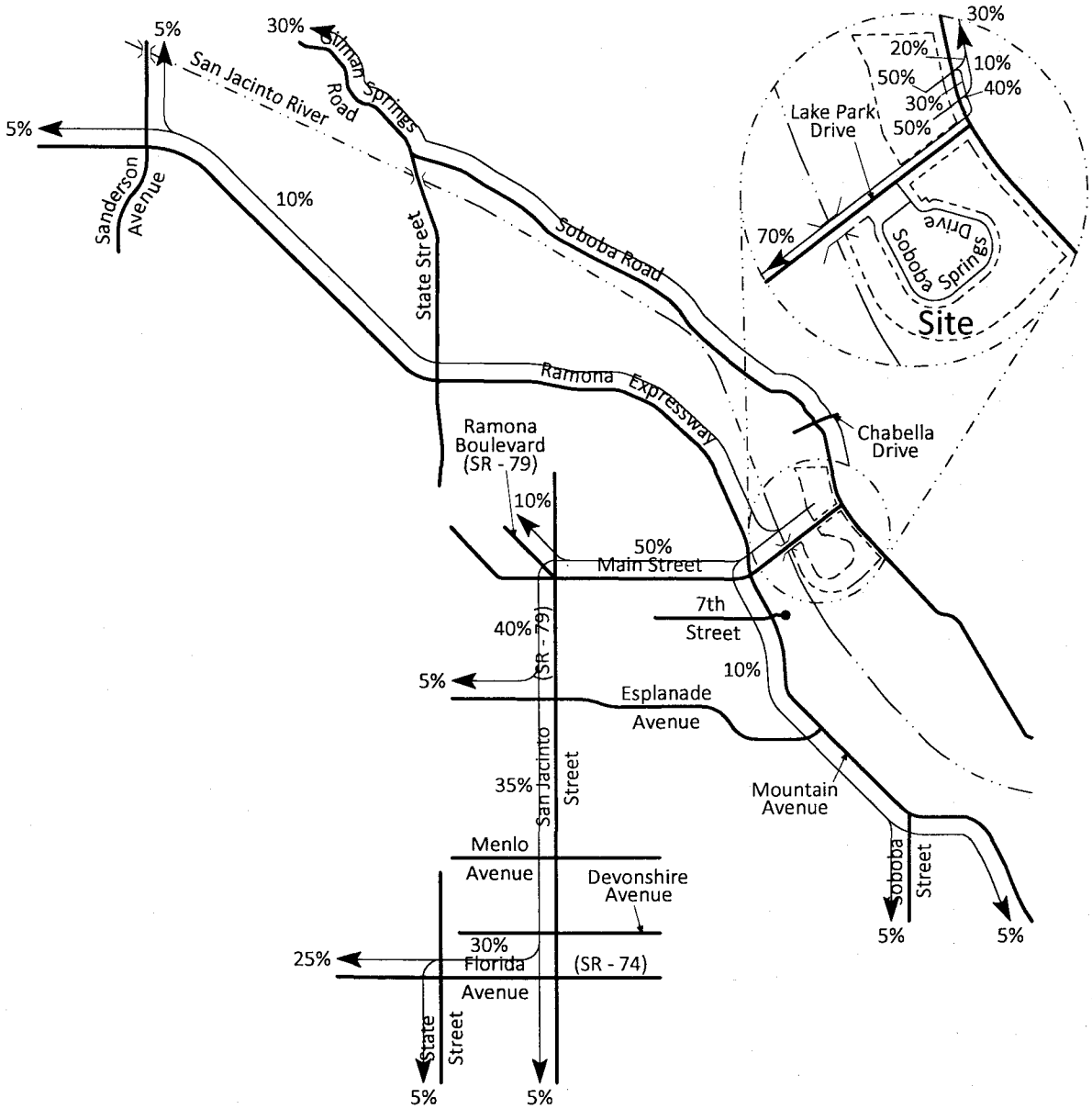
Land Use	Quantity	Units[2]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
RV Park	200	SP	0.08	0.12	0.20	0.26	0.11	0.37	4.44
Shopping Center	122.950	TSF	0.88	0.56	1.44	2.8	3.03	5.83	63.17
Service Station with Convenience Market	12	FP	5.03	5.03	10.06	6.69	6.69	13.38	162.78
Fire Station	13.500	TSF	NOM[3]	NOM	NOM	NOM	NOM	NOM	NOM
Trips Generated									
RV Park	200	SP	16	24	40	52	22	74	888
Shopping Center	115.000	TSF	101	64	165	322	348	670	7,265
Service Station with Convenience Market	12	FP	60	60	120	80	80	160	1,953
Fire Station	13.500	TSF	NOM	NOM	NOM	NOM	NOM	NOM	NOM
Subtotal			177	148	325	454	450	904	10,106
Internal Capture (10%)			-18	-15	-33	-45	-45	-90	-1,011
Total			159	133	292	409	405	814	9,095

[1] Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003, Land Use Categories 416, 820, 945, and 170.

[2] SP = Spaces; TSF = Thousand Square Feet; FP = Fueling Positions

[3] NOM = Nominal

Figure 16
Proposed Action "A" Project Traffic Distribution
(Casino, Event Area, Convention Center and Hotel)



Legend

10% = Percent To/From Project

N

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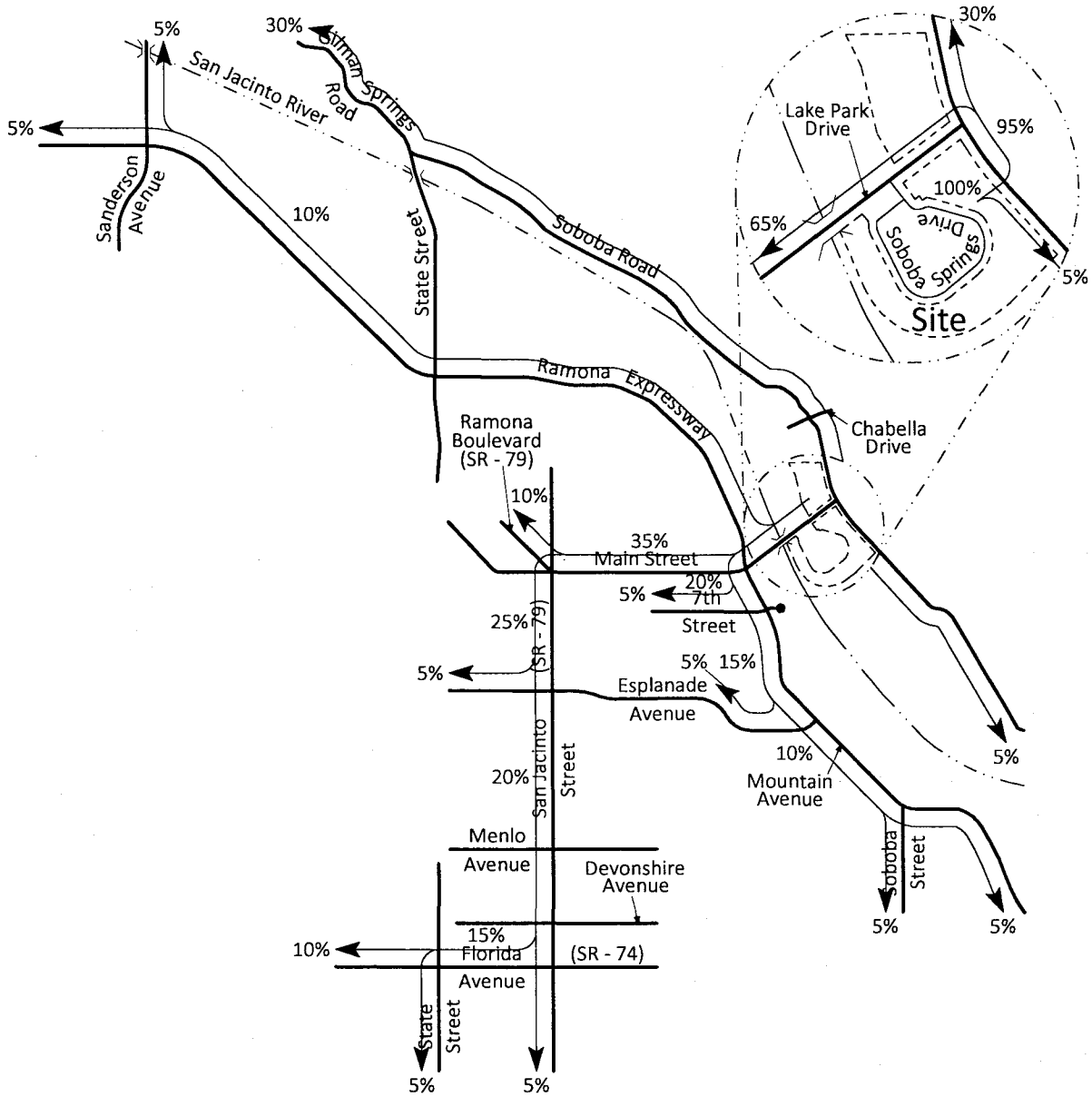
KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/16

Figure 17
Proposed Action "A" Project Traffic Distribution
(Service Station and Fire Station)



Legend

10% = Percent To/From Project

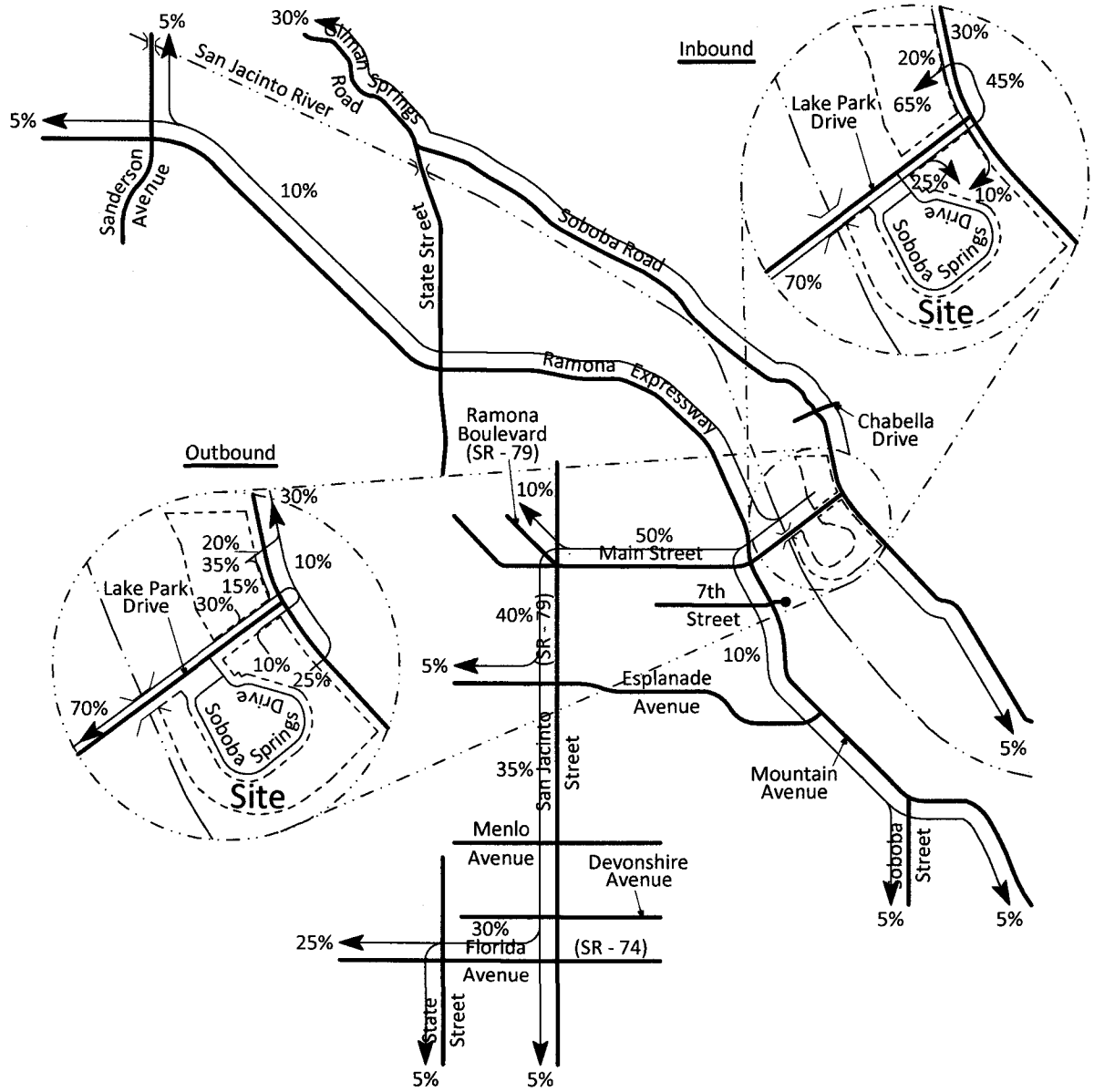
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/17

Figure 18
Proposed Action "B" Project Traffic Distribution
(Casino, Event Arena, Convention Center and Hotel)



Legend

10% = Percent To/From Project

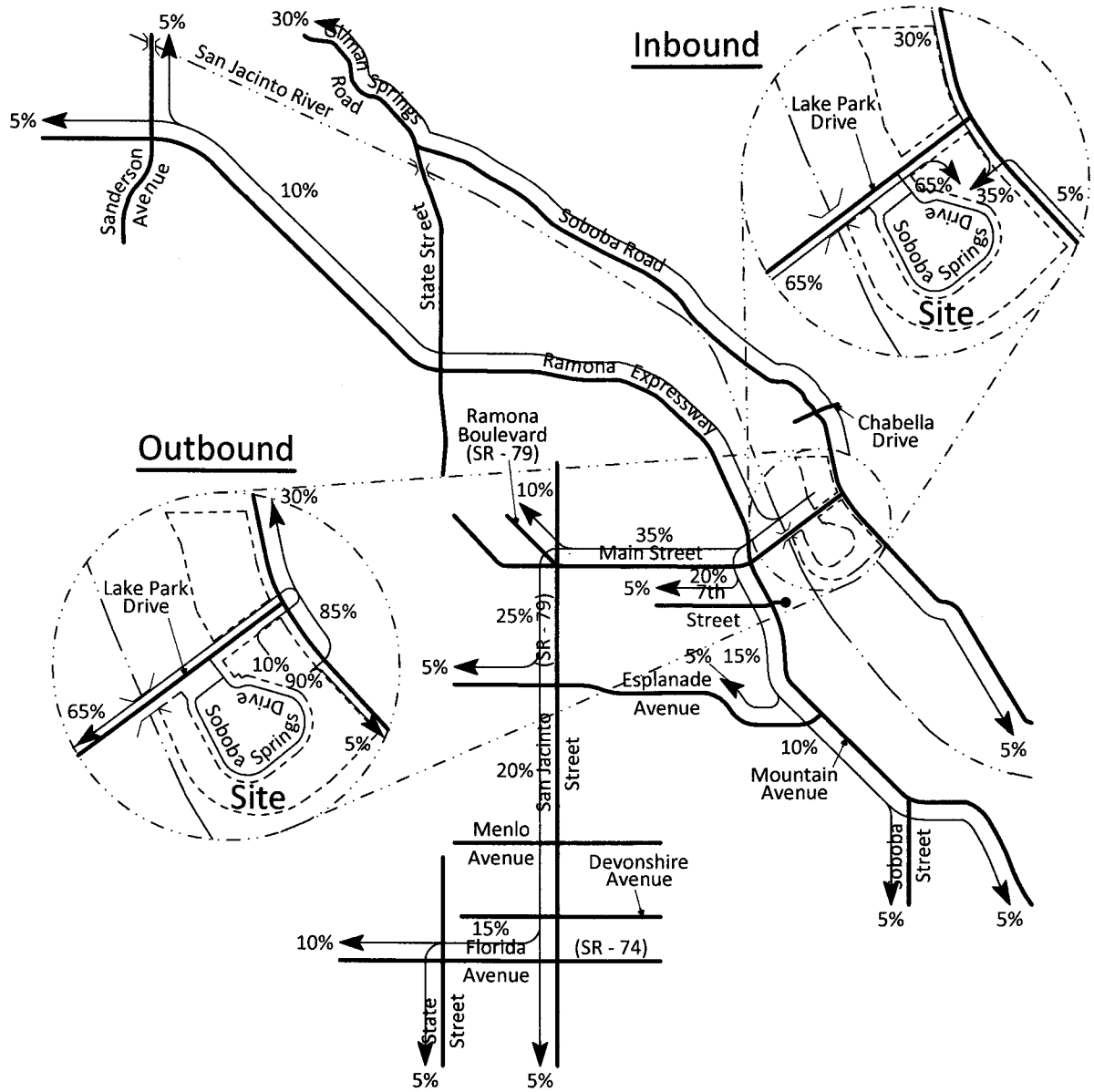
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/18

Figure 19
Proposed Action "B" Project Traffic Distribution
(Service Station and Fire Station)



Legend

10% = Percent To/From Project

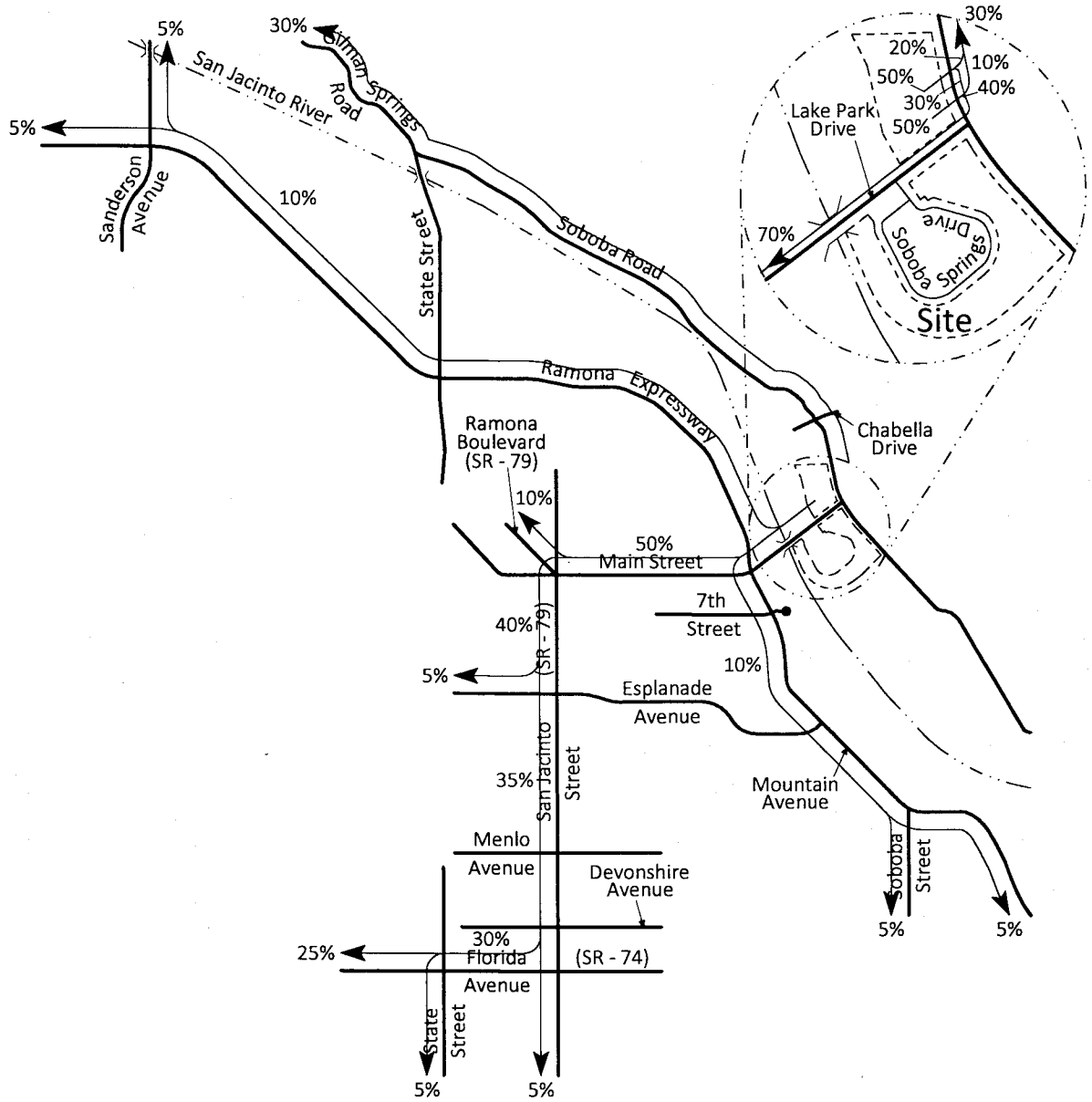
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/19

Figure 20
Alternative 1 Project Traffic Distribution
(Casino, Event Arena, Convention Center and Hotel)



Legend

10% = Percent To/From Project

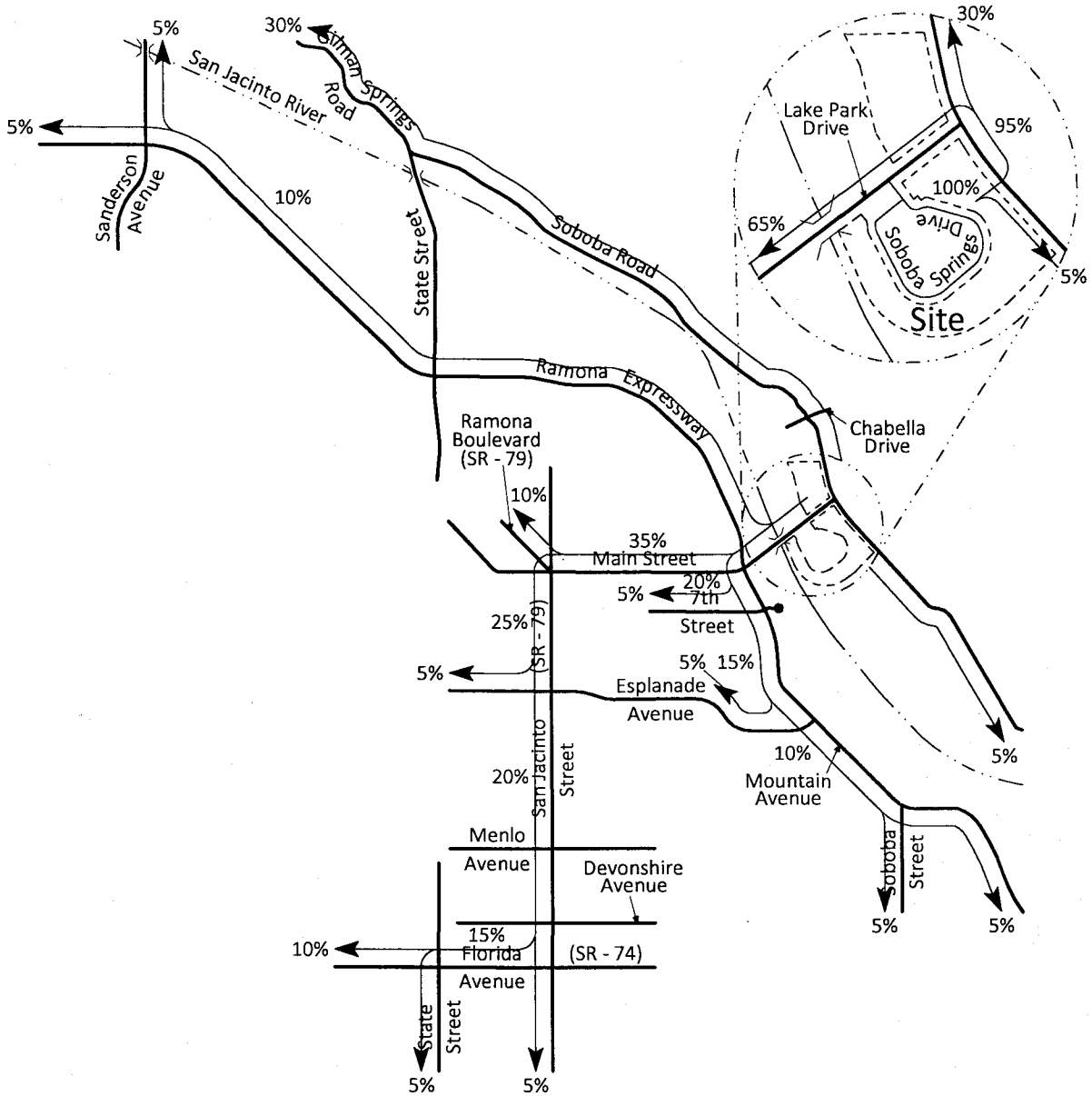
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/20

Figure 21
Alternative 1 Project Traffic Distribution
(Service Station and Fire Station)



Legend

10% = Percent To/From Project

N

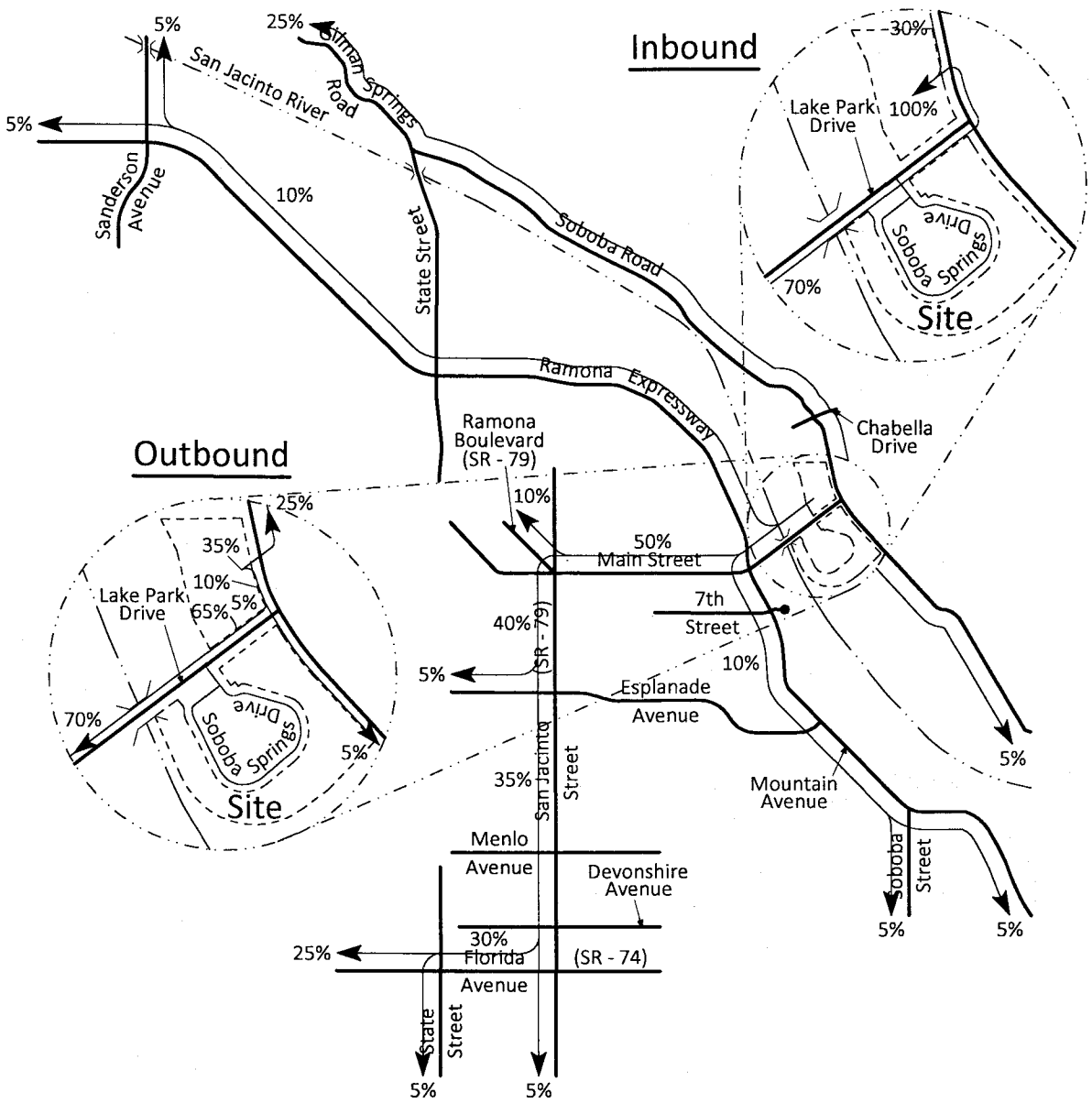
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/21

Figure 22
Alternative 2 Project Traffic Distribution
(Hotel and Convention Center)



Legend

10% = Percent To/From Project

N

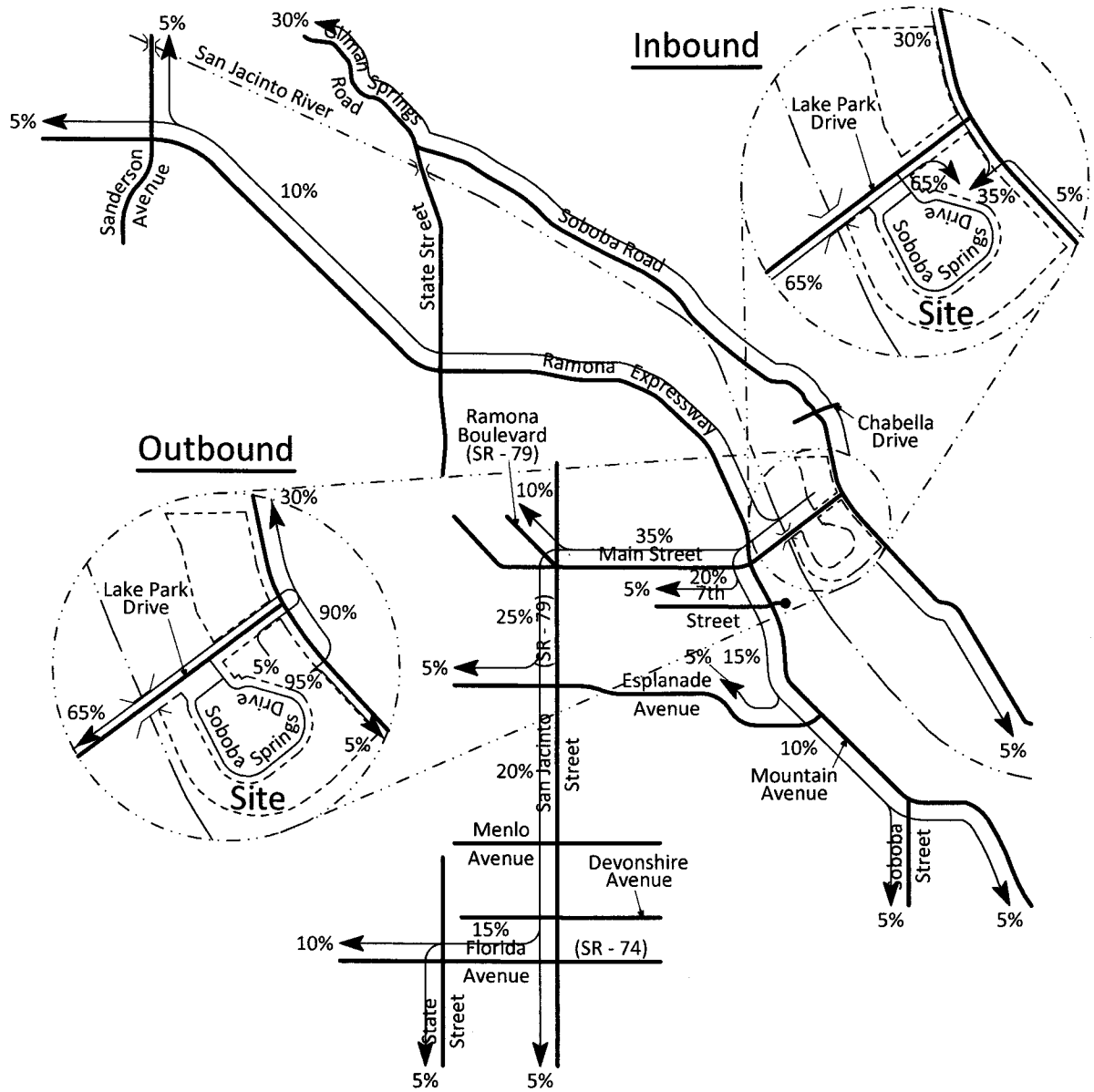
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/22

Figure 23
Alternative 2 Project Traffic Distribution
(Service Station and Fire Station)



Legend

10% = Percent To/From Project

N

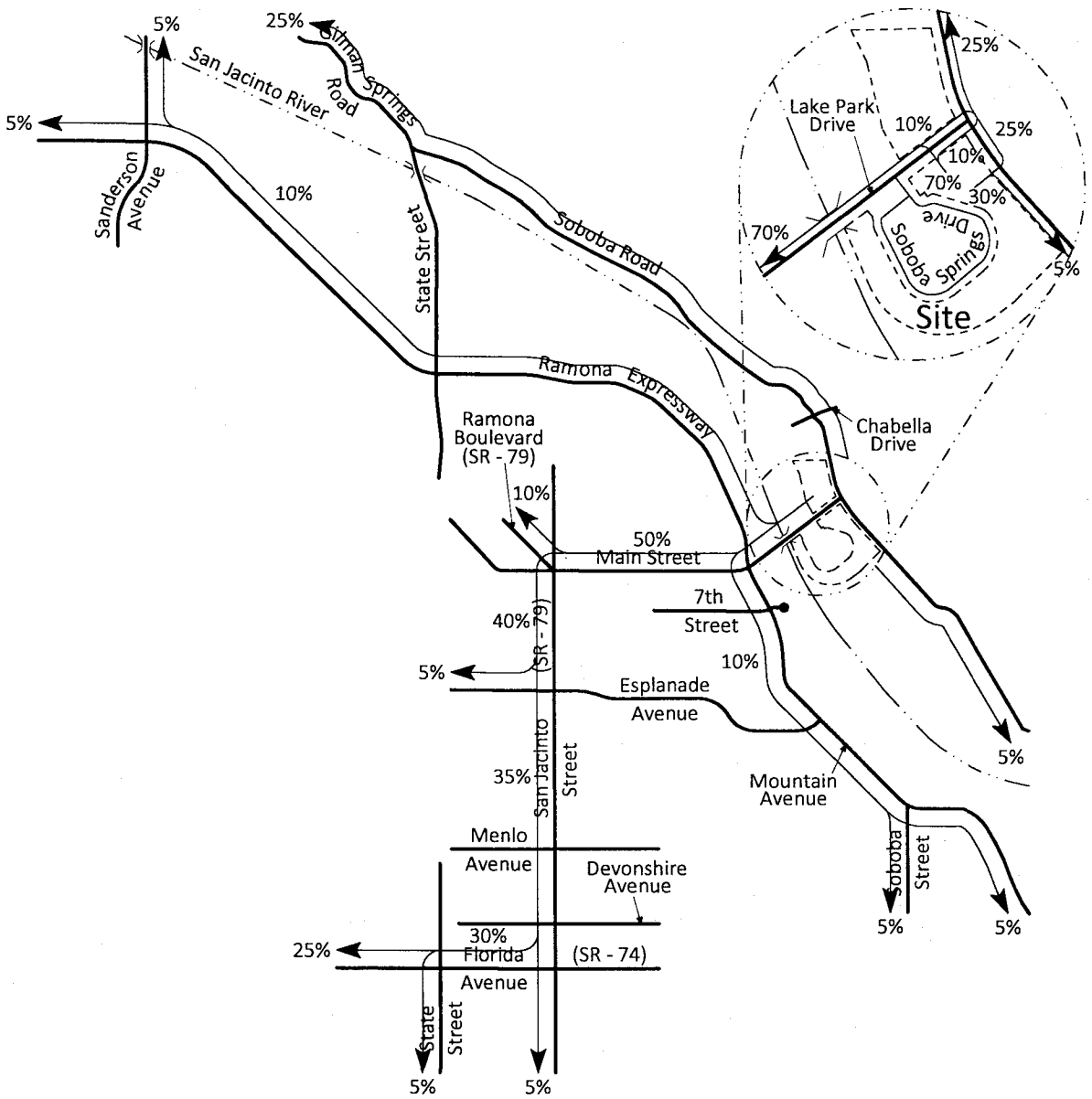
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/23

Figure 24
Alternative 3 Project Traffic Distribution



Legend

10% = Percent To/From Project

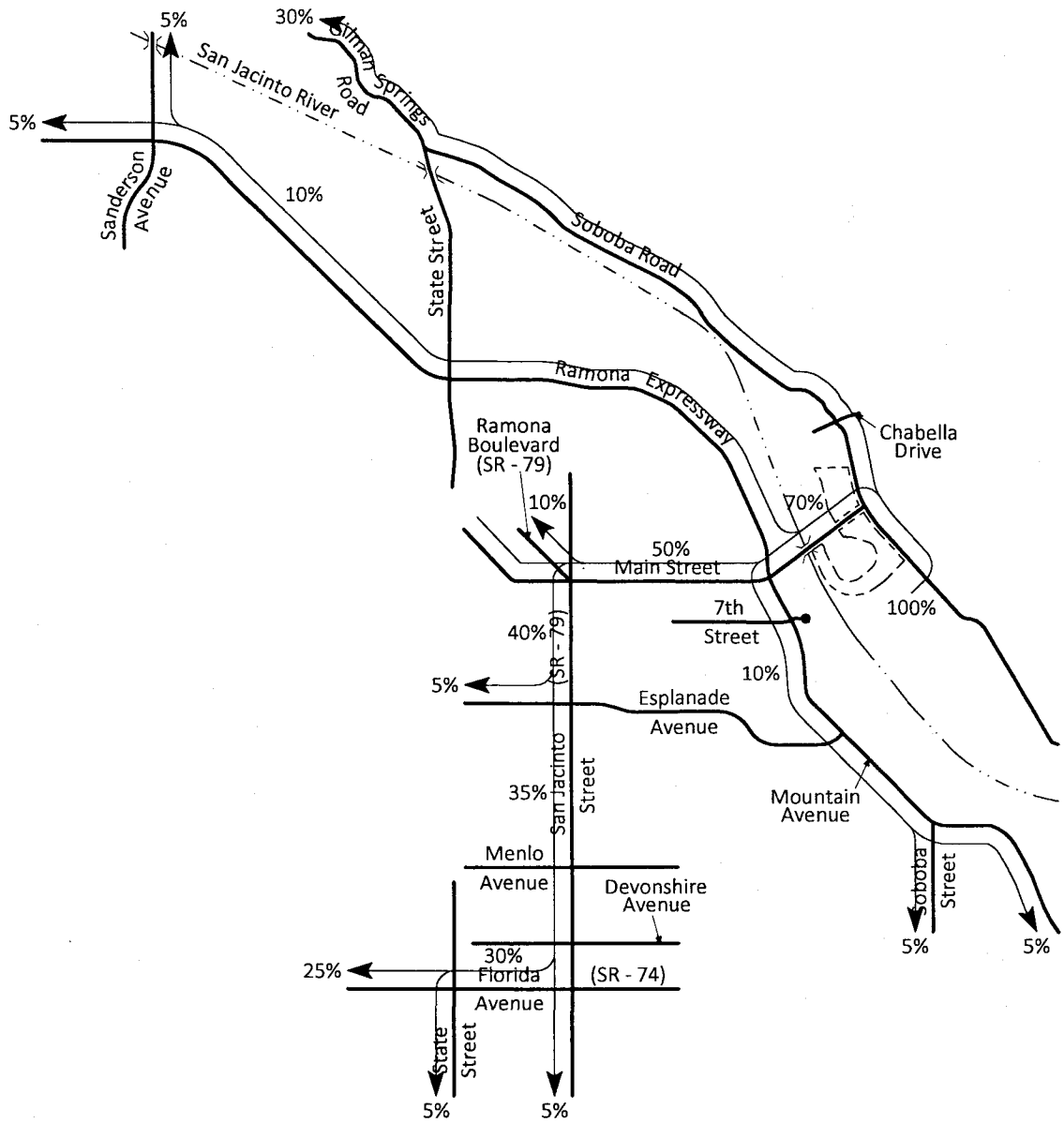
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/24

Figure 25
Existing Casino Traffic Distribution



Legend

10% = Percent To/From Project

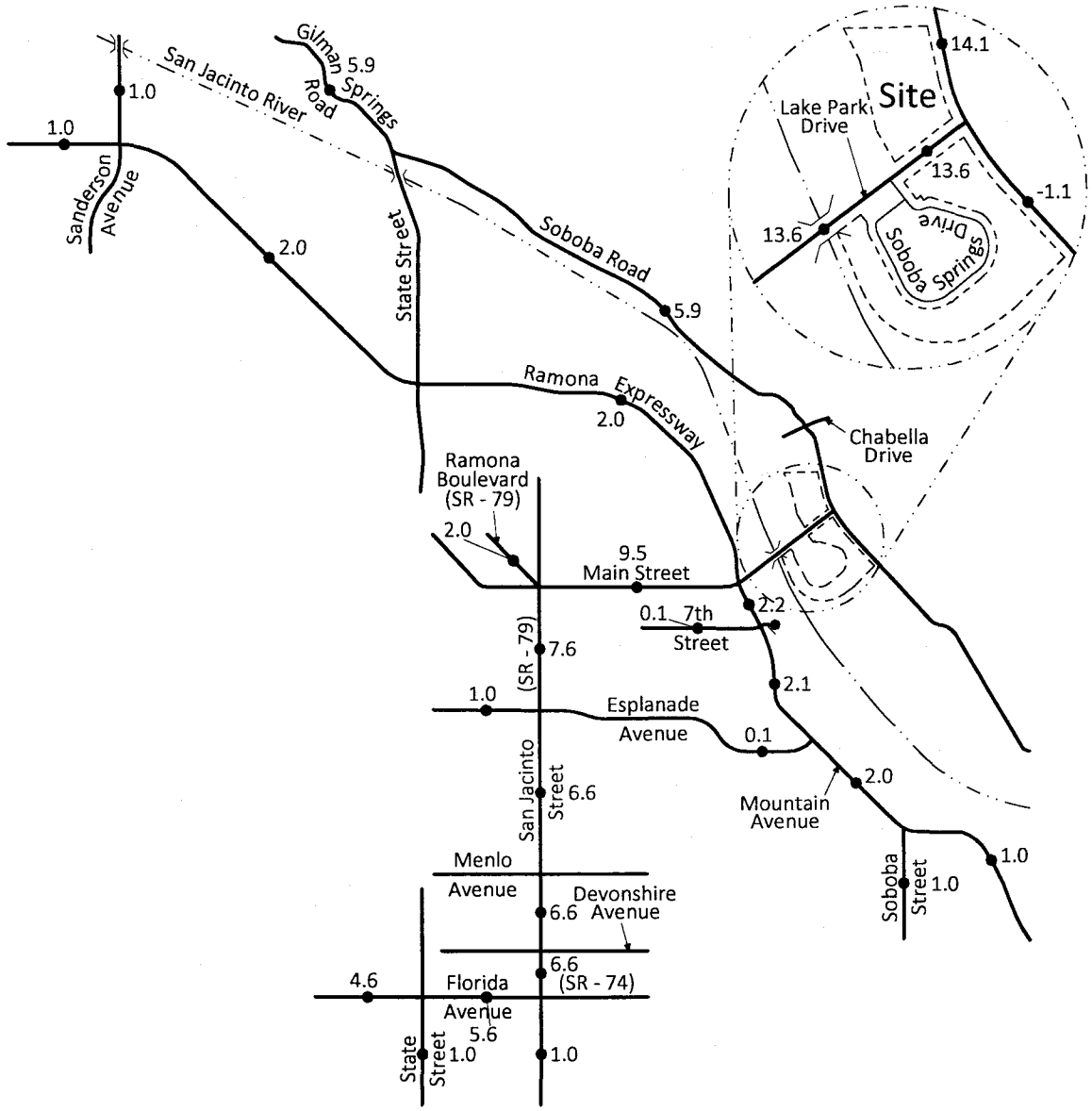
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/25

Figure 26
Proposed Action "A" Project Average Daily Traffic Volumes



Legend

11.7 = Vehicles Per Day (1,000's)

N

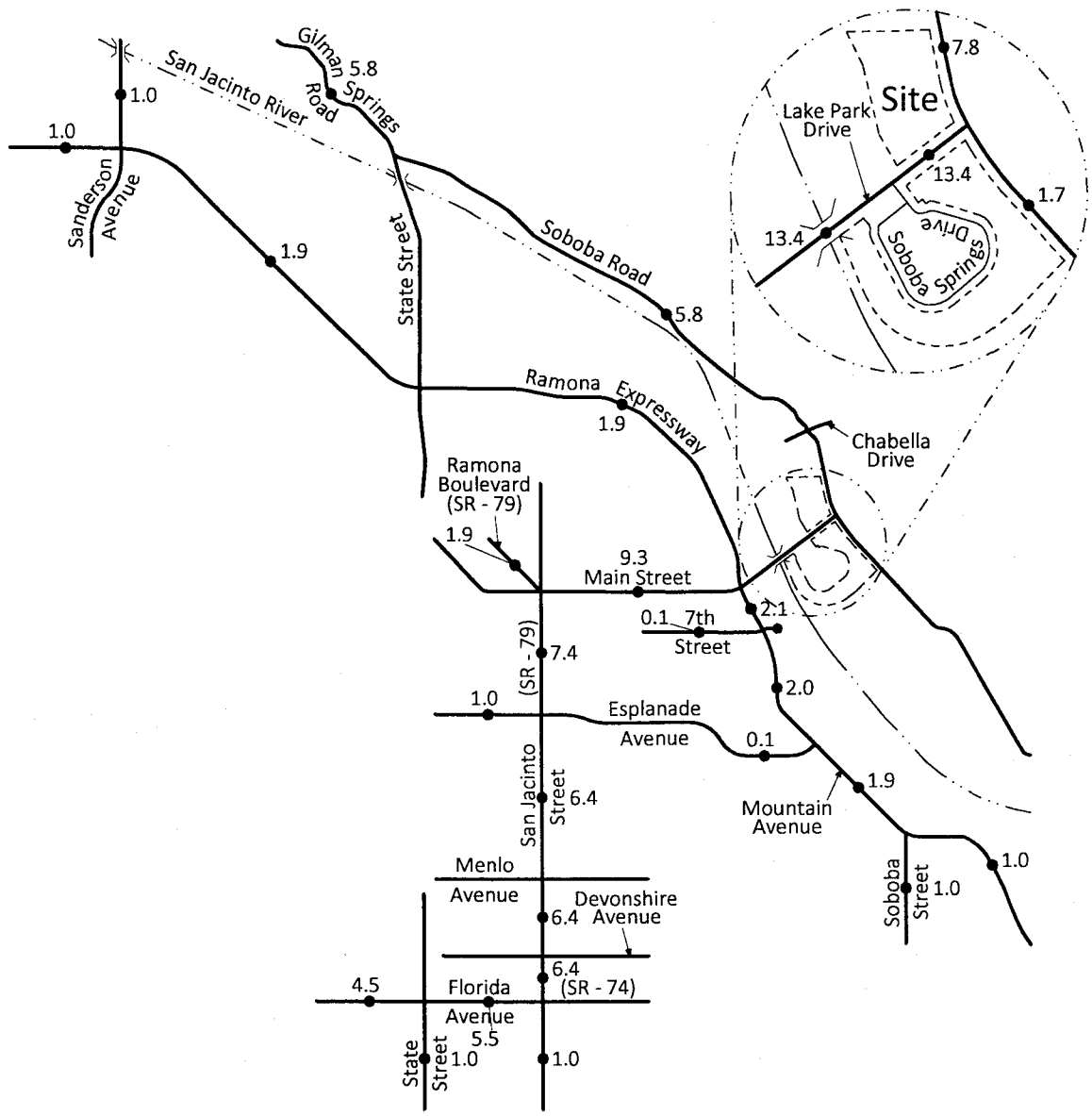
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/26

Figure 27
Proposed Action "B" Project Average Daily Traffic Volumes



Legend

1.0 = Vehicles Per Day (1,000's)

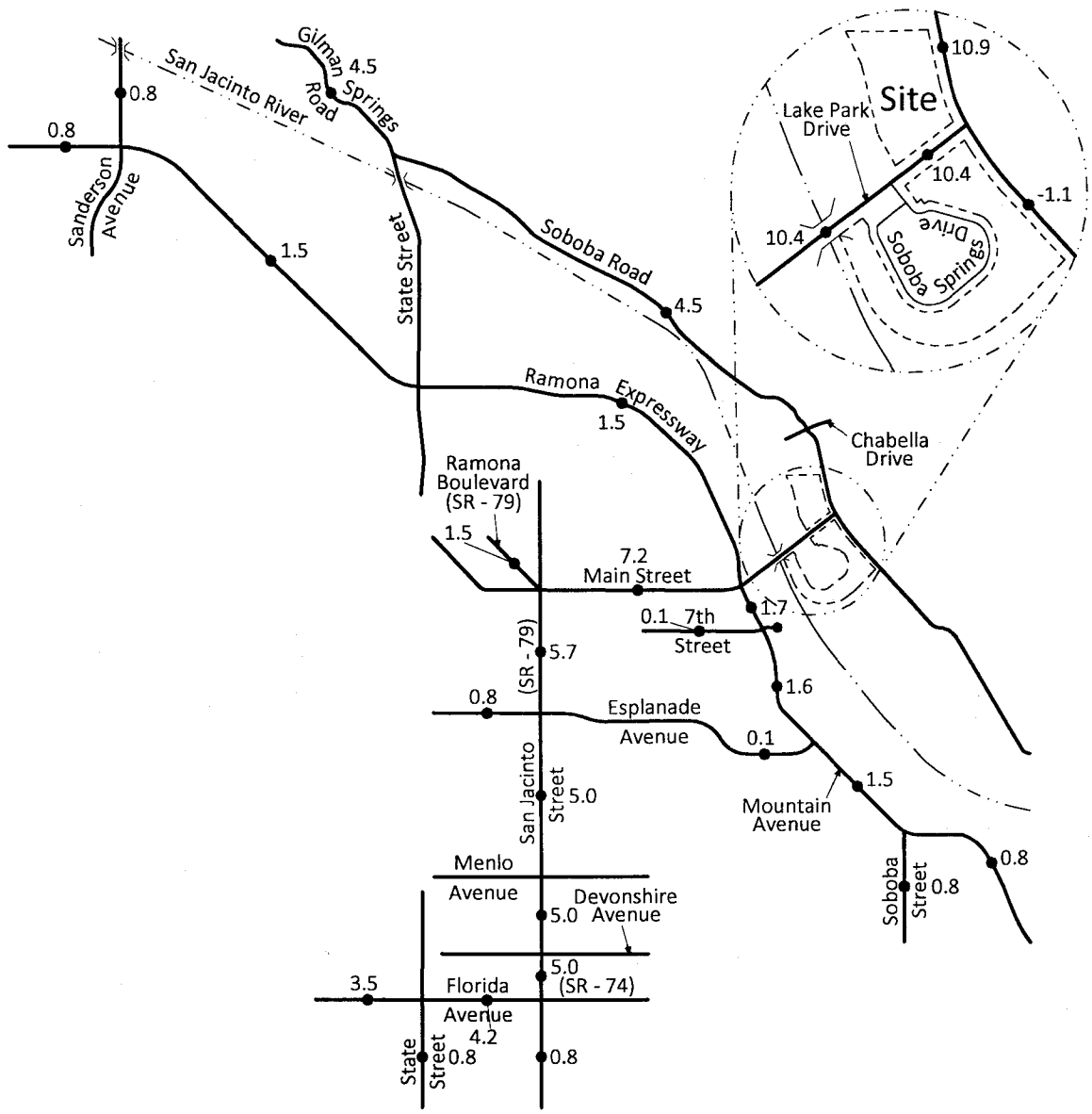
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/27

Figure 28
Alternative 1 Project Average Daily Traffic Volumes



Legend

1.0 = Vehicles Per Day (1,000's)

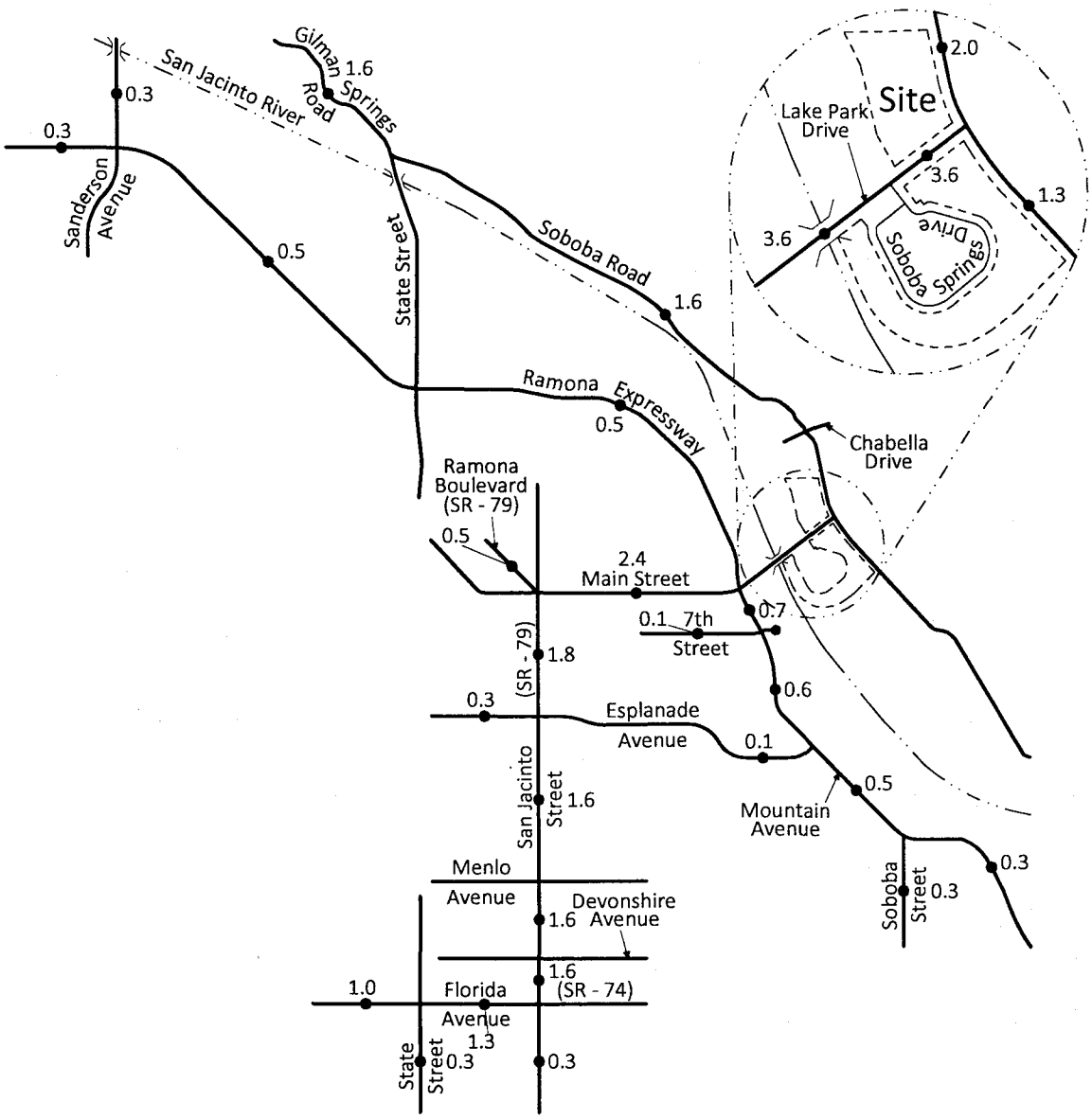
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/28

Figure 29
Alternative 2 Project Average Daily Traffic Volumes



Legend

0.3 = Vehicles Per Day (1,000's)

N

NTS

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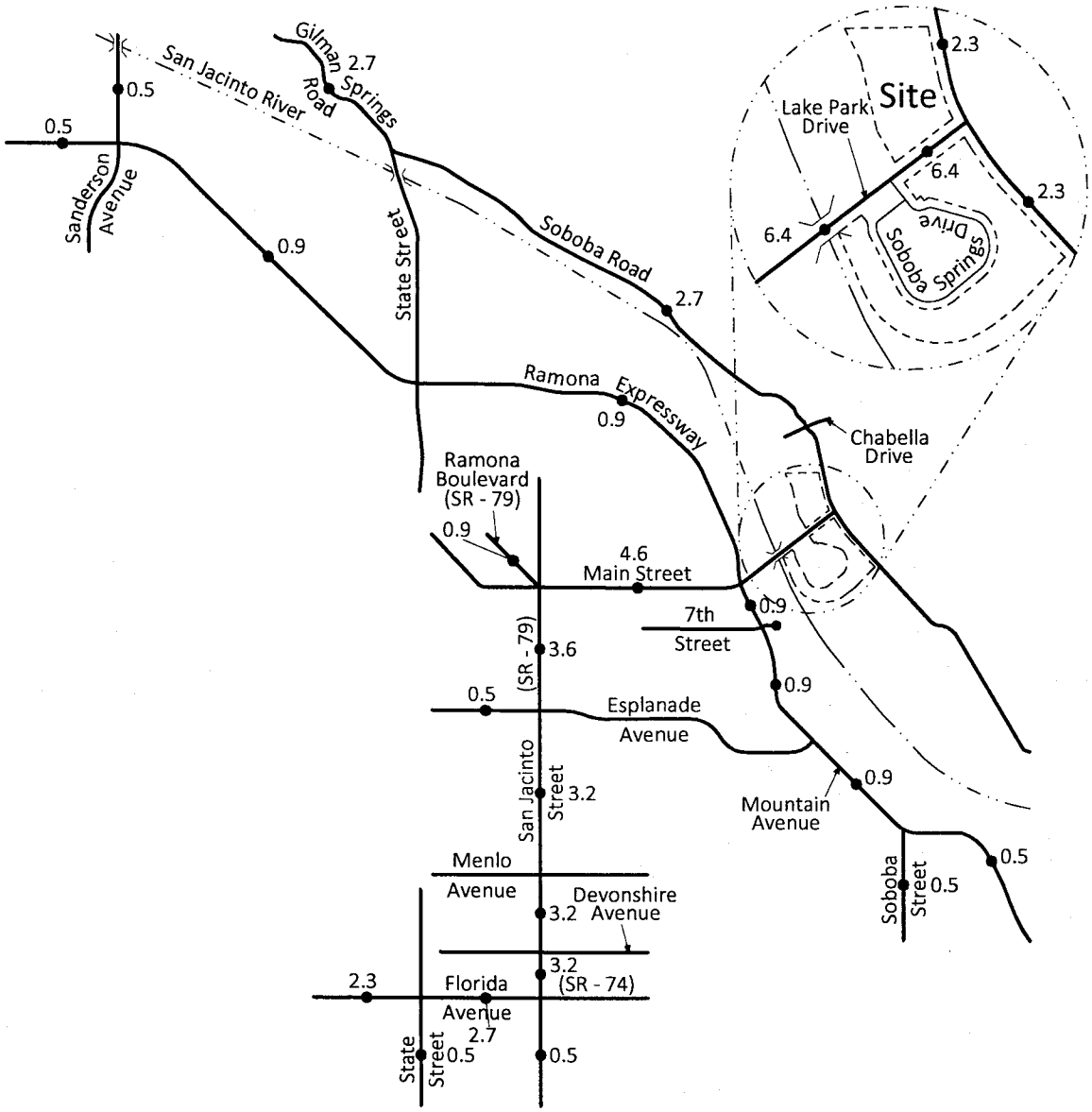
OVER 30 YEARS OF EXCELLENT SERVICE

4030d/29

Figure 30
Alternative 3 Project Average Daily Traffic Volumes



Legend

0.5 = Vehicles Per Day (1,000's)

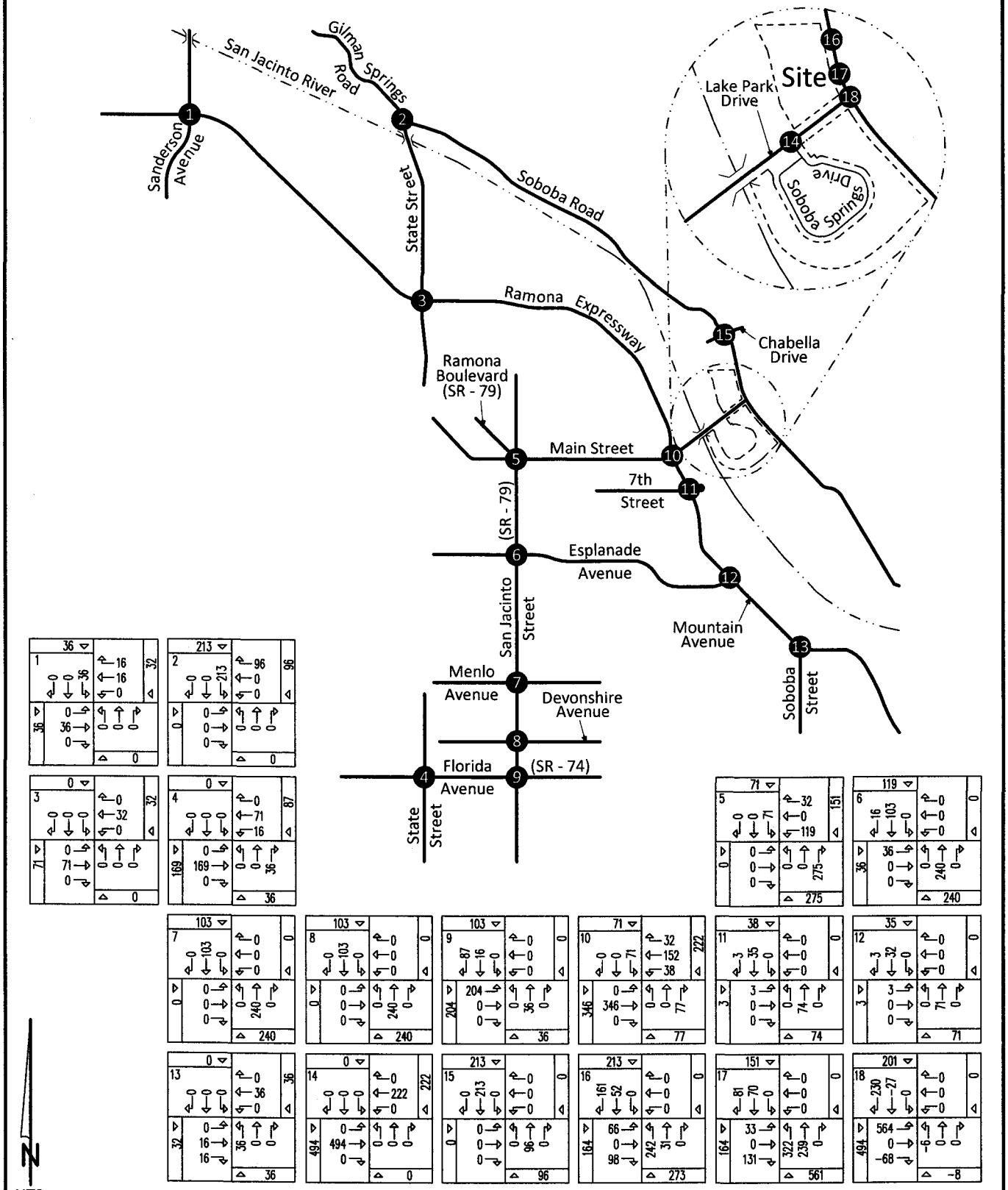
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/30

Figure 31
Proposed Action "A"
Project Morning Peak Hour Intersection Turning Movement Volumes

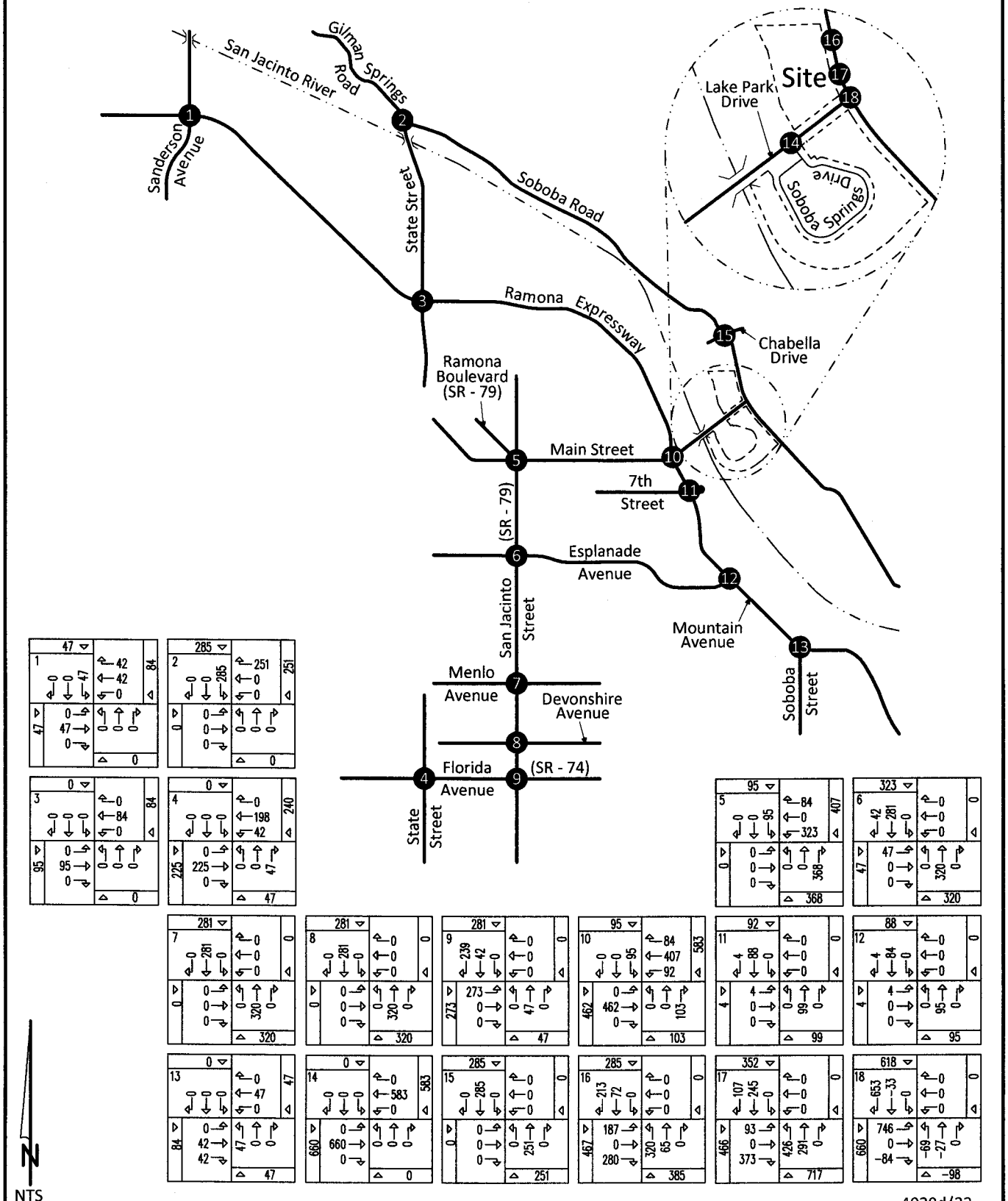


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/31

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 32
Proposed Action "A"
Project Evening Peak Hour Intersection Turning Movement Volumes

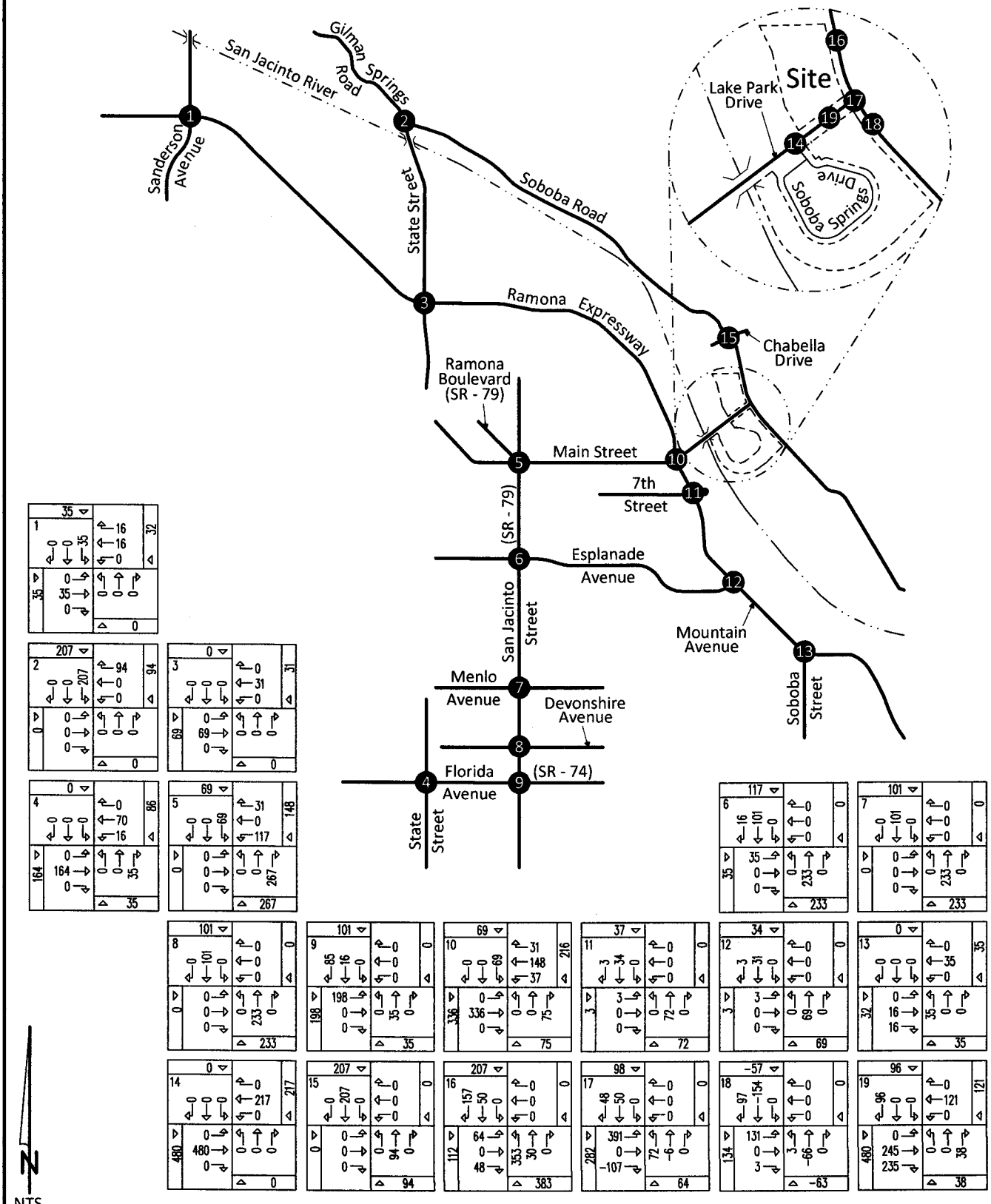


4030d/32

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 33
Proposed Action "B"
Project Morning Peak Hour Intersection Turning Movement Volumes

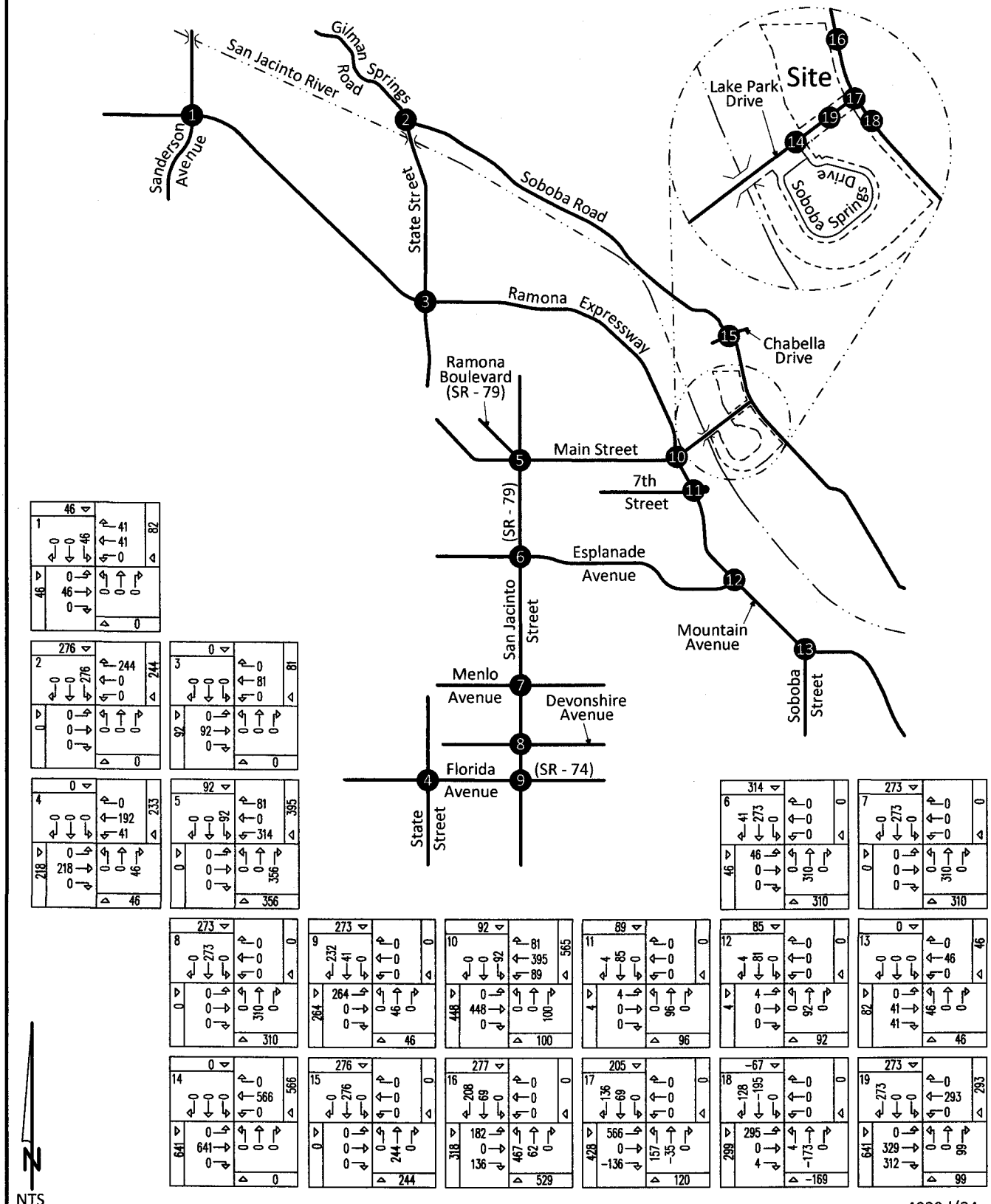


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/33

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 34
Proposed Action "B"
Project Evening Peak Hour Intersection Turning Movement Volumes

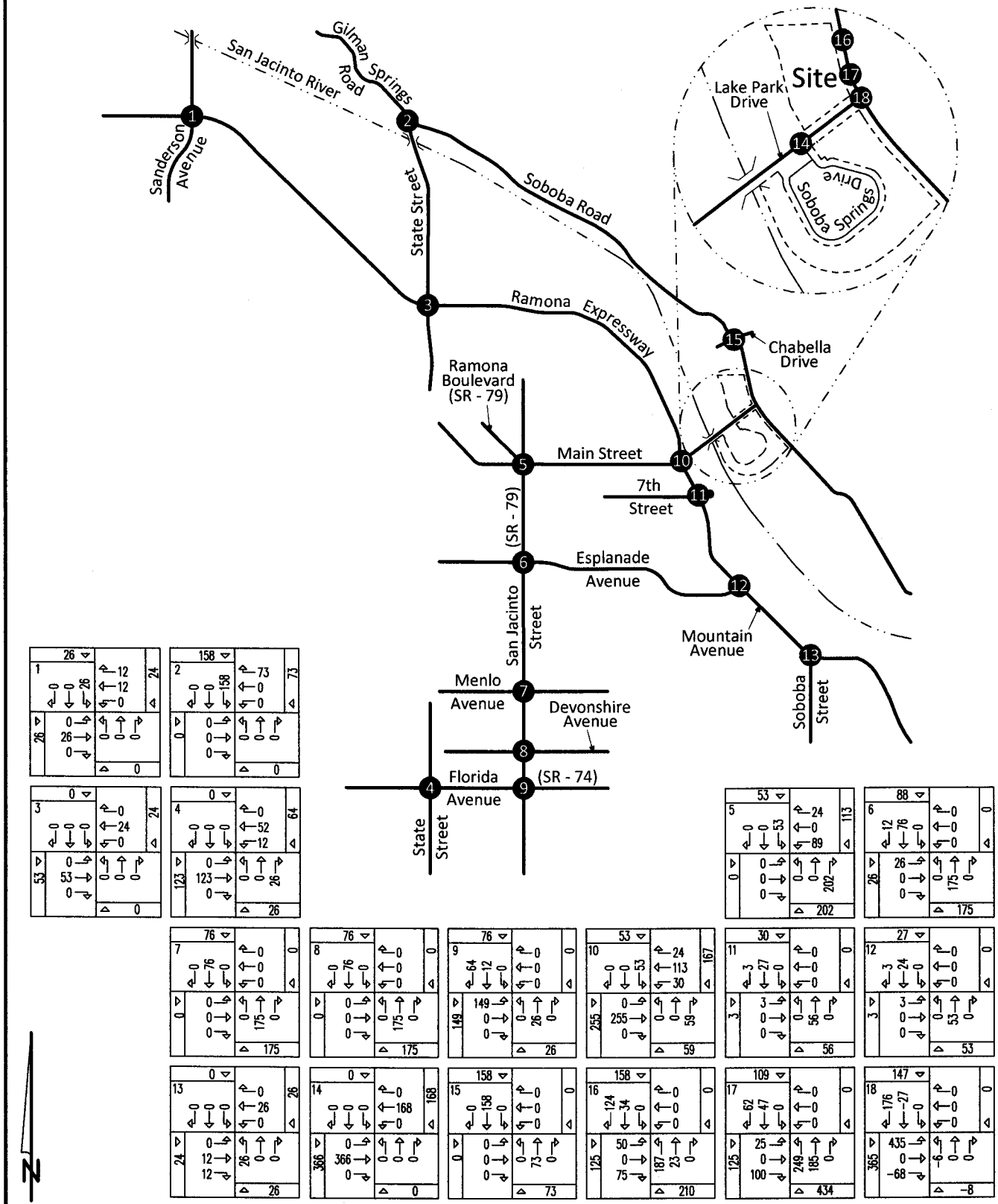


4030d/34

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 35
Alternative 1
Project Morning Peak Hour Intersection Turning Movement Volumes

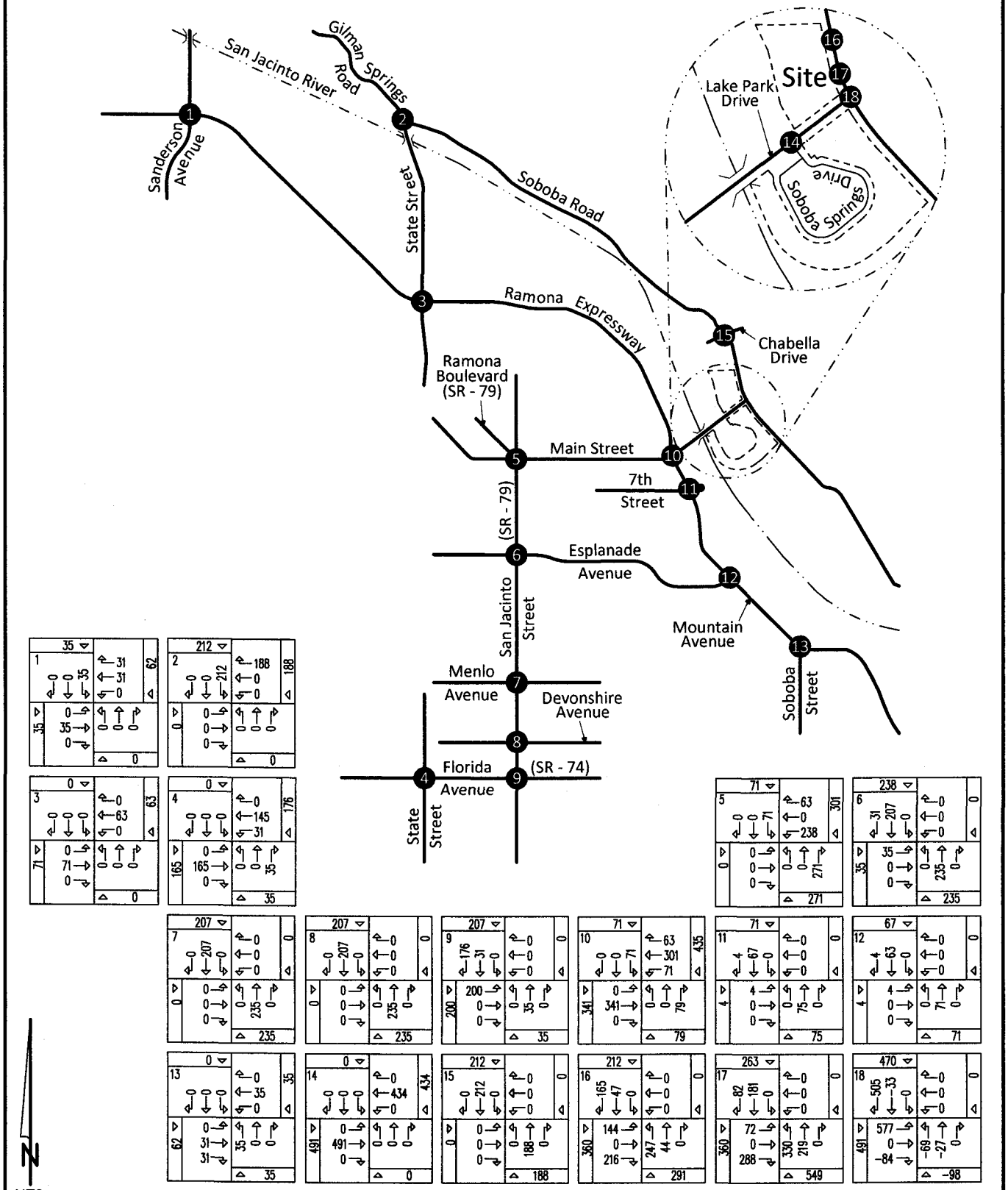


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/35

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 36
Alternative 1
Project Evening Peak Hour Intersection Turning Movement Volumes

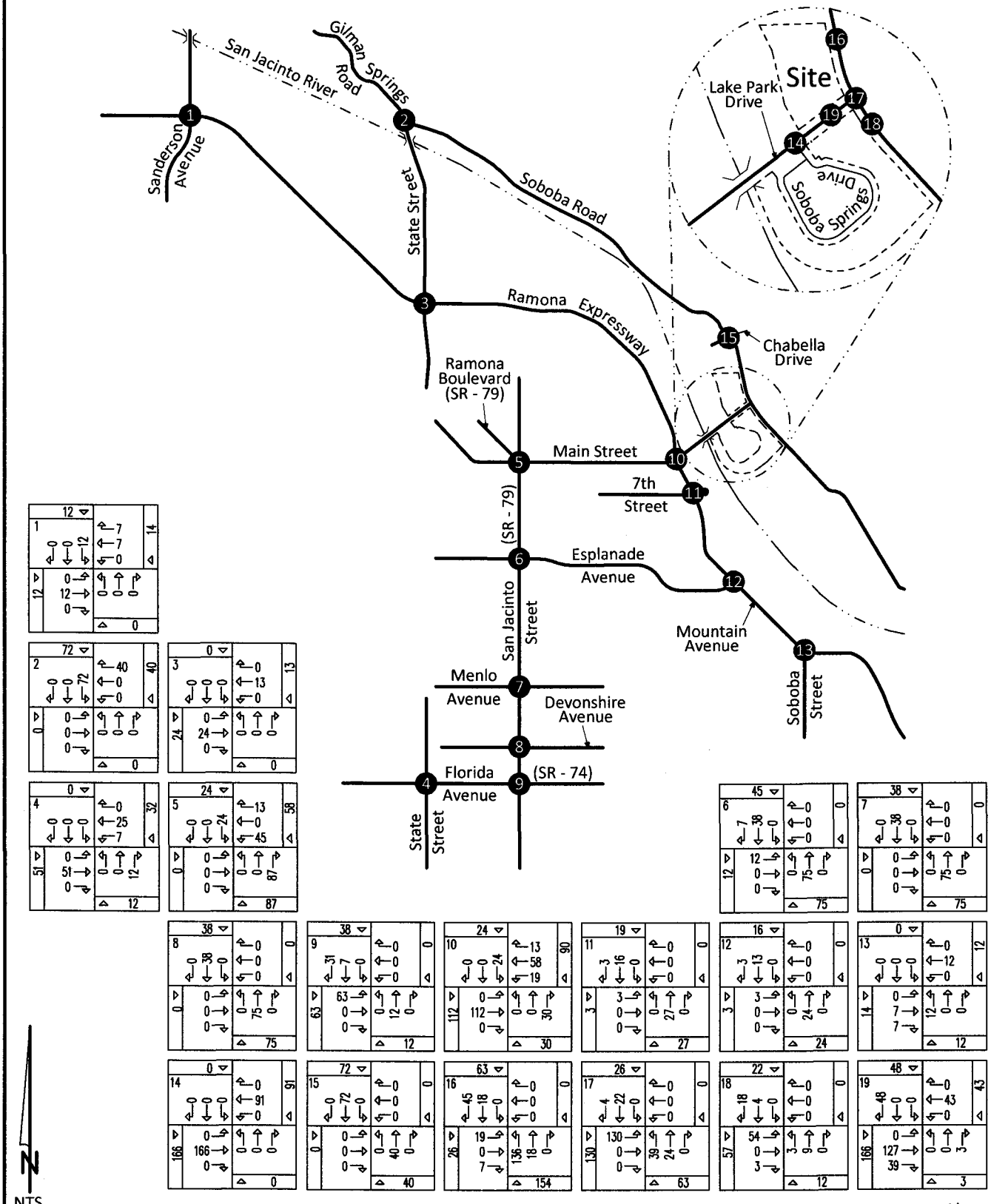


KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/36

Figure 37
Alternative 2
Project Morning Peak Hour Intersection Turning Movement Volumes

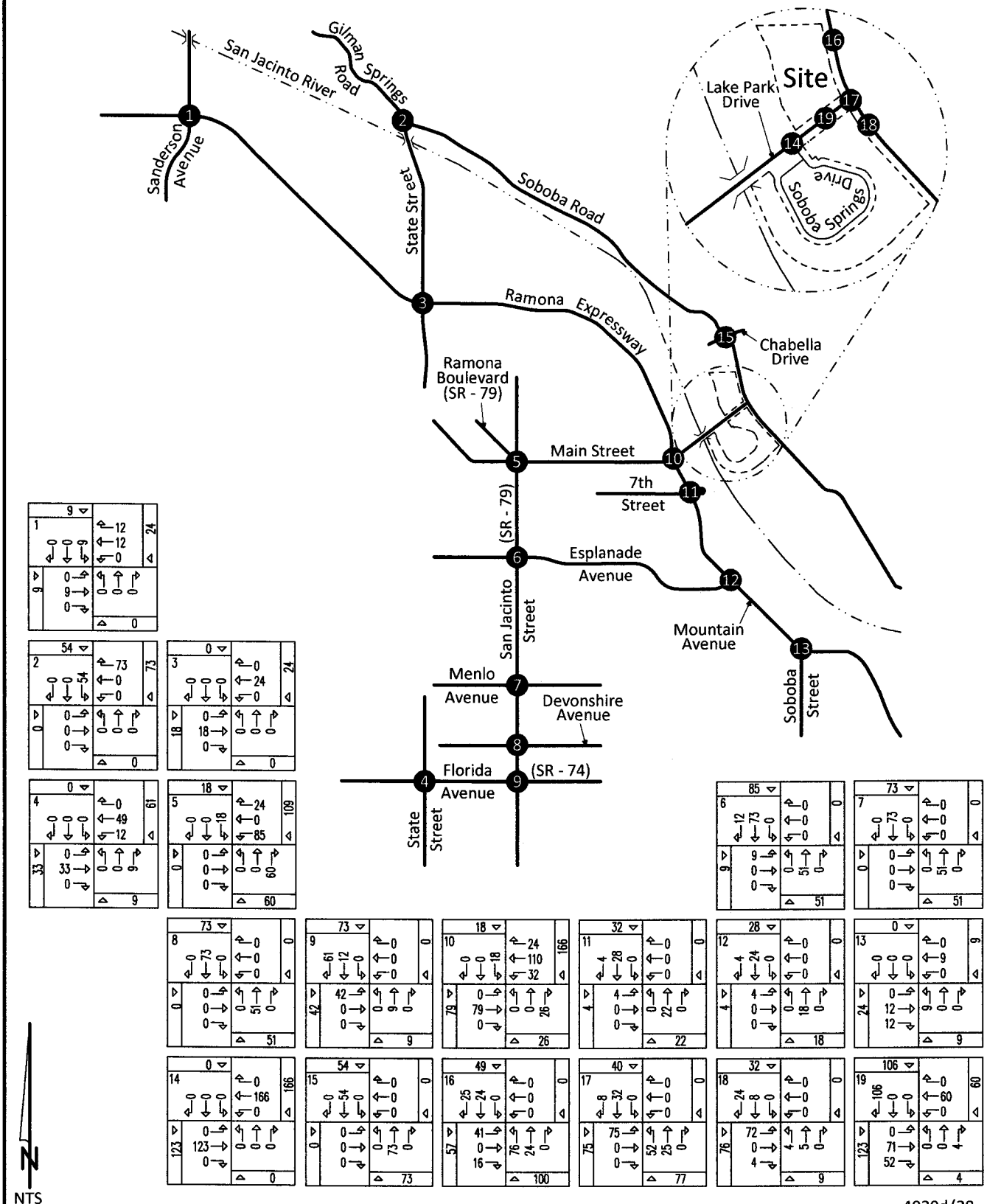


4030d/37

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 38
Alternative 2
Project Evening Peak Hour Intersection Turning Movement Volumes

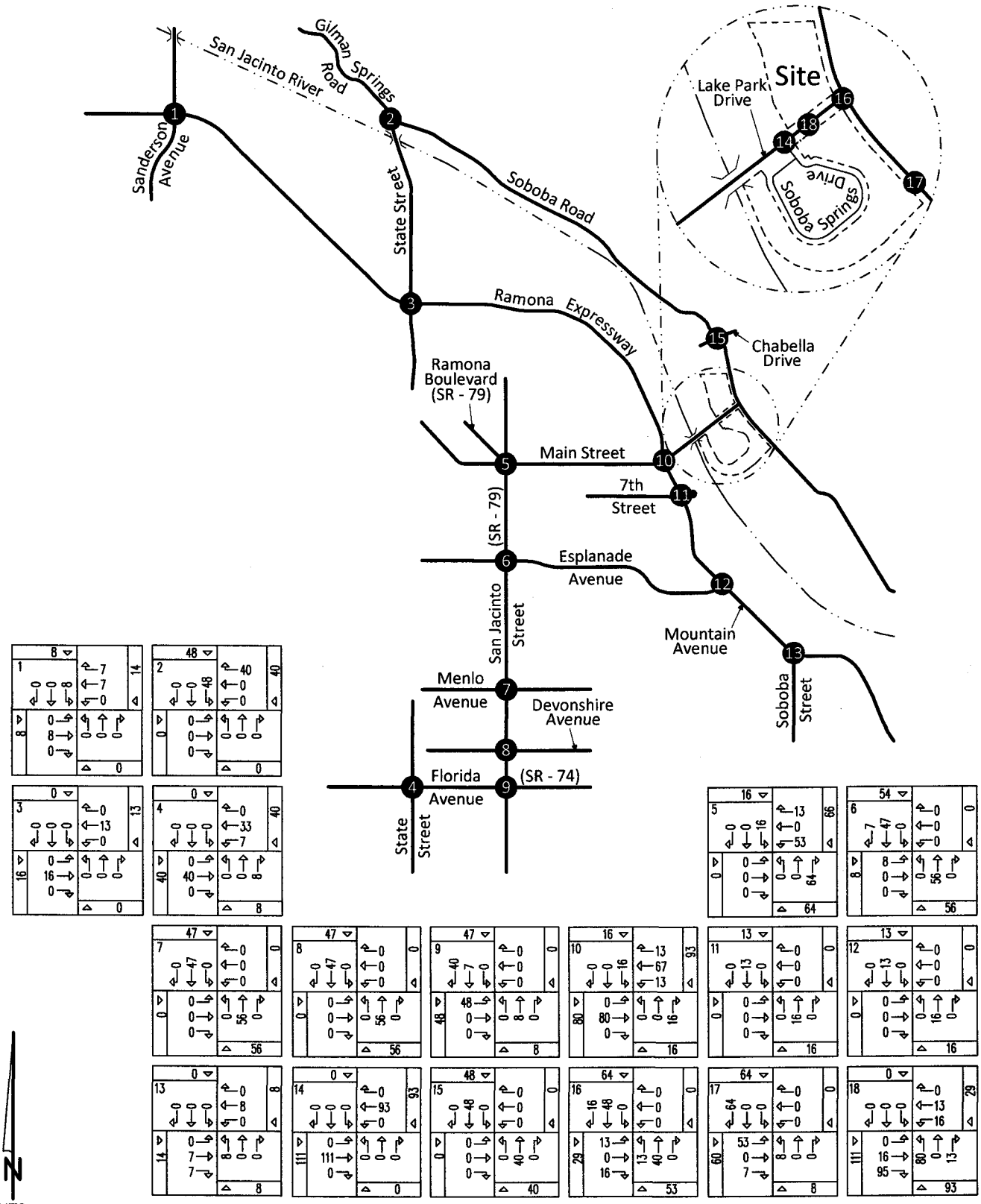


4030d/38

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 39
Alternative 3
Project Morning Peak Hour Intersection Turning Movement Volumes

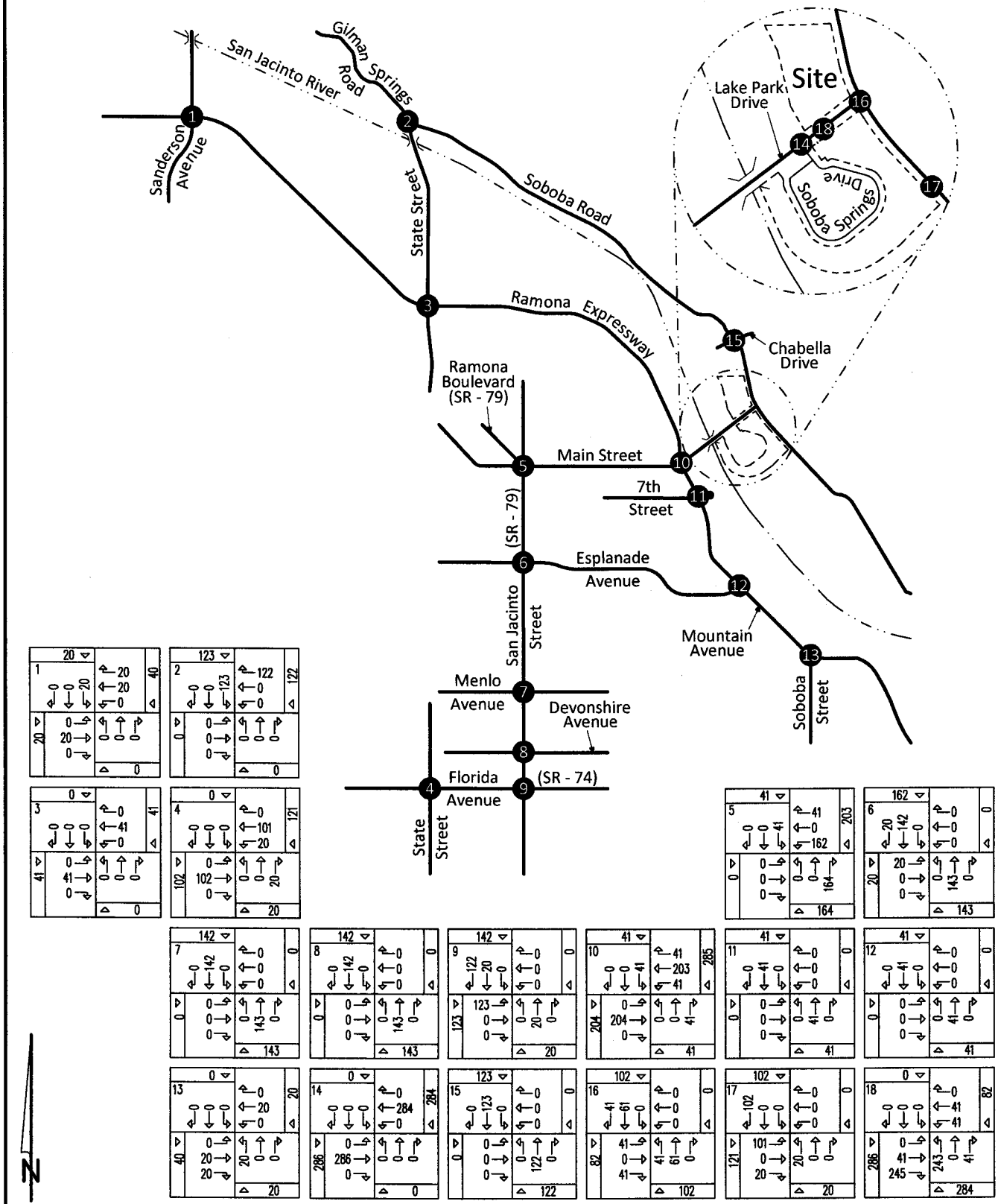


4030d/39

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 40
Alternative 3
Project Evening Peak Hour Intersection Turning Movement Volumes



4030d/40

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

V. Traffic Analysis

A. Other Development Traffic, Opening Year (2010) – No Action

1. Method of Projection

The Opening Year (2010) without project – No Action traffic volumes have been derived from the City of San Jacinto and City of Hemet General Plans. The average daily traffic volumes, particularly on the regional facilities, reflect the areawide growth anticipated between now and Opening Year (2010). The Opening Year (2010) peak hour forecasts were refined using the daily forecasts, along with existing peak hour traffic count data collected at each analysis location.

The initial estimate of the Opening Year (2010) peak hour turning movements has, therefore, been reviewed for reasonableness. The reasonableness checks performed include review of flow conservation in addition to comparisons to both the existing actual counted volume and the overall relationship between the forecast peak hour volume and daily volume on each individual intersection leg. Where necessary, the initial raw model estimates were adjusted to achieve flow conservation, reasonable growth, acceptable relationships between the peak hour and daily traffic volume forecasts, and reasonable diversion between parallel routes.

2. Through Traffic

For Opening Year (2010) without project – No Action traffic conditions, through traffic for the study area has been determined by utilizing the City of San Jacinto and City of Hemet General Plan Traffic Studies described above. The project site has been manually added to the study area network.

B. Other Development Traffic, Year 2025

1. Method of Projection

The Year 2025 without project traffic volumes have been derived from the City of San Jacinto and City of Hemet General Plans. The average daily traffic volumes, particularly on the regional facilities, reflect the areawide growth anticipated between now and Year 2025. The Year 2025 peak hour forecasts were refined using the daily forecasts, along with existing peak hour traffic count data collected at each analysis location.

The initial estimate of the Year 2025 peak hour turning movements has, therefore, been reviewed for reasonableness. The reasonableness checks performed include review of flow conservation in addition to comparisons to both the existing actual counted volume and the overall relationship between the forecast peak hour volume and daily volume on each individual intersection leg. Where necessary, the initial raw model estimates were adjusted to achieve flow conservation, reasonable growth,

acceptable relationships between the peak hour and daily traffic volume forecasts, and reasonable diversion between parallel routes.

2. Through Traffic

For Year 2025 without project traffic conditions, through traffic for the study area has been determined as described above. The project site has been manually added to the study area network.

C. Total Traffic, Opening Year (2010)

Figure 41 shows the average daily traffic volumes that can be expected for Opening Year (2010) without project – No Action traffic conditions. Figure 42 shows the average daily traffic volumes that can be expected for Opening Year (2010) with project – Proposed Action "A" traffic conditions. Figure 43 shows the average daily traffic volumes that can be expected for Opening Year (2010) with project – Proposed Action "B" traffic conditions. Figure 44 shows the average daily traffic volumes that can be expected for Opening Year (2010) with project – Alternative 1 traffic conditions. Figure 45 shows the average daily traffic volumes that can be expected for Opening Year (2010) with project – Alternative 2 traffic conditions. Figure 46 shows the average daily traffic volumes that can be expected for Opening Year (2010) with project – Alternative 3 traffic conditions.

D. Total Traffic, Year 2025

Figure 47 shows the average daily traffic volumes that can be expected for Year 2025 without project – No Action traffic conditions. Figure 48 shows the average daily traffic volumes that can be expected for Year 2025 – Proposed Action "A" with project traffic conditions. Figure 49 shows the average daily traffic volumes that can be expected for Year 2025 – Proposed Action "B" with project traffic conditions. Figure 50 shows the average daily traffic volumes that can be expected for Year 2025 – Alternative 1 with project traffic conditions. Figure 51 shows the average daily traffic volumes that can be expected for Year 2025 – Alternative 2 with project traffic conditions. Figure 52 shows the average daily traffic volumes that can be expected for Year 2025 – Alternative 3 with project traffic conditions.

E. Capacity and Level of Service and Improvement Analysis, Opening Year (2010)

1. Level of Service at Opening Year (2010) Without Project – No Action

Opening Year (2010) without project - No Action volume to capacity ratios and levels of service have been calculated for the study area roadway segments and are shown in Table 8.

For Opening Year (2010) without project - No Action traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service (see Table 8):

Gilman Springs Road, north of Soboba Road
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

For Opening Year (2010) without project - No Action traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 8).

The Opening Year (2010) delay and Level of Service for the study area roadway network without the proposed project alternatives are shown in Table 14. Table 14 shows delay values based on the geometrics at the study area intersections, without and with improvements. Opening Year (2010) Without Project – No Action morning and evening peak hour intersection turning movement volumes are shown on Figures 53 and 54, respectively.

Pursuant to City of San Jacinto requirements, for Opening Year (2010) without project – No Action traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

San Jacinto Street (NS) at:
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
7th Street (EW) - #11

For Opening Year (2010) without project – No Action traffic conditions and with improvements (see Table 14), the study area intersections are projected to operate at acceptable Levels of Service during the peak hours. Opening Year (2010) without project - No Action delay worksheets are provided in Appendix C.

2. Level of Service at Opening Year (2010) With Project

Opening Year (2010) with project - Proposed Action "A" volume to capacity ratios and levels of service have been calculated for the study area roadway segments and are shown in Table 9.

Opening Year (2010) with project - Proposed Action "B" volume to capacity ratios and levels of service have been calculated for the study area roadway segments and are shown in Table 10.

Opening Year (2010) with project - Alternative 1 volume to capacity ratios and levels of service have been calculated for the study area roadway segments and are shown in Table 11.

Opening Year (2010) with project - Alternative 2 volume to capacity ratios and levels of service have been calculated for the study area roadway segments and are shown in Table 12.

Opening Year (2010) with project - Alternative 3 volume to capacity ratios and levels of service have been calculated for the study area roadway segments and are shown in Table 13.

The Opening Year (2010) delay and Level of Service for the study area roadway network with Proposed Action "A" are shown in Table 15. Table 15 shows delay values based on the geometrics at the study area intersections, without and with improvements. Opening Year (2010) with project – Proposed Action "A" morning and evening peak hour intersection turning movement volumes are shown on Figures 55 and 56, respectively.

The Opening Year (2010) delay and Level of Service for the study area roadway network with Proposed Action "B" are shown in Table 16. Table 16 shows delay values based on the geometrics at the study area intersections, without and with improvements. Opening Year (2010) with project – Proposed Action "B" morning and evening peak hour intersection turning movement volumes are shown on Figures 57 and 58, respectively.

The Opening Year (2010) delay and Level of Service for the study area roadway network with Alternative 1 are shown in Table 17. Table 17 shows delay values based on the geometrics at the study area intersections, without and with improvements. Opening Year (2010) with project – Alternative 1 morning and evening peak hour intersection turning movement volumes are shown on Figures 59 and 60, respectively.

The Opening Year (2010) delay and Level of Service for the study area roadway network with Alternative 2 are shown in Table 18. Table 18 shows delay values based on the geometrics at the study area intersections, without and with improvements. Opening Year (2010) with project – Alternative 2 morning and evening peak hour intersection turning movement volumes are shown on Figures 61 and 62, respectively.

The Opening Year (2010) delay and Level of Service for the study area roadway network with Alternative 3 are shown in Table 19. Table 19 shows delay values based on the geometrics at the study area intersections, without and with improvements. Opening Year (2010) with project – Alternative 3 morning and evening peak hour intersection turning movement volumes are shown on Figures 63 and 64, respectively.

For Opening Year (2010) with project - Proposed Action "A" traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

For Opening Year (2010) with project - Proposed Action "A" traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 9).

Pursuant to City of San Jacinto requirements, for Opening Year (2010) with project – Proposed Action "A" traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
7th Street (EW) - #11

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Lake Park Drive (EW) - #18

For Opening Year (2010) with project – Proposed Action "A" traffic conditions and with improvements (see Table 15), the study area intersections are projected to operate at acceptable Levels of Service during the peak hours. Opening Year (2010) with project - Proposed Action "A" delay worksheets are provided in Appendix C.

For Opening Year (2010) with project - Proposed Action "B" traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street

Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

For Opening Year (2010) with project - Proposed Action "B" traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 10).

Pursuant to City of San Jacinto requirements, for Opening Year (2010) with project – Proposed Action "B" traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
7th Street (EW) - #11

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Lake Park Drive (EW) - #17

For Opening Year (2010) with project – Proposed Action "B" traffic conditions and with improvements (see Table 16), the study area intersections are projected to operate at acceptable Levels of Service during the peak hours. Opening Year (2010) with project - Proposed Action "B" delay worksheets are provided in Appendix C.

For Opening Year (2010) with project - Alternative 1 traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

For Opening Year (2010) with project - Alternative 1 traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 11).

Pursuant to City of San Jacinto requirements, for Opening Year (2010) with project – Alternative 1 traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
7th Street (EW) - #11

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Lake Park Drive (EW) - #18

For Opening Year (2010) with project – Alternative 1 traffic conditions and with improvements (see Table 17), the study area intersections are projected to operate at acceptable Levels of Service during the peak hours. Opening Year (2010) with project - Alternative 1 delay worksheets are provided in Appendix C.

For Opening Year (2010) with project - Alternative 2 traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service:

Gilman Springs Road, north of Soboba Road
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

For Opening Year (2010) with project - Alternative 2 traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 12).

Pursuant to City of San Jacinto requirements, for Opening Year (2010) with project – Alternative 2 traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
7th Street (EW) - #11

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

For Opening Year (2010) with project – Alternative 2 traffic conditions and with improvements (see Table 18), the study area intersections are projected to operate at acceptable Levels of Service during the peak hours. Opening Year (2010) with project - Alternative 2 delay worksheets are provided in Appendix C.

For Opening Year (2010) with project - Alternative 3 traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service:

Gilman Springs Road, north of Soboba Road
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

For Opening Year (2010) with project - Alternative 3 traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 13).

Pursuant to City of San Jacinto requirements, for Opening Year (2010) with project – Alternative 3 traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
7th Street (EW) - #11

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Road (NS) at:
Lake Park Drive (EW) - #16

For Opening Year (2010) with project – Alternative 3 traffic conditions and with improvements (see Table 19), the study area intersections are projected to operate at acceptable Levels of Service during the peak hours. Opening Year (2010) with project - Alternative 3 delay worksheets are provided in Appendix C.

F. Capacity and Level of Service and Improvement Analysis, Year 2025

1. Level of Service at Year 2025 Without Project – No Action

Year 2925 without project - No Action volume to capacity ratios and levels of service have been calculated for the study area roadway segments and are shown in Table 20.

For Year 2025 without project - No Action traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service (see Table 20):

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

For Year 2025 without project - No Action traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 20).

The Year 2025 delay and Level of Service for the study area roadway network without the proposed project alternatives are shown in Table 26. Table 26 shows delay values based on the geometrics at the study area intersections, without and with General Plan improvements. Year 2025 without project – No Action morning and evening peak hour intersection turning movement volumes are shown on Figures 65 and 66, respectively.

Pursuant to City of San Jacinto requirements, for Year 2025 without project – No Action traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

State Street (NS) at:
Ramona Expressway (EW) - #3
Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
7th Street (EW) - #11

Mountain Avenue (NS) at:
Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Lake Park Drive (EW) - #18

For Year 2025 without project – No Action traffic conditions and with General Plan improvements (see Table 26), the study area intersections are projected to operate at acceptable Levels of Service during the peak hours. Year 2025 without project - No Action delay worksheets are provided in Appendix C.

2. Level of Service at Year 2025 With Project

Year 2025 with project - Proposed Action "A" volume to capacity ratios and levels of service have been calculated for the study area roadway segments and are shown in Table 21.

Year 2025 with project - Proposed Action "B" volume to capacity ratios and levels of service have been calculated for the study area roadway segments and are shown in Table 22.

Year 2025 with project - Alternative 1 volume to capacity ratios and levels of service have been calculated for the study area roadway segments and are shown in Table 23.

Year 2025 with project - Alternative 2 volume to capacity ratios and levels of service have been calculated for the study area roadway segments and are shown in Table 24.

Year 2025 with project - Alternative 3 volume to capacity ratios and levels of service have been calculated for the study area roadway segments and are shown in Table 25.

The Year 2025 delay and Level of Service for the study area roadway network with Proposed Action "A" are shown in Table 27. Table 27 shows delay values based on the geometrics at the study area intersections, without and with General Plan improvements. Year 2025 with project – Proposed Action "A" morning and evening peak hour intersection turning movement volumes are shown on Figures 67 and 68, respectively.

The Year 2025 delay and Level of Service for the study area roadway network with Proposed Action "B" are shown in Table 28. Table 28 shows delay values based on the geometrics at the study area intersections, without and with General Plan improvements. Year 2025 with project – Proposed Action "B" morning and evening peak hour intersection turning movement volumes are shown on Figures 69 and 70, respectively.

The Year 2025 delay and Level of Service for the study area roadway network with Alternative 1 are shown in Table 29. Table 29 shows delay values based on the geometrics at the study area intersections, without and with General Plan improvements. Year 2025 with project – Alternative 1 morning and evening peak hour intersection turning movement volumes are shown on Figures 71 and 72, respectively.

The Year 2025 delay and Level of Service for the study area roadway network with Alternative 2 are shown in Table 30. Table 30 shows delay values based on the geometrics at the study area intersections, without and with General Plan improvements. Year 2025 with project – Alternative 2 morning and evening peak hour intersection turning movement volumes are shown on Figures 73 and 74, respectively.

The Year 2025 delay and Level of Service for the study area roadway network with Alternative 3 are shown in Table 31. Table 31 shows delay values based on the geometrics at the study area intersections, without and with General Plan improvements. Year 2025 with project – Alternative 3 morning and evening peak hour intersection turning movement volumes are shown on Figures 75 and 76, respectively.

For Year 2025 with project - Proposed Action "A" traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

For Year 2025 with project - Proposed Action "A" traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 21).

Pursuant to City of San Jacinto requirements, for Year 2025 with project – Proposed Action "A" traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
- Soboba Road (EW) - #2

State Street (NS) at:
- Ramona Expressway (EW) - #3
- Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
- Ramona Boulevard/Main Street (EW) - #5
- Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
- Main Street/Lake Park Drive (EW) - #10
- 7th Street (EW) - #11

Mountain Avenue (NS) at:
- Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
- Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
- Lake Park Drive (EW) - #14

Soboba Road (NS) at:
- Chabella Drive (EW) - #15
- Lake Park Drive (EW) - #18

For Year 2025 with project – Proposed Action "A" traffic conditions and with improvements (see Table 27), the study area intersections are projected to operate at acceptable Levels of Service during the peak hours. Year 2025 with project - Proposed Action "A" delay worksheets are provided in Appendix C.

For Year 2025 with project - Proposed Action "B" traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

For Year 2025 with project - Proposed Action "B" traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 22).

Pursuant to City of San Jacinto requirements, for Year 2025 with project – Proposed Action "B" traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

State Street (NS) at:
Ramona Expressway (EW) - #3
Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
7th Street (EW) - #11

Mountain Avenue (NS) at:
Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Chabella Drive (EW) - #15
Lake Park Drive (EW) - #17

For Year 2025 with project – Proposed Action "B" traffic conditions and with improvements (see Table 28), the study area intersections are projected to operate at acceptable Levels of Service during the peak hours. Year 2025 with project - Proposed Action "B"delay worksheets are provided in Appendix C.

For Year 2025 with project - Alternative 1 traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

For Year 2025 with project - Alternative 1 traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 23).

Pursuant to City of San Jacinto requirements, for Year 2025 with project – Alternative 1 traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
- Soboba Road (EW) - #2

State Street (NS) at:
- Ramona Expressway (EW) - #3
- Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
- Ramona Boulevard/Main Street (EW) - #5
- Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
- Main Street/Lake Park Drive (EW) - #10
- 7th Street (EW) - #11

Mountain Avenue (NS) at:
- Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
- Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
- Lake Park Drive (EW) - #14

Soboba Road (NS) at:
- Chabella Drive (EW) - #15
- Lake Park Drive (EW) - #18

For Year 2025 with project – Alternative 1 traffic conditions and with improvements (see Table 29), the study area intersections are projected to operate at acceptable Levels of Service during the peak hours. Year 2025 with project - Alternative 1 delay worksheets are provided in Appendix C.

For Year 2025 with project - Alternative 2 traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

For Year 2025 with project - Alternative 2 traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 24).

Pursuant to City of San Jacinto requirements, for Year 2025 with project – Alternative 2 traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
- Soboba Road (EW) - #2

State Street (NS) at:
- Ramona Expressway (EW) - #3
- Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
- Ramona Boulevard/Main Street (EW) - #5
- Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
- Main Street/Lake Park Drive (EW) - #10
- 7th Street (EW) - #11

Mountain Avenue (NS) at:
- Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
- Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
- Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Chabella Drive (EW) - #15
Lake Park Drive (EW) - #17

For Year 2025 with project – Alternative 2 traffic conditions and with improvements (see Table 30), the study area intersections are projected to operate at acceptable Levels of Service during the peak hours. Year 2025 with project - Alternative 2 delay worksheets are provided in Appendix C.

For Year 2025 with project - Alternative 3 traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, except for the following roadway segments that are projected to operate at unacceptable Levels of Service:

Gilman Springs Road, north of Soboba Road
Soboba Road, between Gilman Springs Road and Lake Park Drive
Ramona Expressway, between Sanderson Street and State Street
Mountain Avenue, between 7th Street and Esplanade Avenue
Mountain Avenue, between Esplanade Avenue and Soboba Street

For Year 2025 with project - Alternative 3 traffic conditions, the study area roadway segments are projected to operate at acceptable Levels of Service, with improvements (see Table 25).

Pursuant to City of San Jacinto requirements, for Year 2025 with project – Alternative 3 traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

State Street (NS) at:
Ramona Expressway (EW) - #3
Florida Avenue (EW) - #4

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
Florida Avenue (EW) - #9

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
7th Street (EW) - #11

Mountain Avenue (NS) at:
Esplanade Avenue (EW) - #12

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Soboba Road (NS) at:
Chabella Drive (EW) - #15
Lake Park Drive (EW) - #16

For Year 2025 with project – Alternative 3 traffic conditions and with improvements (see Table 31), the study area intersections are projected to operate at acceptable Levels of Service during the peak hours. Year 2025 with project - Alternative 3 delay worksheets are provided in Appendix C.

G. Freeway Analysis

Pursuant to County of Riverside requirements, a freeway interchange analysis was conducted for the proposed project alternatives including the following intersections (see Appendix G):

I-215 Freeway SB Ramps (NS) at:
Bonnie Drive (EW) - #1

I-215 Freeway NB Ramps (NS) at:
SR-74 (EW) - #2

Beaumont Avenue (SR-79) (NS) at:
I-10 Freeway WB Ramps (EW) - #3
I-10 Freeway EB Ramps (EW) - #4

Manual morning and evening peak hour intersection turning movement counts were obtained by Kunzman Associates, Inc. in June 2007 and January 2008. Traffic count worksheets are provided in Appendix B.

A historical growth rate covering a 20 year period from 1986 to 2006 for the freeway interchanges has been applied to account for Opening Year (2010) and Year 2025 traffic conditions. Supplemental traffic data was available from the 1986 Traffic Volumes on California State Highways by the California Department of Transportation and from the 2006 Traffic Volumes on California State Highways by the California Department of Transportation. This difference defines the growth in traffic over the 20-year period. To establish the growth rate for these freeways interchanges the average daily traffic volumes for 1986 and 2006 traffic conditions north and south of the I-215 Freeway and Bonnie Drive/SR-74 interchange and the I-10 Freeway and Beaumont Avenue (SR-79) interchange were averaged together. Then the following formula was applied:

((2006 Average Daily Traffic Volume/1986 Average Daily Traffic Volume) ^(1/20 Years)) = Growth Rate

The growth rate for the I-215 Freeway and Bonnie Drive/SR-74 interchange is 5.40% per year. The 2006 average daily traffic volume is 81,000 ((89,000 + 73,000) / 2)). The 1986

average daily traffic volume is 28,300 ((24,100 + 32,500) / 2)). The yearly growth rate is 5.40% ((81,000/28,300)^(1/20)) = 5.40%.

The growth rate for the I-10 Freeway and Beaumont Avenue (SR-79) interchange is 4.06% per year. The 2006 average daily traffic volume is 133,000 ((133,000 + 133,000) / 2)). The 1986 average daily traffic volume is 60,000 ((59,000 + 61,000) / 2)). The yearly growth rate is 4.06% ((133,000/60,000)^(1/20)) = 4.06%.

H. Line Of Sight Analysis

A line of sight analysis has been conducted along Lake Park Drive and Soboba Road at the project accesses to ensure that adequate corner and stopping distance is provided for all project alternatives. The line of sight has been analyzed for both passenger cars and large heavy trucks using the sight distance criteria and methodology provided by the California Department of Transportation. It should be noted that within the sight distance triangle limited use areas, all landscaping should be limited to 18 inches in height. The line of sight analysis concludes that adequate sight distance has been established, the number of proposed driveways is sufficient, and the proposed driveways do not create any potential conflicts with existing driveways on Lake Park Drive and Soboba Road (see Appendix H).

I. Opening Year (2010) Traffic Signal Warrant Analysis

For Opening Year (2010) Without Project – No Action traffic conditions, a traffic signal is projected to be warranted at the following study area intersection (see Appendix D):

Soboba Street (NS) at:
Mountain Avenue (EW)

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

A traffic signal is not projected to be warranted at the following study area intersection for Opening Year (2010) With Project (Proposed Action "A", Proposed Action "B", and Alternative 1) traffic conditions (see Appendix D):

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Based on the intersection analysis tool known as the Delay Methodology, the intersection of Soboba Springs Drive/Lake Park Drive is projected to operate at an unacceptable Level of Service during the peak hours as an unsignalized intersection for Opening Year (2010) With Project (Proposed Action "A", Proposed Action "B", and Alternative 1) traffic conditions. If it was signalized, the Delay Methodology would indicate that the intersection would operate at acceptable Levels of Service (see Tables 15 to 17). However, based on traffic signal warrants, and directly considering the intersection volumes, a traffic signal is not warranted.

It should be noted that the Delay Methodology assumes that the amount of delay acceptable for an unsignalized intersection is substantially less than for a signalized intersection. For instance, Level of Service D for an unsignalized intersection may have 35.0 seconds of delay for any one movement, while an average of 55.0 seconds of delay is acceptable for all movements combined at a signalized intersection. Level of Service E for an unsignalized intersection may have 50.0 seconds of delay for any one movement, while an average of 80.0 seconds of delay is acceptable for all movements combined at a signalized intersection. It can be seen that the Delay Method is inconsistent in the amount of delay that is acceptable for an unsignalized intersection and signalized intersection.

The traffic signal warrant methodology directly addresses whether a traffic signal should be installed or not, where as one of the byproducts of the Delay Methodology implies that a traffic signal is needed. The traffic signal warrants are based on years of experience, are time tested, industry standards, and are recognized by the Federal Highway Administration and the California Department of Transportation as the appropriate method of determining whether a traffic signal is needed or not. The Delay Methodology on the other hand is not recognized by the Federal Highway Administration and the California Department of Transportation as a valid methodology for determining whether a traffic signal is needed or not.

Therefore, the two methodologies produce different and contradictory conclusions to the question of whether a traffic signal is needed or not. Of the two methodologies, Kunzman Associates, Inc. believes the traffic signal warrant methodology should take precedence and a traffic signal should not be installed for Opening Year (2010) With Project (Proposed Action "A", Proposed Action "B", and Alternative 1) traffic conditions.

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Opening Year (2010) With Project – Proposed Action "A" traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix D):

Soboba Road (NS) at:
- Project North Entrance (EW) - #16
- Project South Entrance (EW) - #17

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Opening Year (2010) With Project – Proposed Action "B" traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix D):

Soboba Road (NS) at:
Project North Access (EW) - #16
Project South Access (EW) - #18

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Opening Year (2010) With Project – Alternative 1 traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix D):

Soboba Road (NS) at:
Project North Access (EW) - #16
Project South Access (EW) - #17

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Opening Year (2010) With Project – Alternative 3 traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix D):

Soboba Road (NS) at:
Project Access (EW) - #17

Project Access (NS) at:
Lake Park Drive (EW) -#18

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

J. Year 2025 Traffic Signal Warrant Analysis

A traffic signal is not projected to be warranted at the following study area intersection for Year 2025) With Project (all alternatives) traffic conditions (see Appendix D):

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Based on the intersection analysis tool known as the Delay Methodology, the intersection of Soboba Springs Drive/Lake Park Drive is projected to operate at an unacceptable Level of Service during the peak hours as an unsignalized intersection for Year 2025 With Project (all

alternatives) traffic conditions. If it was signalized, the Delay Methodology would indicate that the intersection would operate at acceptable Levels of Service (see Tables 27 to 31). However, based on traffic signal warrants, and directly considering the intersection volumes, a traffic signal is not warranted.

It should be noted that the Delay Methodology assumes that the amount of delay acceptable for an unsignalized intersection is substantially less than for a signalized intersection. For instance, Level of Service D for an unsignalized intersection may have 35.0 seconds of delay for any one movement, while an average of 55.0 seconds of delay is acceptable for all movements combined at a signalized intersection. Level of Service E for an unsignalized intersection may have 50.0 seconds of delay for any one movement, while an average of 80.0 seconds of delay is acceptable for all movements combined at a signalized intersection. It can be seen that the Delay Method is inconsistent in the amount of delay that is acceptable for an unsignalized intersection and signalized intersection.

The traffic signal warrant methodology directly addresses whether a traffic signal should be installed or not, where as one of the byproducts of the Delay Methodology implies that a traffic signal is needed. The traffic signal warrants are based on years of experience, are time tested, industry standards, and are recognized by the Federal Highway Administration and the California Department of Transportation as the appropriate method of determining whether a traffic signal is needed or not. The Delay Methodology on the other hand is not recognized by the Federal Highway Administration and the California Department of Transportation as a valid methodology for determining whether a traffic signal is needed or not.

Therefore, the two methodologies produce different and contradictory conclusions to the question of whether a traffic signal is needed or not. Of the two methodologies, Kunzman Associates, Inc. believes the traffic signal warrant methodology should take precedence and a traffic signal should not be installed for Year 2025 With Project (all alternatives) traffic conditions.

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Year 2025 With Project – Alternative 2 traffic conditions, a traffic signal is projected to be warranted at the following additional study area intersection (see Appendix D):

Soboba Road (NS) at:
Project South Access (EW) - #18

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

Table 8

Opening Year (2010) Without Project - No Action Roadway Operations

Roadway	Segment	Roadway Functional Classification[1]	Maximum Capacity (LOS E)	ADT[2]	V/C[3]	LOS[4]
Gilman Springs Road	North of Soboba Road					
	- Without Improvements	2 Lane Collector	13,000	16,600	1.277	F
	- With Improvements	4 Lane Secondary	25,900	16,600	0.641	C
Soboba Road	Between Gilman Springs Road and Lake Park Drive	2 Lane Collector	13,000	9,500	0.731	C
Ramona Expressway	West of Sanderson Street	4 Lane Expressway	40,900	16,700	0.408	C
	Between Sanderson Street and State Street					
	- Without Improvements	2 Lane Arterial	18,000	20,200	1.122	F
	- With Improvements	4 Lane Urban Arterial	35,900	20,200	0.563	C
	Between State Street and San Jacinto Street	4 Lane Urban Arterial	35,900	15,100	0.421	C
	Beetween San Jacinto Street and Main Street	4 Lane Arterial	35,900	12,000	0.334	C
Mountain Avenue	Between Main Street and 7th Street	4 Lane Major	34,100	17,600	0.516	C
	Between 7th Street and Esplanade Avenue					
	- Without Improvements	2 Lane Arterial	18,000	18,900	1.050	F
	- With Improvements	4 Lane Major	34,100	18,900	0.554	C
	Between Esplanade Avenue and Soboba Street					
	- Without Improvements	2 Lane Arterial	18,000	18,400	1.022	F
	- With Improvements	4 Lane Major	34,100	18,400	0.540	C
	East of Soboba Street	2 Lane Arterial	18,000	11,800	0.656	C

[1] Existing roadway functional classification is based on field observation. Roadway functional classification (with improvements) based on City of San Jacinto/City of Hemet/ County of Riverside General Plan Circulation Element.

[2] ADT = Average Daily Traffic

[3] V/C = Volume to Capacity Ratio.

[4] LOS = Level of Service (see Section III.C. for *County of Riverside Roadway Segment* Capacity and Level of Service). Level of Service C indicates that the roadway segment operates at Level of Service C or better as the County of Riverside does not have maximum capacities established for Level of Service A or B.

Table 9

Opening Year (2010) With Project - Proposed Action "A" Roadway Operations

Roadway	Segment	Roadway Functional Classification[1]	Maximum Capacity (LOS E)	ADT[2]	V/C[3]	LOS[4]
Gilman Springs Road	North of Soboba Road					
	- Without Improvements	2 Lane Collector	13,000	22,500	1.277	F
	- With Improvements	4 Lane Secondary	25,900	22,500	0.869	D
Soboba Road	Between Gilman Springs Road and Lake Park Drive					
	- Without Improvements	2 Lane Collector	13,000	15,400	1.185	F
	- With Improvements	4 Lane Secondary	25,900	15,400	0.595	C
Ramona Expressway	West of Sanderson Street	4 Lane Expressway	40,900	17,700	0.433	C
	Between Sanderson Street and State Street					
	- Without Improvements	2 Lane Arterial	18,000	22,200	1.233	F
	- With Improvements	4 Lane Urban Arterial	35,900	22,200	0.618	C
	Between State Street and San Jacinto Street	4 Lane Urban Arterial	35,900	17,100	0.476	C
	Beetween San Jacinto Street and Main Street	4 Lane Arterial	35,900	14,000	0.390	C
Mountain Avenue	Between Main Street and 7th Street	4 Lane Arterial	35,900	19,800	0.552	C
	Between 7th Street and Esplanade Avenue					
	- Without Improvements	2 Lane Arterial	18,000	21,000	1.167	F
	- With Improvements	4 Lane Major	34,100	21,000	0.616	C
	Between Esplanade Avenue and Soboba Street					
	- Without Improvements	2 Lane Arterial	18,000	20,400	1.133	F
	- With Improvements	4 Lane Major	34,100	20,400	0.598	C
	East of Soboba Street	2 Lane Arterial	18,000	12,800	0.711	C

[1] Existing roadway functional classification is based on field observation. Roadway functional classification (with improvements) based on City of San Jacinto/City of Hemet/ County of Riverside General Plan Circulation Element.

[2] ADT = Average Daily Traffic

[3] V/C = Volume to Capacity Ratio.

[4] LOS = Level of Service (see Section III.C. for County of Riverside Roadway Segment Capacity and Level of Service). Level of Service C indicates that the roadway segment operates at Level of Service C or better as the County of Riverside does not have maximum capacities established for Level of Service A or B.

Table 10

Opening Year (2010) With Project - Proposed Action "B" Roadway Operations

Roadway	Segment	Roadway Functional Classification[1]	Maximum Capacity (LOS E)	ADT[2]	V/C[3]	LOS[4]
Gilman Springs Road	North of Soboba Road					
	- Without Improvements	2 Lane Collector	13,000	22,400	1.277	F
	- With Improvements	4 Lane Secondary	25,900	22,400	0.865	D
Soboba Road	Between Gilman Springs Road and Lake Park Drive					
	- Without Improvements	2 Lane Collector	13,000	15,300	1.177	F
	- With Improvements	4 Lane Secondary	25,900	15,300	0.591	C
Ramona Expressway	West of Sanderson Street	4 Lane Expressway	40,900	17,700	0.433	C
	Between Sanderson Street and State Street					
	- Without Improvements	2 Lane Arterial	18,000	22,100	1.228	F
	- With Improvements	4 Lane Urban Arterial	35,900	22,100	0.616	C
	Between State Street and San Jacinto Street	4 Lane Urban Arterial	35,900	17,000	0.474	C
	Beetween San Jacinto Street and Main Street	4 Lane Arterial	35,900	13,900	0.387	C
Mountain Avenue	Between Main Street and 7th Street	4 Lane Arterial	35,900	19,700	0.549	C
	Between 7th Street and Esplanade Avenue					
	- Without Improvements	2 Lane Arterial	18,000	20,900	1.161	F
	- With Improvements	4 Lane Major	34,100	20,900	0.613	C
	Between Esplanade Avenue and Soboba Street					
	- Without Improvements	2 Lane Arterial	18,000	20,300	1.128	F
	- With Improvements	4 Lane Major	34,100	20,300	0.595	C
	East of Soboba Street	2 Lane Arterial	18,000	12,800	0.711	C

[1] Existing roadway functional classification is based on field observation. Roadway functional classification (with improvements) based on City of San Jacinto/City of Hemet/ County of Riverside General Plan Circulation Element.

[2] ADT = Average Daily Traffic

[3] V/C = Volume to Capacity Ratio.

[4] LOS = Level of Service (see Section III.C. for County of Riverside Roadway Segment Capacity and Level of Service). Level of Service C indicates that the roadway segment operates at Level of Service C or better as the County of Riverside does not have maximum capacities established for Level of Service A or B.

Table 11

Opening Year (2010) With Project - Alternative 1 Roadway Operations

Roadway	Segment	Roadway Functional Classification[1]	Maximum Capacity (LOS E)	ADT[2]	V/C[3]	LOS[4]
Gilman Springs Road	North of Soboba Road					
	- Without Improvements	2 Lane Collector	13,000	21,100	1.277	F
	- With Improvements	4 Lane Secondary	25,900	21,100	0.815	D
Soboba Road	Between Gilman Springs Road and Lake Park Drive					
	- Without Improvements	2 Lane Collector	13,000	14,000	1.077	F
	- With Improvements	4 Lane Secondary	25,900	14,000	0.541	C
Ramona Expressway	West of Sanderson Street	4 Lane Expressway	40,900	17,500	0.428	C
	Between Sanderson Street and State Street					
	- Without Improvements	2 Lane Arterial	18,000	21,700	1.206	F
	- With Improvements	4 Lane Urban Arterial	35,900	21,700	0.604	C
	Between State Street and San Jacinto Street	4 Lane Urban Arterial	35,900	16,600	0.462	C
	Beetween San Jacinto Street and Main Street	4 Lane Arterial	35,900	13,500	0.376	C
Mountain Avenue	Between Main Street and 7th Street	4 Lane Arterial	35,900	19,300	0.538	C
	Between 7th Street and Esplanade Avenue					
	- Without Improvements	2 Lane Arterial	18,000	20,500	1.139	F
	- With Improvements	4 Lane Major	34,100	20,500	0.601	C
	Between Esplanade Avenue and Soboba Street					
	- Without Improvements	2 Lane Arterial	18,000	19,900	1.106	F
	- With Improvements	4 Lane Major	34,100	19,900	0.584	C
	East of Soboba Street	2 Lane Arterial	18,000	12,600	0.700	C

[1] Existing roadway functional classification is based on field observation. Roadway functional classification (with improvements) based on City of San Jacinto/City of Hemet/ County of Riverside General Plan Circulation Element.

[2] ADT = Average Daily Traffic

[3] V/C = Volume to Capacity Ratio.

[4] LOS = *Level of Service (see Section III.C.* for County of Riverside Roadway Segment Capacity and Level of Service). Level of Service C indicates that the roadway segment operates at Level of Service C or better as the County of Riverside does not have maximum capacities established for Level of Service A or B.

Table 12

Opening Year (2010) With Project - Alternative 2 Roadway Operations

Roadway	Segment	Roadway Functional Classification[1]	Maximum Capacity (LOS E)	ADT[2]	V/C[3]	LOS[4]
Gilman Springs Road	North of Soboba Road					
	- Without Improvements	2 Lane Collector	13,000	18,200	1.277	F
	- With Improvements	4 Lane Secondary	25,900	18,200	0.703	C
Soboba Road	Between Gilman Springs Road and Lake Park Drive	2 Lane Collector	13,000	11,100	0.854	D
Ramona Expressway	West of Sanderson Street	4 Lane Expressway	40,900	17,000	0.416	C
	Between Sanderson Street and State Street					
	- Without Improvements	2 Lane Arterial	18,000	20,700	1.150	F
	- With Improvements	4 Lane Urban Arterial	35,900	20,700	0.577	C
	Between State Street and San Jacinto Street	4 Lane Urban Arterial	35,900	15,600	0.435	C
	Beetween San Jacinto Street and Main Street	4 Lane Arterial	35,900	12,500	0.348	C
Mountain Avenue	Between Main Street and 7th Street	4 Lane Arterial	35,900	18,300	0.510	C
	Between 7th Street and Esplanade Avenue					
	- Without Improvements	2 Lane Arterial	18,000	19,500	1.083	F
	- With Improvements	4 Lane Major	34,100	19,500	0.572	C
	Between Esplanade Avenue and Soboba Street					
	- Without Improvements	2 Lane Arterial	18,000	18,900	1.050	F
	- With Improvements	4 Lane Major	34,100	18,900	0.554	C
	East of Soboba Street	2 Lane Arterial	18,000	12,100	0.672	C

[1] Existing roadway functional classification is based on field observation. Roadway functional classification (with improvements) based on City of San Jacinto/City of Hemet/ County of Riverside General Plan Circulation Element.

[2] ADT = Average Daily Traffic

[3] V/C = Volume to Capacity Ratio.

[4] LOS = Level of Service (see Section III.C. for County of Riverside Roadway Segment Capacity and Level of Service). Level of Service C indicates that the roadway segment operates at Level of Service C or better as the County of Riverside does not have maximum capacities established for Level of Service A or B.

Table 13

Opening Year (2010) With Project - Alternative 3 Roadway Operations

Roadway	Segment	Roadway Functional Classification[1]	Maximum Capacity (LOS E)	ADT[2]	V/C[3]	LOS[4]
Gilman Springs Road	North of Soboba Road					
	- Without Improvements	2 Lane Collector	13,000	19,300	1.277	F
	- With Improvements	4 Lane Secondary	25,900	19,300	0.745	C
Soboba Road	Between Gilman Springs Road and Lake Park Drive	2 Lane Collector	13,000	12,200	0.854	D
Ramona Expressway	West of Sanderson Street	4 Lane Expressway	40,900	17,200	0.421	C
	Between Sanderson Street and State Street					
	- Without Improvements	2 Lane Arterial	18,000	21,100	1.172	F
	- With Improvements	4 Lane Urban Arterial	35,900	21,100	0.588	C
	Between State Street and San Jacinto Street	4 Lane Urban Arterial	35,900	16,000	0.446	C
	Beetween San Jacinto Street and Main Street	4 Lane Arterial	35,900	12,900	0.359	C
Mountain Avenue	Between Main Street and 7th Street	4 Lane Arterial	35,900	18,500	0.515	C
	Between 7th Street and Esplanade Avenue					
	- Without Improvements	2 Lane Arterial	18,000	19,800	1.100	F
	- With Improvements	4 Lane Major	34,100	19,800	0.581	C
	Between Esplanade Avenue and Soboba Street					
	- Without Improvements	2 Lane Arterial	18,000	19,300	1.072	F
	- With Improvements	4 Lane Major	34,100	19,300	0.566	C
	East of Soboba Street	2 Lane Arterial	18,000	12,300	0.683	C

[1] Existing roadway functional classification is based on field observation. Roadway functional classification (with improvements) based on City of San Jacinto/City of Hemet/ County of Riverside General Plan Circulation Element.

[2] ADT = Average Daily Traffic

[3] V/C = Volume to Capacity Ratio.

[4] LOS = Level of Service (see Section III.C. for County of Riverside Roadway Segment Capacity and Level of Service). Level of Service C indicates that the roadway segment operates at Level of Service C or better as the County of Riverside does not have maximum capacities established for Level of Service A or B.

Table 14

Opening Year (2010) Without Project - No Action
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay (Secs.) - LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Sanderson Avenue (NS) at:															
Ramona Expressway (EW) - #1	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	30.2-C	30.0-C
State Street/Gilman Springs Road (NS) at:															
Soboba Road (EW) - #2															
- Without Improvements	CSS	1	1	0	1	1	0	0	1	0	0	1	1	68.9-F	55.6-F
-With improvements	**TS**	1	1	0	1	1	0	0	1	0	0	1	1	28.1-C	23.0-C
State Street (NS) at:															
Ramona Expressway (EW) - #3	TS	1	2	0	1	2	1	1	2	1	1	2	1	38.0-D	41.8-D
Florida Avenue (EW) - #4	TS	1	2	0	1	1	1	1	2	0	1	2	0	21.5-C	25.4-C
San Jacinto Street (NS) at:															
Ramona Boulevard/Main Street (EW)[4] -#5	TS	1.5	0.5	0	1	1	0	0	1	1	0	1	0	29.5-C	43.2-D
Esplanade Avenue (EW)- #6	TS	1	2	1	1	2	0	1	2	1	1	2	0	29.1-C	36.6-D
Menlo Avenue (EW) - #7	TS	1	2	0	1	2	0	1	1	0	1	1	1	19.7-B	23.9-C
Devonshire Avenue (EW) - #8	TS	1	2	0	1	2	0	1	1	1	1	1	0	20.5-C	22.4-C
Florida Avenue (EW) - #9															
- Without Improvements	TS	1	2	0	1.5	0.5	1	1	2	0	1	2	1	47.7-D	67.5-E
- With Improvements	TS	1	2	0	**2**	1	1	1	2	0	1	2	1	33.8-C	44.8-D
Ramona Expressway (NS) at:															
Main Street/Lake Park Drive (EW) - #10	TS	1	2	1	1	2	0	1	2	0	1	2	0	30.0-C	40.0-D
7th Street (EW) - #11															
- Without Improvements	CSS	1	2	1	1	2	1	0	1	1	0	1	0	54.2-F	63.7-F
- With Improvements	**TS**	1	2	1	1	2	1	0	1	1	0	1	0	9.5-A	12.1-B
Mountain Avenue (NS) at:															
Esplanade Avenue (EW) - #12	TS	1	1	0	0	1	1	1	0	1	0	0	0	19.6-B	32.2-C
Soboba Street (NS) at:															
Mountain Avenue (EW) - #13															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	0	0	1	0	31.0-D	26.7-D
- With Improvements	**TS**	1	0	1	0	0	0	0	1	0	0	1	0	9.1-A	8.4-A
Soboba Springs Drive (NS) at:															
Lake Park Drive (EW) - #14	CSS	1	0	1	0	0	0	0	1	1	1	1	0	16.9-C	17.5-C
Soboba Road (NS) at:															
Chabella Drive (EW) - #15	CSS	1	1	0	1	1	1	0	1	1	0	1	1	12.9-B	13.2-B
Lake Park Drive (EW) - #18															
- Without Improvements	AWS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	10.9-B	20.3-C
- With Improvements	**TS**	0	1	0	0	1	0	0.5	0.5	1	0	1	0	12.0-B	17.7-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] The intersection of San Jacinto Street at Romona Boulevard/Main Street is a five-legged intersection. For analysis purposes throughout this report, the west and northwest legs turning movement volumes were combined, thus mitigation measures are reflected for a standard four-legged intersection.

Table 15

Opening Year (2010) With Project - Proposed Action "A"
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1] Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R	Peak Hour Delay (Secs.) - LOS[2] Morning	Evening
Sanderson Avenue (NS) at:															
Ramona Expressway (EW) - #1	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	30.9-C	30.5-C
State Street/Gilman Springs Road (NS) at:															
Soboba Road (EW) - #2															
- Without Improvements	CSS	1	1	0	1	1	0	0	1	0	0	1	1	99.9-F[4]	99.9-F
-With improvements	TS	1	1	0	1	1	0	0	1	0	0	1	1>	32.7-C	26.0-C
State Street (NS) at:															
Ramona Expressway (EW) - #3	TS	1	2	0	1	2	1	1	2	1	1	2	1	37.9-D	41.5-D
Florida Avenue (EW) - #4	TS	1	2	0	1	1	1	1	2	0	1	2	0	23.0-C	28.1-C
San Jacinto Street (NS) at:															
Ramona Boulevard/Main Street (EW) - #5															
- Without Improvements	TS	1.5	0.5	0	1	1	0	0	1	1	0	1	0	99.9-F	99.9-F
- With Improvements[5]	TS	1	1	1	1	2	0	0	1	1	2	1	0	23.8-C	49.1-D
Esplanade Avenue (EW) - #6	TS	1	2	1	1	2	0	1	2	1	1	2	0	30.4-C	42.6-D
Menlo Avenue (EW) - #7	TS	1	2	0	1	2	0	1	1	0	1	1	1	22.3-C	27.3-C
Devonshire Avenue (EW) - #8	TS	1	2	0	1	2	0	1	1	1	1	1	0	22.2-C	22.9-C
Florida Avenue (EW) - #9															
- Without Improvements	TS	1	2	0	1.5	0.5	1	1	2	0	1	2	1	85.8-F	99.9-F
- With Improvements	TS	1	2	0	2	1	1>	1	2	0	1	3	0	39.9-D	51.2-D
Ramona Expressway (NS) at:															
Main Street/Lake Park Drive (EW) - #10															
- Without Improvements	TS	1	2	1	1	2	0	1	2	0	1	2	0	33.2-C	99.9-F
- With Improvements	TS	1	2	1	2	2	0	1	2	0	1	2	0	32.1-C	50.2-D
7th Street (EW) - #11															
- Without Improvements	CSS	1	2	1	1	2	1	0	1	1	0	1	0	66.4-F	99.9-F
- With Improvements	TS	1	2	1	1	2	1	0	1	1	0	1	0	9.5-A	12.2-B
Mountain Avenue (NS) at:															
Esplanade Avenue (EW) - #12	TS	1	1	0	0	1	1	1	0	1	0	0	0	21.2-C	37.1-D
Soboba Street (NS) at:															
Mountain Avenue (EW) - #13															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	0	0	1	0	61.5-F	59.7-F
- With Improvements	TS	1	0	1	0	0	0	0	1	0	0	1	0	10.0-B	10.0-B
Soboba Springs Drive (NS) at:															
Lake Park Drive (EW) - #14															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	1	1	1	0	43.5-E	99.9-F
- With Improvements[6]	CSS	1	0	1	0	0	0	0	1	1	1	1	0	22.5-C	26.3-D
- With Improvements[7]	TS	1	0	1	0	0	0	0	1	1	1	1	0	8.4-A	13.2-B
Soboba Road (NS) at:															
Chabella Drive (EW) - #15	CSS	1	1	0	1	1	1	0	1	1	0	1	1	18.2-C	24.3-C
Project North Entrance (EW) - #16	TS	1	1	0	0	1	1	1	0	1	0	0	0	18.2-B	22.4-C
Project South Entrance (EW) - #17	TS	1	1	0	0	1	1	1	0	1	0	0	0	17.8-B	40.8-D
Lake Park Drive (EW) - #18															
- Without Improvements	AWS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	99.9-F	99.9-F
- With Improvements[8]	TS	1	1	0	0	1	2	1.5	0.5	1	0	1	0	24.8-C	35.3-D

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap; 1 = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

[5] The intersection of San Jacinto Street at Romona Boulevard/Main Street is a five-legged intersection. For analysis purposes throughout this report, the west and northwest legs turning movement volumes were combined, thus mitigation measures are reflected for a standard four-legged intersection.

[6] As a mitigation measure, a two-way left turn median would allow for northbound left turns to turn left into the two-way left turn median and then proceed westbound as acceptable gaps occur. For analysis purposes for this scenario, westbound through traffic was reduced to zero to account for motorists making the northbound left turning movement as the two-way left turn median allows for motorists to not have to focus on westbound through traffic until they are in the two-way left turn median and proceed westbound.

[7] A traffic signal is not projected to be warranted at Opening Year (2010) With Project - Proposed Action "A" traffic conditions.

[8] Two outbound lanes needed on the north and west leg.

Table 16

Opening Year (2010) With Project - Proposed Action "B"
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1] Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R	Peak Hour Delay (Secs.) - LOS[2] Morning	Evening
Sanderson Avenue (NS) at:															
Ramona Expressway (EW) - #1	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	30.9-C	30.5-C
State Street/Gilman Springs Road (NS) at:															
Soboba Road (EW) - #2															
- Without Improvements	CSS	1	1	0	1	1	0	0	1	0	0	1	1	99.9-F[4]	99.9-F
-With improvements	**TS**	1	1	0	1	1	0	0	1	0	0	1	**1>**	32.4-C	25.8-C
State Street (NS) at:															
Ramona Expressway (EW) - #3	TS	1	2	0	1	2	1	1	2	1	1	2	1	37.9-D	41.5-D
Florida Avenue (EW) - #4	TS	1	2	0	1	1	1	1	2	0	1	2	0	23.0-C	28.0-C
San Jacinto Street (NS) at:															
Ramona Boulevard/Main Street (EW) - #5															
- Without Improvements	TS	1.5	0.5	0	1	1	0	0	1	1	0	1	0	99.9-F[4]	99.9-F
- With Improvements[5]	TS	1	1	**1**	1	**2**	0	0	1	1	**2**	1	0	20.8-C	46.8-D
Esplanade Avenue (EW) - #6	TS	1	2	1	1	2	0	1	2	1	1	2	0	30.3-C	42.3-D
Menlo Avenue (EW) - #7	TS	1	2	0	1	2	0	1	1	0	1	1	1	22.3-C	27.1-C
Devonshire Avenue (EW) - #8	TS	1	2	0	1	2	0	1	1	1	1	1	0	22.2-C	22.8-C
Florida Avenue (EW) - #9															
- Without Improvements	TS	1	2	0	1.5	0.5	1	1	2	0	1	2	1	84.6-F	99.9-F
- With Improvements	TS	1	2	0	**2**	1	**1>**	1	2	0	1	**3**	0	39.6-D	49.2-D
Ramona Expressway (NS) at:															
Main Street/Lake Park Drive (EW) - #10															
- Without Improvements	TS	1	2	1	1	2	0	1	2	0	1	2	0	33.0-C	58.6-E
- With Improvements	TS	1	2	1	**2**	2	0	1	2	0	1	2	0	31.9-C	49.3-D
7th Street (EW) - #11															
- Without Improvements	CSS	1	2	1	1	2	1	0	1	1	0	1	0	66.0-F	99.9-F
- With Improvements	**TS**	1	2	1	1	2	1	0	1	1	0	1	0	9.5-A	12.2-B
Mountain Avenue (NS) at:															
Esplanade Avenue (EW) - #12	TS	1	1	0	0	1	1	1	0	1	0	0	0	21.2-C	36.9-D
Soboba Street (NS) at:															
Mountain Avenue (EW) - #13															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	0	0	1	0	60.3-F	58.3-F
- With Improvements	**TS**	1	0	1	0	0	0	0	1	0	0	1	0	10.0-B	10.0-B
Soboba Springs Drive (NS) at:															
Lake Park Drive (EW) - #14															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	1	1	1	0	42.1-E	99.9-F
- With Improvements[6]	CSS	1	0	1	0	0	0	0	1	1	1	1	0	22.1-C	25.5-D
- With Improvements[7]	TS	1	0	1	0	0	0	0	1	1	1	1	0	8.2-A	12.4-B
Soboba Road (NS) at:															
Chabella Drive (EW) - #15	CSS	1	1	0	1	1	1	0	1	1	0	1	1	18.0-C	23.8-C
Project North Access (EW) - #16	**TS**	**2**	1	0	0	1	**1**	**1**	0	**1**	0	0	0	17.5-B	19.8-B
Lake Park Drive (EW) - #17															
- Without Improvements	AWS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	99.9-F	99.9-F
- With Improvements[8]	**TS**	**1**	1	0	**1**	1	**2**	**1.5**	0.5	1	0	1	0	35.8-D	52.8-D
Project South Access (EW) - #18	**TS**	**1**	1	0	0	1	0	0	**1**	0	0	0	0	9.1-A	12.5-B
Project Access (NS) at:															
Lake Park Drive (EW) - #19	**CSS**	0	0	**1**	0	0	**1**	0	**2**	0	0	**2**	0	11.9-B	17.0-C

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to traveloutside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

[5] The intersection of San Jacinto Street at Romona Boulevard/Main Street is a five-legged intersection. For analysis purposes throughout this report, the west and northwest legs turning movement volumes were combined, thus mitigation measures are reflected for a standard four-legged intersection.

[6] As a mitigation measure, a two-way left turn median would allow for northbound left turns to turn left into the two-way left turn median and then proceed westbound as acceptable gaps occur. For analysis purposes for this scenario, westbound through traffic was reduced to zero to account for motorists making the northbound left turning movement as the two-way left turn median allows for motorists to not have to focus on westbound through traffic until they are in the two-way left turn median and proceed westbound.

[7] A traffic signal is not projected to be warranted at Opening Year (2010) With Project - Proposed Action "B" traffic conditions.

[8] Two outbound lanes needed on the north leg.

Table 17

Opening Year (2010) With Project - Alternative 1
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay (Secs.) - LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Sanderson Avenue (NS) at:															
Ramona Expressway (EW) - #1	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	30.7-C	30.4-C
State Street/Gilman Springs Road (NS) at:															
Soboba Road (EW) - #2															
- Without Improvements	CSS	1	1	0	1	1	0	0	1	0	0	1	1	99.9-F[4]	99.9-F
-With improvements	**TS**	1	1	0	1	1	0	0	1	0	0	1	1	51.1-D	46.9-D
State Street (NS) at:															
Ramona Expressway (EW)	TS	1	2	0	1	2	1	1	2	1	1	2	1	37.9-D	41.6-D
Florida Avenue (EW) - #4	TS	1	2	0	1	1	1	1	2	0	1	2	0	22.6-C	27.2-C
San Jacinto Street (NS) at:															
Ramona Boulevard/Main Street (EW) - #5															
- Without Improvements	TS	1.5	0.5	0	1	1	0	0	1	1	0	1	0	47.6-D	99.9-F[4]
- With Improvements[5]	TS	1	1	**1**	1	1	0	0	1	1	**1**	1	0	25.9-C	46.7-D
Esplanade Avenue (EW) - #6	TS	1	2	1	1	2	0	1	2	1	1	2	0	29.8-C	40.3-D
Menlo Avenue (EW) - #7	TS	1	2	0	1	2	0	1	1	0	1	1	1	21.6-C	26.2-C
Devonshire Avenue (EW) - #8	TS	1	2	0	1	2	0	1	1	1	1	1	0	21.8-C	22.7-C
Florida Avenue (EW) - #9															
- Without Improvements	TS	1	2	0	1.5	0.5	1	1	2	0	1	2	1	75.6-E	99.9-F
- With Improvements	TS	1	2	0	**2**	1	1	1	2	0	1	**3**	0	37.5-D	38.8-D
Ramona Expressway (NS) at:															
Main Street/Lake Park Drive (EW) - #10	TS	1	2	1	1	2	0	1	2	0	1	2	0	31.8-C	51.5-D
7th Street (EW) - #11															
- Without Improvements	CSS	1	2	1	1	2	1	0	1	1	0	1	0	63.3-F	99.9-F
- With Improvements	**TS**	1	2	1	1	2	1	0	1	1	0	1	0	9.5-A	12.1-B
Mountain Avenue (NS) at:															
Esplanade Avenue (EW) - #12	TS	1	1	0	0	1	1	1	0	1	0	0	0	20.7-C	35.7-D
Soboba Street (NS) at:															
Mountain Avenue (EW) - #13															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	0	0	1	0	49.2-E	46.1-E
- With Improvements	**TS**	1	0	1	0	0	0	0	1	0	0	1	0	9.7-A	9.6-A
Soboba Springs Drive (NS) at:															
Lake Park Drive (EW) - #14															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	1	1	1	0	32.6-D	83.5-F
- With Improvements[6]	CSS	1	0	1	0	0	0	0	1	1	1	1	0	19.3-C	20.5-C
- With Improvements[7]	TS	1	0	1	0	0	0	0	1	1	1	1	0	6.9-A	8.7-A
Soboba Road (NS) at:															
Chabella Drive (EW) - #15	CSS	1	1	0	1	1	1	0	1	1	0	1	1	16.5-C	20.4-C
Project North Access (EW) - #16	**TS**	**1**	1	0	0	1	**1**	**1**	0	**1**	0	0	0	16.6-B	19.2-B
Project South Access (EW) - #17	**TS**	**1**	1	0	0	1	**1**	**1**	0	**1**	0	0	0	16.5-B	25.1-C
Lake Park Drive (EW) - #18															
- Without Improvements	AWS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	99.9-F	99.9-F
- With Improvements[6]	**TS**	**1**	1	0	0	1	**2**	**1.5**	0.5	1	0	1	0	23.7-C	30.0-C

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

[5] The intersection of San Jacinto Street at Romona Boulevard/Main Street is a five-legged intersection. For analysis purposes throughout this report, the west and northwest legs turning movement volumes were combined, thus mitigation measures are reflected for a standard four-legged intersection.

[6] As a mitigation measure, a two-way left turn median would allow for northbound left turns to turn left into the two-way left turn median and then proceed westbound as acceptable gaps occur. For analysis purposes for this scenario, westbound through traffic was reduced to zero to account for motorists making the northbound left turning movement as the two-way left turn median allows for motorists to not have to focus on westbound through traffic until they are in the two-way left turn median and proceed westbound.

[7] A traffic signal is not projected to be warranted at Opening Year (2010) With Project - Proposed Action "A" traffic conditions.

[8] Two outbound lanes needed on the north and west leg.

Table 18

Opening Year (2010) With Project - Alternative 2
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay (Secs.) - LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Sanderson Avenue (NS) at:															
Ramona Expressway (EW) - #1	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	30.4-C	30.1-C
State Street/Gilman Springs Road (NS) at:															
Soboba Road (EW) - #2															
- Without Improvements	CSS	1	1	0	1	1	0	0	1	0	0	1	1	99.9-F[4]	89.7-F
-With improvements	**TS**	1	1	0	1	1	0	0	1	0	0	1	1	36.3-D	28.0-C
State Street (NS) at:															
Ramona Expressway (EW) - #3	TS	1	2	0	1	2	1	1	2	1	1	2	1	37.9-D	41.7-D
Florida Avenue (EW) - #4	TS	1	2	0	1	1	1	1	2	0	1	2	0	21.9-C	25.8-C
San Jacinto Street (NS) at:															
Ramona Boulevard/Main Street (EW) - #5															
- Without Improvements	TS	1.5	0.5	0	1	1	0	0	1	1	0	1	0	34.2-C	99.9-F[4]
- With Improvements[5]	TS	1.5	0.5	0	1	1	0	0	1	1	**1**	1	0	33.9-C	47.6-D
Esplanade Avenue (EW) - #6	TS	1	2	1	1	2	0	1	2	1	1	2	0	29.4-C	37.6-D
Menlo Avenue (EW) - #7	TS	1	2	0	1	2	0	1	1	0	1	1	1	20.7-C	24.4-C
Devonshire Avenue (EW) - #8	TS	1	2	0	1	2	0	1	1	1	1	1	0	21.2-C	22.4-C
Florida Avenue (EW) - #9															
- Without Improvements	TS	1	2	0	1.5	0.5	1	1	2	0	1	2	1	57.2-E	73.9-E
- With Improvements	TS	1	2	0	**2**	1	1	1	2	0	1	2	1	36.7-D	46.7-D
Ramona Expressway (NS) at:															
Main Street/Lake Park Drive (EW) - #10	TS	1	2	1	1	2	0	1	2	0	1	2	0	30.6-C	42.3-D
7th Street (EW) - #11															
- Without Improvements	CSS	1	2	1	1	2	1	0	1	1	0	1	0	58.7-F	81.8-F
- With Improvements	**TS**	1	2	1	1	2	1	0	1	1	0	1	0	9.5-A	12.2-B
Mountain Avenue (NS) at:															
Esplanade Avenue (EW) - #12	TS	1	1	0	0	1	1	1	0	1	0	0	0	20.1-C	33.5-C
Soboba Street (NS) at:															
Mountain Avenue (EW) - #13															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	0	0	1	0	37.8-E	30.4-D
- With Improvements	**TS**	1	0	1	0	0	0	0	1	0	0	1	0	9.4-A	8.7-A
Soboba Springs Drive (NS) at:															
Lake Park Drive (EW) - #14	CSS	1	0	1	0	0	0	0	1	1	1	1	0	22.5-C	17.1-C
Soboba Road (NS) at:															
Chabella Drive (EW) - #15	CSS	1	1	0	1	1	1	0	1	1	0	1	1	14.4-B	15.0-C
Project North Access (EW) - #16	**CSS**	**1**	1	0	0	1	0	0	**1**	0	0	0	0	13.0-B	15.6-C
Lake Park Drive (EW) - #17															
- Without Improvements	AWS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	13.1-B	31.1-D
- With Improvements	**TS**	**1**	1	0	0	1	0	0.5	0.5	1	0	1	0	26.5-C	35.9-D
Project South Access (EW) - #18	**CSS**	**1**	1	0	0	1	0	0	**1**	0	0	0	0	14.3-B	24.7-C
Project Access (NS) at:															
Lake Park Drive (EW) - #19	**CSS**	0	0	**1**	0	0	**1**	0	1	0	0	1	0	11.7-B	14.2-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

[5] The intersection of San Jacinto Street at Romona Boulevard/Main Street is a five-legged intersection. For analysis purposes throughout this report, the west and northwest legs turning movement volumes were combined, thus mitigation measures are reflected for a standard four-legged intersection.

Table 19

Opening Year (2010) With Project - Alternative 3
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay (Secs.) - LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Sanderson Avenue (NS) at:															
Ramona Expressway (EW) - #1	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	30.3-C	30.2-C
State Street/Gilman Springs Road (NS) at:															
Soboba Road (EW) - #2															
- Without Improvements	CSS	1	1	0	1	1	0	0	1	0	0	1	1	99.9-F[4]	99.9-F
-With improvements	**TS**	1	1	0	1	1	0	0	1	0	0	1	1	33.8-C	33.6-C
State Street (NS) at:															
Ramona Expressway (EW) - #3	TS	1	2	0	1	2	1	1	2	1	1	2	1	37.9-D	41.6-D
Florida Avenue (EW) - #4	TS	1	2	0	1	1	1	1	2	0	1	2	0	21.9-C	26.4-C
San Jacinto Street (NS) at:															
Ramona Boulevard/Main Street (EW) - #5															
- Without Improvements	TS	1.5	0.5	0	1	1	0	0	1	1	0	1	0	33.0-C	99.9-F[4]
- With Improvements[5]	TS	1	1	**1**	1	1	0	0	1	1	**1**	1	0	25.5-C	31.5-C
Esplanade Avenue (EW) - #6	TS	1	2	1	1	2	0	1	2	1	1	2	0	29.3-C	38.6-D
Menlo Avenue (EW) - #7	TS	1	2	0	1	2	0	1	1	0	1	1	1	20.5-C	25.2-C
Devonshire Avenue (EW) - #8	TS	1	2	0	1	2	0	1	1	1	1	1	0	21.1-C	22.6-C
Florida Avenue (EW) - #9															
- Without Improvements	TS	1	2	0	1.5	0.5	1	1	2	0	1	2	1	54.7-D	89.9-F
- With Improvements	TS	1	2	0	**2**	1	1	1	2	0	1	2	1	35.8-D	52.1-D
Ramona Expressway (NS) at:															
Main Street/Lake Park Drive (EW) - #10	TS	1	2	1	1	2	0	1	2	0	1	2	0	30.1-C	44.3-D
7th Street (EW) - #11															
- Without Improvements	CSS	1	2	1	1	2	1	0	1	1	0	1	0	57.0-F	79.5-F
- With Improvements	**TS**	1	2	1	1	2	1	0	1	1	0	1	0	9.5-A	12.2-B
Mountain Avenue (NS) at:															
Esplanade Avenue (EW) - #12	TS	1	1	0	0	1	1	1	0	1	0	0	0	19.9-B	34.5-C
Soboba Street (NS) at:															
Mountain Avenue (EW) - #13															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	0	0	1	0	35.7-E	35.6-E
- With Improvements	**TS**	1	0	1	0	0	0	0	1	0	0	1	0	9.3-A	9.1-A
Soboba Springs Drive (NS) at:															
Lake Park Drive (EW) - #14	CSS	1	0	1	0	0	0	0	1	1	1	1	0	21.0-C	22.7-C
Soboba Road (NS) at:															
Chabella Drive (EW) - #15	CSS	1	1	0	1	1	1	0	1	1	0	1	1	14.1-B	17.0-C
Lake Park Drive (EW) - #16															
- Without Improvements	AWS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	12.6-B	99.9-F
- With Improvements	**TS**	**1**	1	0	0	1	0	0.5	0.5	1	0	1	0	14.3-B	37.6-D
Project Access (EW) - #17	**TS**	**1**	1	0	0	1	0	0	**1**	0	0	0	0	6.9-A	8.3-A
Project Access (NS) at:															
Lake Park Drive (EW) - #18	**TS**	0	**1**	0	0	0	0	0	1	**1**	**1**	1	0	7.5-A	12.0-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.8.0115 (2006). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

[5] The intersection of San Jacinto Street at Romona Boulevard/Main Street is a five-legged intersection. For analysis purposes throughout this report, the west and northwest legs turning movement volumes were combined, thus mitigation measures are reflected for a standard four-legged intersection.

Table 20

Year 2025 Without Project - No Action Roadway Operations

Roadway	Segment	Roadway Functional Classification[1]	Maximum Capacity (LOS E)	ADT[2]	V/C[3]	LOS[4]
Gilman Springs Road	North of Soboba Road					
	- Without Improvements	2 Lane Collector	13,000	24,300	1.277	F
	- With Improvements	4 Lane Major[5]	34,100	24,300	0.713	C
Soboba Road	Between Gilman Springs Road and Lake Park Drive					
	- Without Improvements	2 Lane Collector	13,000	17,900	1.377	F
	- With Improvements	4 Lane Secondary	25,900	17,900	0.691	C
Ramona Expressway	West of Sanderson Street	4 Lane Expressway	40,900	36,700	0.897	C
	Between Sanderson Street and State Street					
	- Without Improvements	2 Lane Arterial	18,000	34,100	1.894	F
	- With Improvements	4 Lane Urban Arterial	35,900	34,100	0.950	D
	Between State Street and San Jacinto Street	4 Lane Urban Arterial	35,900	23,800	0.663	C
	Beetween San Jacinto Street and Main Street	4 Lane Arterial	35,900	16,100	0.448	C
Mountain Avenue	Between Main Street and 7th Street	4 Lane Arterial	35,900	26,100	0.727	C
	Between 7th Street and Esplanade Avenue					
	- Without Improvements	2 Lane Arterial	18,000	24,700	1.372	F
	- With Improvements	4 Lane Major	34,100	24,700	0.724	C
	Between Esplanade Avenue and Soboba Street					
	- Without Improvements	2 Lane Arterial	18,000	25,200	1.400	F
	- With Improvements	4 Lane Major	34,100	25,200	0.739	C
	East of Soboba Street	2 Lane Arterial	18,000	16,100	0.894	C

[1] Existing roadway functional classification is based on field observation. Roadway functional classification (with improvements) based on City of San Jacinto/City of Hemet/ County of Riverside General Plan Circulation Element.

[2] ADT = Average Daily Traffic

[3] V/C = Volume to Capacity Ratio.

[4] LOS = Level of Service (see Section III.C. for County of Riverside Roadway Segment Capacity and Level of Service). Level of Service C indicates that the roadway segment operates at Level of Service C or better as the County of Riverside does not have maximum capacities established for Level of Service A or B.

[5] Current roadway functional classification is 4 Lane Secondary.

Table 21

Year 2025 With Project - Proposed Action "A" Roadway Operations

Roadway	Segment	Roadway Functional Classification[1]	Maximum Capacity (LOS E)	ADT[2]	V/C[3]	LOS[4]
Gilman Springs Road	North of Soboba Road					
	- Without Improvements	2 Lane Collector	13,000	30,200	1.277	F
	- With Improvements	4 Lane Major[5]	34,100	30,200	0.886	D
Soboba Road	Between Gilman Springs Road and Lake Park Drive					
	- Without Improvements	2 Lane Collector	13,000	23,800	1.831	F
	- With Improvements	4 Lane Secondary	25,900	23,800	0.919	D
Ramona Expressway	West of Sanderson Street	4 Lane Expressway	40,900	37,700	0.922	C
	Between Sanderson Street and State Street					
	- Without Improvements	2 Lane Arterial	18,000	36,100	2.006	F
	- With Improvements	6 Lane Urban Arterial	53,900	36,100	0.670	C
	Between State Street and San Jacinto Street	4 Lane Urban Arterial	35,900	25,800	0.719	C
	Beetween San Jacinto Street and Main Street	4 Lane Arterial	35,900	18,100	0.504	C
Mountain Avenue	Between Main Street and 7th Street	4 Lane Arterial	35,900	28,300	0.788	C
	Between 7th Street and Esplanade Avenue					
	- Without Improvements	2 Lane Arterial	18,000	26,800	1.489	F
	- With Improvements	4 Lane Major	34,100	26,800	0.786	C
	Between Esplanade Avenue and Soboba Street					
	- Without Improvements	2 Lane Arterial	18,000	27,200	1.511	F
	- With Improvements	4 Lane Major	34,100	27,200	0.798	C
	East of Soboba Street	2 Lane Arterial	18,000	17,100	0.950	D

[1] Existing roadway functional classification is based on field observation. Roadway functional classification (with improvements) based on City of San Jacinto/City of Hemet/ County of Riverside General Plan Circulation Element.

[2] ADT = Average Daily Traffic

[3] V/C = Volume to Capacity Ratio.

[4] LOS = Level of Service (see Section III.C. for County of Riverside Roadway Segment Capacity and Level of Service). Level of Service C indicates that the roadway segment operates at Level of Service C or better as the County of Riverside does not have maximum capacities established for Level of Service A or B.

[5] Current roadway functional classification is 4 Lane Secondary.

Table 22

Year 2025 Without Project - Proposed Action "B" Roadway Operations

Roadway	Segment	Roadway Functional Classification[1]	Maximum Capacity (LOS E)	ADT[2]	V/C[3]	LOS[4]
Gilman Springs Road	North of Soboba Road					
	- Without Improvements	2 Lane Collector	13,000	30,100	1.277	F
	- With Improvements	4 Lane Major[5]	34,100	30,100	0.883	D
Soboba Road	Between Gilman Springs Road and Lake Park Drive					
	- Without Improvements	2 Lane Collector	13,000	23,700	1.823	F
	- With Improvements	4 Lane Secondary	25,900	23,700	0.915	D
Ramona Expressway	West of Sanderson Street	4 Lane Expressway	40,900	37,700	0.922	C
	Between Sanderson Street and State Street					
	- Without Improvements	2 Lane Arterial	18,000	36,000	2.000	F
	- With Improvements	6 Lane Urban Arterial	53,900	36,000	0.668	C
	Between State Street and San Jacinto Street	4 Lane Urban Arterial	35,900	25,700	0.716	C
	Beetween San Jacinto Street and Main Street	4 Lane Arterial	35,900	25,700	0.716	C
Mountain Avenue	Between Main Street and 7th Street	4 Lane Arterial	35,900	28,200	0.786	C
	Between 7th Street and Esplanade Avenue					
	- Without Improvements	2 Lane Arterial	18,000	26,700	1.483	F
	- With Improvements	4 Lane Major	34,100	26,700	0.783	C
	Between Esplanade Avenue and Soboba Street					
	- Without Improvements	2 Lane Arterial	18,000	27,100	1.506	F
	- With Improvements	4 Lane Major	34,100	27,100	0.795	C
	East of Soboba Street	2 Lane Arterial	18,000	17,100	0.950	D

[1] Existing roadway functional classification is based on field observation. Roadway functional classification (with improvements) based on City of San Jacinto/City of Hemet/ County of Riverside General Plan Circulation Element.

[2] ADT = Average Daily Traffic

[3] V/C = Volume to Capacity Ratio.

[4] LOS = Level of Service (see Section III.C. for County of Riverside Roadway Segment Capacity and Level of Service). Level of Service C indicates that the roadway segment operates at Level of Service C or better as the County of Riverside does not have maximum capacities established for Level of Service A or B.

[5] Current roadway functional classification is 4 Lane Secondary.

Table 23

Year 2025 Without Project - Alternative 1 Roadway Operations

Roadway	Segment	Roadway Functional Classification[1]	Maximum Capacity (LOS E)	ADT[2]	V/C[3]	LOS[4]
Gilman Springs Road	North of Soboba Road					
	- Without Improvements	2 Lane Collector	13,000	28,800	1.277	F
	- With Improvements	4 Lane Major[5]	34,100	28,800	0.845	D
Soboba Road	Between Gilman Springs Road and Lake Park Drive					
	- Without Improvements	2 Lane Collector	13,000	22,400	1.723	F
	- With Improvements	4 Lane Secondary	25,900	22,400	0.865	C
Ramona Expressway	West of Sanderson Street	4 Lane Expressway	40,900	37,500	0.917	C
	Between Sanderson Street and State Street					
	- Without Improvements	2 Lane Arterial	18,000	35,600	1.978	F
	- With Improvements	4 Lane Urban Arterial	35,900	35,600	0.992	D
	Between State Street and San Jacinto Street	4 Lane Urban Arterial	35,900	25,300	0.705	C
	Beetween San Jacinto Street and Main Street	4 Lane Arterial	35,900	17,600	0.490	C
Mountain Avenue	Between Main Street and 7th Street	4 Lane Arterial	35,900	27,800	0.774	C
	Between 7th Street and Esplanade Avenue					
	- Without Improvements	2 Lane Arterial	18,000	26,300	1.461	F
	- With Improvements	4 Lane Major	34,100	26,300	0.771	C
	Between Esplanade Avenue and Soboba Street					
	- Without Improvements	2 Lane Arterial	18,000	26,700	1.483	F
	- With Improvements	4 Lane Major	34,100	26,700	0.783	C
	East of Soboba Street	2 Lane Arterial	18,000	16,900	0.939	D

[1] Existing roadway functional classification is based on field observation. Roadway functional classification (with improvements) based on City of San Jacinto/City of Hemet/ County of Riverside General Plan Circulation Element.

[2] ADT = Average Daily Traffic

[3] V/C = Volume to Capacity Ratio.

[4] LOS = Level of Service (see Section III.C. for County of Riverside Roadway Segment Capacity and Level of Service). Level of Service C indicates that the roadway segment operates at Level of Service C or better as the County of Riverside does not have maximum capacities established for Level of Service A or B.

[5] Current roadway functional classification is 4 Lane Secondary.

Table 24

Year 2025 Without Project - Alternative 2 Roadway Operations

Roadway	Segment	Roadway Functional Classification[1]	Maximum Capacity (LOS E)	ADT[2]	V/C[3]	LOS[4]
Gilman Springs Road	North of Soboba Road					
	- Without Improvements	2 Lane Collector	13,000	25,900	1.277	F
	- With Improvements	4 Lane Major[5]	34,100	25,900	0.760	C
Soboba Road	Between Gilman Springs Road and Lake Park Drive					
	- Without Improvements	2 Lane Collector	13,000	19,500	1.500	F
	- With Improvements	4 Lane Secondary	25,900	19,500	0.753	C
Ramona Expressway	West of Sanderson Street	4 Lane Expressway	40,900	37,000	0.905	C
	Between Sanderson Street and State Street					
	- Without Improvements	2 Lane Arterial	18,000	34,600	1.922	F
	- With Improvements	4 Lane Urban Arterial	35,900	34,600	0.964	D
	Between State Street and San Jacinto Street	4 Lane Urban Arterial	35,900	24,300	0.677	C
	Beetween San Jacinto Street and Main Street	4 Lane Arterial	35,900	16,600	0.462	C
Mountain Avenue	Between Main Street and 7th Street	4 Lane Arterial	35,900	26,800	0.747	C
	Between 7th Street and Esplanade Avenue					
	- Without Improvements	2 Lane Arterial	18,000	25,300	1.406	F
	- With Improvements	4 Lane Major	34,100	25,300	0.742	C
	Between Esplanade Avenue and Soboba Street					
	- Without Improvements	2 Lane Arterial	18,000	25,700	1.428	F
	- With Improvements	4 Lane Major	34,100	25,700	0.754	C
	East of Soboba Street	2 Lane Arterial	18,000	16,400	0.911	D

[1] Existing roadway functional classification is based on field observation. Roadway functional classification (with improvements) based on City of San Jacinto/City of Hemet/ County of Riverside General Plan Circulation Element.

[2] ADT = Average Daily Traffic

[3] V/C = Volume to Capacity Ratio.

[4] LOS = Level of Service (see Section III.C. for County of Riverside Roadway Segment Capacity and Level of Service). Level of Service C indicates that the roadway segment operates at Level of Service C or better as the County of Riverside does not have maximum capacities established for Level of Service A or B.

[5] Current roadway functional classification is 4 Lane Secondary.

Table 25

Year 2025 Without Project - Alternative 3 Roadway Operations

Roadway	Segment	Roadway Functional Classification[1]	Maximum Capacity (LOS E)	ADT[2]	V/C[3]	LOS[4]
Gilman Springs Road	North of Soboba Road					
	- Without Improvements	2 Lane Collector	13,000	27,000	1.277	F
	- With Improvements	4 Lane Major[5]	34,100	27,000	0.792	C
Soboba Road	Between Gilman Springs Road and Lake Park Drive					
	- Without Improvements	2 Lane Collector	13,000	20,600	1.585	F
	- With Improvements	4 Lane Secondary	25,900	20,600	0.795	C
Ramona Expressway	West of Sanderson Street	4 Lane Expressway	40,900	37,200	0.910	C
	Between Sanderson Street and State Street					
	- Without Improvements	2 Lane Arterial	18,000	35,000	1.944	F
	- With Improvements	4 Lane Urban Arterial	35,900	35,000	0.975	D
	Between State Street and San Jacinto Street	4 Lane Urban Arterial	35,900	24,700	0.688	C
	Beetween San Jacinto Street and Main Street	4 Lane Arterial	35,900	17,000	0.474	C
Mountain Avenue	Between Main Street and 7th Street	4 Lane Arterial	35,900	27,000	0.752	C
	Between 7th Street and Esplanade Avenue					
	- Without Improvements	2 Lane Arterial	18,000	25,600	1.422	F
	- With Improvements	4 Lane Major	34,100	25,699	0.754	C
	Between Esplanade Avenue and Soboba Street					
	- Without Improvements	2 Lane Arterial	18,000	26,100	1.450	F
	- With Improvements	4 Lane Major	34,100	26,100	0.765	C
	East of Soboba Street	2 Lane Arterial	18,000	16,600	0.922	D

[1] Existing roadway functional classification is based on field observation. Roadway functional classification (with improvements) based on City of San Jacinto/City of Hemet/ County of Riverside General Plan Circulation Element.

[2] ADT = Average Daily Traffic

[3] V/C = Volume to Capacity Ratio.

[4] LOS = Level of Service (see Section III.C. for County of Riverside Roadway Segment Capacity and Level of Service). Level of Service C indicates that the roadway segment operates at Level of Service C or better as the County of Riverside does not have maximum capacities established for Level of Service A or B.

[5] Current roadway functional classification is 4 Lane Secondary.

Table 26

Year 2025 Without Project - No Action
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1] Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R	Peak Hour Delay (Secs.) - LOS[2] Morning	Evening
Sanderson Avenue (NS) at:															
Ramona Expressway (EW) - #1	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	49.9-D	51.9-D
State Street/Gilman Springs Road (NS) at:															
Soboba Road (EW) - #2															
- Without Improvements	CSS	1	1	0	1	1	0	0	1	0	0	1	1	99.9-F[4]	99.9-F
-With improvements	TS	1	1	0	1	1	0	0	1	0	0	1	1	33.8-C	33.6-C
State Street (NS) at:															
Ramona Expressway (EW) - #3															
- Without Improvements	TS	1	2	0	1	2	1	1	2	1	1	2	1	56.4-E	99.9-F[4]
- With Improvements	TS	1	2	1	1	2	1	1	2	1>	1	2	1	42.5-D	50.7-D
Florida Avenue (EW) - #4	TS	1	2	0	1	1	1	1	2	0	1	2	0	30.1-C	52.8-D
San Jacinto Street (NS) at:															
Ramona Boulevard/Main Street (EW) - #5															
- Without Improvements	TS	1.5	0.5	0	1	1	0	0	1	1	0	1	0	99.9-F	99.9-F
- With Improvements[5]	TS	1	1	1	1	2	0	0	1	1	1	1	0	25.6-C	37.2-D
Esplanade Avenue (EW) - #6	TS	1	2	1	1	2	0	1	2	1	1	2	0	30.2-C	42.8-D
Menlo Avenue (EW) - #7	TS	1	2	0	1	2	0	1	1	0	1	1	1	20.9-C	30.5-C
Devonshire Avenue (EW) - #8	TS	1	2	0	1	2	0	1	1	1	1	1	0	22.6-C	26.3-C
Florida Avenue (EW) - #9															
- Without Improvements	TS	1	2	0	1.5	0.5	1	1	2	0	1	2	1	79.5-E	99.9-F
- With Improvements	TS	1	2	0	2	1	1	1	2	0	1	3	0	35.3-D	52.5-D
Ramona Expressway (NS) at:															
Main Street/Lake Park Drive (EW) - #10															
- Without Improvements	TS	1	2	1	1	2	0	1	2	0	1	2	0	36.5-D	66.1-E
- With Improvements	TS	1	2	1	1	2	0	1	2	0	2	2	0	31.4-C	42.5-D
7th Street (EW) - #11															
- Without Improvements	CSS	1	2	1	1	2	1	0	1	1	0	1	0	99.9-F	99.9-F
- With Improvements	TS	1	2	1	1	2	1	0	1	1	0	1	0	10.2-B	14.3-B
Mountain Avenue (NS) at:															
Esplanade Avenue (EW) - #12															
- Without Improvements	TS	1	1	0	0	1	1	1	0	1	0	0	0	26.6-C	99.9-F
- With Improvements	TS	1	1	0	0	2	1	1	0	1	0	0	0	24.3-C	24.8-C
Soboba Street (NS) at:															
Mountain Avenue (EW) - #13															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	0	0	1	0	99.9-F	99.9-F
- With Improvements	TS	1	0	1	0	0	0	0	1	0	0	1	0	10.6-B	12.9-B
Soboba Springs Drive (NS) at:															
Lake Park Drive (EW) - #14															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	1	1	1	0	45.4-E	43.4-E
- With Improvements	CSS	1	0	1	0	0	0	0	2	1	1	2	0	31.7-D	23.5-C
Soboba Road (NS) at:															
Chabella Drive (EW) - #15	CSS	1	1	0	1	1	1	0	1	1	0	1	1	26.6-D	30.3-D
Lake Park Drive (EW) - #18															
- Without Improvements	AWS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	20.4-C	99.9-F
- With Improvements[6]	TS	1	1	0	1	1	1>	1.5	0.5	1>	0	1	0	29.6-C	39.4-D

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap; 1 = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.8.0115 (2006). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

[5] The intersection of San Jacinto Street at Romona Boulevard/Main Street is a five-legged intersection. For analysis purposes throughout this report, the west and northwest legs turning movement volumes were combined, thus mitigation measures are reflected for a standard four-legged intersection.

[6] Two outbound lanes needed on the north leg.

Table 27

Year 2025 With Project - Proposed Action "A"
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1] Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R	Peak Hour Delay (Secs.) - LOS[2] Morning	Evening
Sanderson Avenue (NS) at:															
Ramona Expressway (EW) - #1	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	51.5-D	52.9-D
State Street/Gilman Springs Road (NS) at:															
Soboba Road (EW) - #2															
- Without Improvements	CSS	1	1	0	1	1	0	0	1	0	0	1	1	99.9-F[4]	99.9-F
-With improvements	TS	1	1	0	1	1	0	0	1	0	0	1	1>	33.3-C	30.7-C
State Street (NS) at:															
Ramona Expressway (EW) - #3															
- Without Improvements	TS	1	2	0	1	2	1	1	2	1	1	2	1	56.0-E	99.9-F[4]
- With Improvements	TS	1	2	1	1	2	1	1	2	1>	1	2	1	42.6-D	54.4-D
Florida Avenue (EW) - #4															
- Without Improvements	TS	1	2	0	1	1	1	1	2	0	1	2	0	32.3-C	99.9-F
- With Improvements	TS	1	2	0	1	1	1	1	3	0	1	2	1	29.5-C	49.6-D
San Jacinto Street (NS) at:															
Ramona Boulevard/Main Street (EW) - #5															
- Without Improvements	TS	1.5	0.5	0	1	1	0	0	1	1	0	1	0	99.9-F	99.9-F
- With Improvements[5]	TS	1	1	1>	1	2	0	1	1	1>	2	1	0	32.1-C	49.6-D
Esplanade Avenue (EW) - #6	TS	1	2	1	1	2	0	1	2	1	1	2	0	31.7-C	53.6-D
Menlo Avenue (EW) - #7	TS	1	2	0	1	2	0	1	1	0	1	1	1	23.9-C	37.8-D
Devonshire Avenue (EW) - #8	TS	1	2	0	1	2	0	1	1	1	1	1	0	26.0-C	32.6-C
Florida Avenue (EW) - #9															
- Without Improvements	TS	1	2	0	1.5	0.5	1	1	2	0	1	2	1	99.9-F	99.9-F
- With Improvements	TS	1	2	0	2	1	1>	2	2	0	1	3	0	35.4-D	51.9-D
Ramona Expressway (NS) at:															
Main Street/Lake Park Drive (EW) - #10															
- Without Improvements	TS	1	2	1	1	2	0	1	2	0	1	2	0	44.4-D	99.9-F
- With Improvements	TS	1	2	1>	2	2	0	1	2	0	2	2	0	31.5-C	42.1-D
7th Street (EW) - #11															
- Without Improvements	CSS	1	2	1	1	2	1	0	1	1	0	1	0	99.9-F	99.9-F
- With Improvements	TS	1	2	1	1	2	1	0	1	1	0	1	0	10.3-B	14.8-B
Mountain Avenue (NS) at:															
Esplanade Avenue (EW) - #12															
- Without Improvements	TS	1	1	0	0	1	1	1	0	1	0	0	0	31.7-C	99.9-F
- With Improvements	TS	1	1	0	0	2	1	1	0	1	0	0	0	27.1-C	25.5-C
Soboba Street (NS) at:															
Mountain Avenue (EW) - #13															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	0	0	1	0	99.9-F	99.9-F
- With Improvements	TS	1	0	1	0	0	0	0	1	0	0	1	0	11.7-B	17.2-B
Soboba Springs Drive (NS) at:															
Lake Park Drive (EW) - #14															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	1	1	1	0	99.9-F	99.9-F
- With Improvements[6]	CSS	0	0	1	0	0	0	0	2	1	1	2	0	18.2-C	15.2-C
- With Improvements[7]	TS	1	0	1	0	0	0	0	2	1	1	2	0	5.6-A	5.6-A
Soboba Road (NS) at:															
Chabella Drive (EW) - #15															
- Without Improvements	CSS	1	1	0	1	1	1	0	1	1	0	1	1	45.2-E	75.6-F
- With Improvements[8]	CSS	1	1	0	1	2	1	1	0	1	1	0	1	24.9-C	30.9-D
Project North Entrance (EW) - #16	TS	1	1	0	0	2	1	1	0	1	0	0	0	17.3-B	21.1-C
Project South Entrance (EW) - #17	TS	1	1	0	0	2	1	1	0	1	0	0	0	17.7-B	32.4-C
Lake Park Drive (EW) - #18															
- Without Improvements	AWS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	99.9-F	99.9-F
- With Improvements[9]	TS	1	1	0	1	1	2>	1.5	0.5	1>	0	1	0	31.3-C	51.5-D

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap; 1 = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

[5] The intersection of San Jacinto Street at Romona Boulevard/Main Street is a five-legged intersection. For analysis purposes throughout this report, the west and northwest legs turning movement volumes were combined, thus mitigation measures are reflected for a standard four-legged intersection.

[6] As a potential mitigation measure, the intersection has been analyzed by restricting northbound access to allow for right turns in/out only and left turns in only.

[7] A traffic signal is not projected to be warranted at Year 2025 With Project - Proposed Action "A" traffic conditions.

[8] The intersection has been restricted to not allow east-west through movements.

[9] Two outbound lanes needed on the north leg.

Table 28

Year 2025 With Project - Proposed Action "B"
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1] Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R	Peak Hour Delay (Secs.) - LOS[2] Morning	Evening
Sanderson Avenue (NS) at:															
Ramona Expressway (EW) - #1	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	51.5-D	52.9-D
State Street/Gilman Springs Road (NS) at:															
Soboba Road (EW) - #2															
- Without Improvements	CSS	1	1	0	1	1	0	0	1	0	0	1	1	99.9-F[4]	99.9-F
-With improvements	TS	1	1	0	1	1	0	0	1	0	0	1	1>	33.0-C	30.3-C
State Street (NS) at:															
Ramona Expressway (EW) - #3															
- Without Improvements	TS	1	2	0	1	2	1	1	2	1	1	2	1	56.0-E	99.9-F[4]
- With Improvements	TS	1	2	1	1	2	1	1	2	1>	1	2	1	42.6-D	54.3-D
Florida Avenue (EW) - #4															
- Without Improvements	TS	1	2	0	1	1	1	1	2	0	1	2	0	32.3-C	99.9-F
- With Improvements	TS	1	2	0	1	1	1	1	2	0	1	2	1	30.8-C	49.4-D
San Jacinto Street (NS) at:															
Ramona Boulevard/Main Street (EW) - #5															
- Without Improvements	TS	1.5	0.5	0	1	1	0	0	1	1	0	1	0	99.9-F	99.9-F
- With Improvements[5]	TS	1	1	1>	1	2	0	1	1	1>	2	1	0	32.1-C	49.5-D
Esplanade Avenue (EW) - #6	TS	1	2	1	1	2	0	1	2	1	1	2	0	31.6-C	53.2-D
Menlo Avenue (EW) - #7	TS	1	2	0	1	2	0	1	1	0	1	1	1	23.8-C	37.5-D
Devonshire Avenue (EW) - #8	TS	1	2	0	1	2	0	1	1	1	1	1	0	25.9-C	32.4-C
Florida Avenue (EW) - #9															
- Without Improvements	TS	1	2	0	1.5	0.5	1	1	2	0	1	2	1	99.9-F	99.9-F
- With Improvements	TS	1	2	0	2	1	1>	2	2	0	1	3	0	35.3-D	51.8-D
Ramona Expressway (NS) at:															
Main Street/Lake Park Drive (EW) - #10															
- Without Improvements	TS	1	2	1	1	2	0	1	2	0	1	2	0	44.0-D	99.9-F
- With Improvements	TS	1	2	1>	2	2	0	1	2	0	2	2	0	31.4-D	41.5-D
7th Street (EW) - #11															
- Without Improvements	CSS	1	2	1	1	2	1	0	1	1	0	1	0	99.9-F	99.9-F
- With Improvements	TS	1	2	1	1	2	1	0	1	1	0	1	0	10.3-B	14.8-B
Mountain Avenue (NS) at:															
Esplanade Avenue (EW) - #12															
- Without Improvements	TS	1	1	0	0	1	1	1	0	1	0	0	0	31.5-C	99.9-F
- With Improvements	TS	1	1	0	0	2	1	1	0	1	0	0	0	27.0-C	25.5-C
Soboba Street (NS) at:															
Mountain Avenue (EW) - #13															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	0	0	1	0	99.9-F	99.9-F
- With Improvements	TS	1	0	1	0	0	0	0	1	0	0	1	0	11.6-B	17.0-B
Soboba Springs Drive (NS) at:															
Lake Park Drive (EW) - #14															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	1	1	1	0	99.9-F	99.9-F
- With Improvements[6]	CSS	0	0	1	0	0	0	0	2	1	1	2	0	18.1-C	15.0-C
- With Improvements[7]	TS	1	0	1	0	0	0	0	2	1	1	2	0	5.6-A	5.6-A
Soboba Road (NS) at:															
Chabella Drive (EW) - #15															
- Without Improvements	CSS	1	1	0	1	1	1	0	1	1	0	1	1	44.5-E	73.3-F
- With Improvements[8]	CSS	1	1	0	1	2	1	1	0	1	1	0	1	24.8-C	30.4-D
Project North Access (EW) - #16	TS	2	1	0	0	2	1	1	0	1	0	0	0	16.6-B	18.8-B
Lake Park Drive (EW) - #17															
- Without Improvements	AWS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	99.9-F[4]	99.9-F
- With Improvements[9]	TS	2	1	0	1	1	2>	1.5	0.5	1>	0	1	0	29.0-C	43.9-D
Project South Access (EW) - #18	TS	1	1	0	0	1	0	0	1	0	0	0	0	8.8-A	14.1-B
Project Access (NS) at:															
Lake Park Drive (EW) - #19	CSS	0	0	1	0	0	1	0	2	0	0	2	0	13.8-B	30.2-D

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap; 1 = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

[5] The intersection of San Jacinto Street at Romona Boulevard/Main Street is a five-legged intersection. For analysis purposes throughout this report, the west and northwest legs turning movement volumes were combined, thus mitigation measures are reflected for a standard four-legged intersection.

[6] As a potential mitigation measure, the intersection has been analyzed by restricting northbound access to allow for right turns in/out only and left turns in only.

[7] A traffic signal is not projected to be warranted at Year 2025 With Project - Proposed Action "B" traffic conditions.

[8] The intersection has been restricted to not allow east-west through movements.

[9] Two outbound lanes needed on the north leg.

Table 29

Year 2025 With Project - Alternative 1
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay (Secs.) - LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Sanderson Avenue (NS) at:															
Ramona Expressway (EW) - #1	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	51.1-D	52.6-D
State Street/Gilman Springs Road (NS) at:															
Soboba Road (EW) - #2															
- Without Improvements	CSS	1	1	0	1	1	0	0	1	0	0	1	1	99.9-F[4]	99.9-F
-With improvements	TS	1	1	0	1	1	0	0	1	0	0	1	1>	30.7-C	28.2-C
State Street (NS) at:															
Ramona Expressway (EW) - #3															
- Without Improvements	TS	1	2	0	1	2	1	1	2	1	1	2	1	56.1-E	99.9-F[4]
- With Improvements	TS	1	2	1	1	2	1	1	2	1>	1	2	1	42.6-D	53.5-D
Florida Avenue (EW) - #4															
- Without Improvements	TS	1	2	0	1	1	1	1	2	0	1	2	0	31.5-C	99.9-F
- With Improvements	TS	1	2	0	1	1	1	1	2	0	1	2	1	30.4-C	47.2-D
San Jacinto Street (NS) at:															
Ramona Boulevard/Main Street (EW) - #5															
- Without Improvements	TS	1.5	0.5	0	1	1	0	0	1	1	0	1	0	99.9-F	99.9-F
- With Improvements[5]	TS	1	1	1>	1	2	0	1	1	1>	2	1	0	31.9-C	46.3-D
Esplanade Avenue (EW) - #6	TS	1	2	1	1	2	0	1	2	1	1	2	0	31.1-C	50.0-D
Menlo Avenue (EW) - #7	TS	1	2	0	1	2	0	1	1	0	1	1	1	22.8-C	35.5-D
Devonshire Avenue (EW) - #8	TS	1	2	0	1	2	0	1	1	1	1	1	0	24.9-C	30.6-C
Florida Avenue (EW) - #9															
- Without Improvements	TS	1	2	0	1.5	0.5	1	1	2	0	1	2	1	99.9-F	99.9-F
- With Improvements	TS	1	2	0	2	1	1>	2	2	0	1	3	0	34.4-C	51.0-D
Ramona Expressway (NS) at:															
Main Street/Lake Park Drive (EW) - #10															
- Without Improvements	TS	1	2	1	1	2	0	1	2	0	1	2	0	41.5-D	99.9-F
- With Improvements	TS	1	2	1>	1	2	0	1	2	0	2	2	0	32.1-C	43.8-D
7th Street (EW) - #11															
- Without Improvements	CSS	1	2	1	1	2	1	0	1	1	0	1	0	99.9-F	99.9-F
- With Improvements	TS	1	2	1	1	2	1	0	1	1	0	1	0	10.3-B	14.6-B
Mountain Avenue (NS) at:															
Esplanade Avenue (EW) - #12															
- Without Improvements	TS	1	1	0	0	1	1	1	0	1	0	0	0	30.1-C	99.9-F
- With Improvements	TS	1	1	0	0	2	1	1	0	1	0	0	0	26.3-C	25.4-C
Soboba Street (NS) at:															
Mountain Avenue (EW) - #13															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	0	0	1	0	99.9-F	99.9-F
- With Improvements	TS	1	0	1	0	0	0	0	1	0	0	1	0	11.3-B	15.8-B
Soboba Springs Drive (NS) at:															
Lake Park Drive (EW) - #14															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	1	1	1	0	99.9-F	99.9-F
- With Improvements[6]	CSS	0	0	1	0	0	0	0	2	1	1	2	0	16.8-C	13.8-B
- With Improvements[7]	TS	1	0	1	0	0	0	0	2	1	1	2	0	5.3-A	5.2-A
Soboba Road (NS) at:															
Chabella Drive (EW) - #15															
- Without Improvements	CSS	1	1	0	1	1	1	0	1	1	0	1	1	39.0-E	58.4-F
- With Improvements[8]	CSS	1	1	0	1	2	1	1	0	1	1	0	1	23.3-C	26.8-D
Project North Access (EW) - #16	TS	1	1	0	0	2	1	1	0	1	0	0	0	15.8-B	18.5-B
Project South Access (EW) - #17	TS	1	1	0	0	2	1	1	0	1	0	0	0	16.4-B	22.4-C
Lake Park Drive (EW) -#18															
- Without Improvements	AWS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	99.9-F	99.9-F
- With Improvements[9]	TS	1	1	0	0	1	2>	1.5	0.5	1>	0	1	0	30.3-C	44.0-D

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap; 1 = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

[5] The intersection of San Jacinto Street at Romona Boulevard/Main Street is a five-legged intersection. For analysis purposes throughout this report, the west and northwest legs turning movement volumes were combined, thus mitigation measures are reflected for a standard four-legged intersection.

[6] As a potential mitigation measure, the intersection has been analyzed by restricting northbound access to allow for right turns in/out only and left turns in only.

[7] A traffic signal is not projected to be warranted at Year 2025 With Project - Alternative 1 traffic conditions.

[8] The intersection has been restricted to not allow east-west through movements.

[9] Two outbound lanes needed on the north leg.

Table 30

Year 2025 With Project - Alternative 2
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1] Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R	Peak Hour Delay (Secs.) - LOS[2] Morning	Evening
Sanderson Avenue (NS) at:															
Ramona Expressway (EW) - #1	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	50.5-D	52.0-D
State Street/Gilman Springs Road (NS) at:															
Soboba Road (EW) - #2															
- Without Improvements	CSS	1	1	0	1	1	0	0	1	0	0	1	1	99.9-F[4]	99.9-F
-With improvements	TS	1	1	0	1	1	0	0	1	0	0	1	1	42.9-D	34.4-C
State Street (NS) at:															
Ramona Expressway (EW) - #3															
- Without Improvements	TS	1	2	0	1	2	1	1	2	1	1	2	1	56.3-E	99.9-F[4]
- With Improvements	TS	1	2	1	1	2	1	1	2	1>	1	2	1	42.6-D	51.4-D
Florida Avenue (EW) - #4															
- Without Improvements	TS	1	2	0	1	1	1	1	2	0	1	2	0	30.7-C	56.2-E
- With Improvements	TS	1	2	0	1	1	1	1	2	0	1	2	1	29.7-C	43.5-D
San Jacinto Street (NS) at:															
Ramona Boulevard/Main Street (EW) - #5															
- Without Improvements	TS	1.5	0.5	0	1	1	0	0	1	1	0	1	0	99.9-F	99.9-F
- With Improvements[5]	TS	1	1	1	1	2	0	1	1	1>	1	1	0	32.7-C	50.4-D
Esplanade Avenue (EW) - #6	TS	1	2	1	1	2	0	1	2	1	1	2	0	30.5-C	44.3-D
Menlo Avenue (EW) - #7	TS	1	2	1	1	2	0	1	2	1	1	2	0	21.7-C	31.7-C
Devonshire Avenue (EW) - #8	TS	1	2	0	1	2	0	1	1	0	1	1	1	23.4-C	27.2-C
Florida Avenue (EW) - #9															
- Without Improvements	TS	1	2	0	1.5	0.5	1	1	2	0	1	2	1	83.8-F	99.9-F
- With Improvements	TS	1	2	0	2	1	1>	2	2	0	1	2	1	34.4-C	52.3-D
Ramona Expressway (NS) at:															
Main Street/Lake Park Drive (EW) - #10															
- Without Improvements	TS	1	2	1	1	2	0	1	2	0	1	2	0	38.4-D	99.9-F
- With Improvements	TS	1	2	1	1	2	0	1	2	0	2	2	0	32.6-C	45.8-D
7th Street (EW) - #11															
- Without Improvements	CSS	1	2	1	1	2	1	0	1	1	0	1	0	99.9-F	99.9-F
- With Improvements	TS	1	2	1	1	2	1	0	1	1	0	1	0	10.2-B	14.4-B
Mountain Avenue (NS) at:															
Esplanade Avenue (EW) - #12															
- Without Improvements	TS	1	1	0	0	1	1	1	0	1	0	0	0	28.1-C	99.9-F
- With Improvements	TS	1	1	0	0	2	1	1	0	1	0	0	0	25.4-C	25.1-C
Soboba Street (NS) at:															
Mountain Avenue (EW) - #13															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	0	0	1	0	99.9-F	99.9-F
- With Improvements	TS	1	0	1	0	0	0	0	1	0	0	1	0	10.9-B	13.7-B
Soboba Springs Drive (NS) at:															
Lake Park Drive (EW) - #14															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	1	1	1	0	73.2-F	74.4-F
- With Improvements[6]	CSS	0	0	1	0	0	0	0	2	1	1	2	0	14.8-B	11.4-B
- With Improvements[7]	TS	1	0	1	0	0	0	0	2	1	1	2	0	5.0-A	4.8-A
Soboba Road (NS) at:															
Chabella Drive (EW) - #15															
- Without Improvements	CSS	1	1	0	1	1	1	0	1	1	0	1	1	31.7-D	36.8-E
- With Improvements[8]	CSS	1	1	0	1	2	1	1	0	1	1	0	1	21.0-C	20.8-C
Project North Access (EW) - #16	CSS	1	1	0	0	2	0	0	1	0	0	0	0	17.4-C	33.5-D
Lake Park Drive (EW) - #17															
- Without Improvements	AWS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	26.8-D	99.9-F
- With Improvements	TS	1	1	0	1	1	1>	0.5	0.5	1>	0	1	0	32.9-C	54.8-D
Project South Access (EW) - #18	TS	1	1	0	0	1	0	0	1	0	0	0	0	6.4-A	7.5-A
Project Access (NS) at:															
Lake Park Drive (EW) - #19	CSS	0	0	1	0	0	1	0	1	0	0	1	0	14.9-B	26.0-D

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap; 1 = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

[5] The intersection of San Jacinto Street at Romona Boulevard/Main Street is a five-legged intersection. For analysis purposes throughout this report, the west and northwest legs turning movement volumes were combined, thus mitigation measures are reflected for a standard four-legged intersection.

[6] As a potential mitigation measure, the intersection has been analyzed by restricting northbound access to allow for right turns in/out only and left turns in only.

[7] A traffic signal is not projected to be warranted at Year 2025 With Project - Alternative 2 traffic conditions.

[8] The intersection has been restricted to not allow east-west through movements.

Table 31

Year 2025 With Project - Alternative 3
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay (Secs.) - LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Sanderson Avenue (NS) at:															
Ramona Expressway (EW) - #1	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	50.4-D	52.3-D
State Street/Gilman Springs Road (NS) at:															
Soboba Road (EW) - #2															
- Without Improvements	CSS	1	1	0	1	1	0	0	1	0	0	1	1	99.9-F[4]	99.9-F
-With improvements	TS	1	1	0	1	1	0	0	1	0	0	1	1	40.3-D	43.1-D
State Street (NS) at:															
Ramona Expressway (EW) - #3															
- Without Improvements	TS	1	2	0	1	2	1	1	2	1	1	2	1	56.3-E	99.9-F[4]
- With Improvements	TS	1	2	1	1	2	1	1	2	1>	1	2	1	42.5-D	52.3-D
Florida Avenue (EW) - #4															
- Without Improvements	TS	1	2	0	1	1	1	1	2	0	1	2	0	30.7-C	65.7-E
- With Improvements	TS	1	2	0	1	1	1	1	2	0	1	2	1	29.7-C	45.3-D
San Jacinto Street (NS) at:															
Ramona Boulevard/Main Street (EW) - #5															
- Without Improvements	TS	1.5	0.5	0	1	1	0	0	1	1	0	1	0	99.9-F	99.9-F
- With Improvements[5]	TS	1	1	1	1	2	0	1	1	1>	2	1	0	32.6-C	45.2-D
Esplanade Avenue (EW) - #6	TS	1	2	1	1	2	0	1	2	1	1	2	0	30.5-C	46.8-D
Menlo Avenue (EW) - #7	TS	1	2	1	1	2	0	1	2	1	1	2	0	21.7-C	33.6-C
Devonshire Avenue (EW) - #8	TS	1	2	0	1	2	0	1	1	0	1	1	1	23.4-C	28.7-C
Florida Avenue (EW) - #9															
- Without Improvements	TS	1	2	0	1.5	0.5	1	1	2	0	1	2	1	79.8-E	99.9-F
- With Improvements	TS	1	2	0	2	1	1>	2	2	0	1	2	1	34.1-C	54.5-D
Ramona Expressway (NS) at:															
Main Street/Lake Park Drive (EW) - #10															
- Without Improvements	TS	1	2	1	1	2	0	1	2	0	1	2	0	37.6-D	99.9-F
- With Improvements	TS	1	2	1	1	2	0	1	2	0	2	2	0	32.1-C	49.5-D
7th Street (EW) - #11															
- Without Improvements	CSS	1	2	1	1	2	1	0	1	1	0	1	0	99.9-F	99.9-F
- With Improvements	TS	1	2	1	1	2	1	0	1	1	0	1	0	10.2-B	14.4-B
Mountain Avenue (NS) at:															
Esplanade Avenue (EW) - #12															
- Without Improvements	TS	1	1	0	0	1	1	1	0	1	0	0	0	27.6-C	99.9-F
- With Improvements	TS	1	1	0	0	2	1	1	0	1	0	0	0	24.9-C	25.2-C
Soboba Street (NS) at:															
Mountain Avenue (EW) - #13															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	0	0	1	0	99.9-F	99.9-F
- With Improvements	TS	1	0	1	0	0	0	0	1	0	0	1	0	10.8-B	14.5-B
Soboba Springs Drive (NS) at:															
Lake Park Drive (EW) - #14															
- Without Improvements	CSS	1	0	1	0	0	0	0	1	1	1	1	0	73.2-F	74.4-F
- With Improvements[6]	CSS	0	0	1	0	0	0	0	2	1	1	2	0	14.4-B	21.4-C
- With Improvements[7]	TS	1	0	1	0	0	0	0	2	1	1	2	0	5.0-A	4.9-A
Soboba Road (NS) at:															
Chabella Drive (EW) - #15															
- Without Improvements	CSS	1	1	0	1	1	1	0	1	1	0	1	1	30.5-D	44.5-E
- With Improvements[8]	CSS	1	1	0	1	2	1	1	0	1	1	0	1	20.7-C	23.2-C
Lake Park Drive (EW) - #16															
- Without Improvements	AWS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	27.6-D	99.9-F
- With Improvements[9]	TS	1	1	0	1	1	1>	1.5	0.5	1>	0	1	0	32.4-C	46.6-D
Project Access (EW) - #17	TS	1	1	0	0	1	0	0	1	0	0	0	0	6.6-A	9.1-A
Project Access (NS) at:															
Lake Park Drive (EW) - #18	TS	0	1	0	0	0	0	0	1	1	1	1	0	7.7-A	16.8-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap; 1 = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

[5] The intersection of San Jacinto Street at Romona Boulevard/Main Street is a five-legged intersection. For analysis purposes throughout this report, the west and northwest legs turning movement volumes were combined, thus mitigation measures are reflected for a standard four-legged intersection.

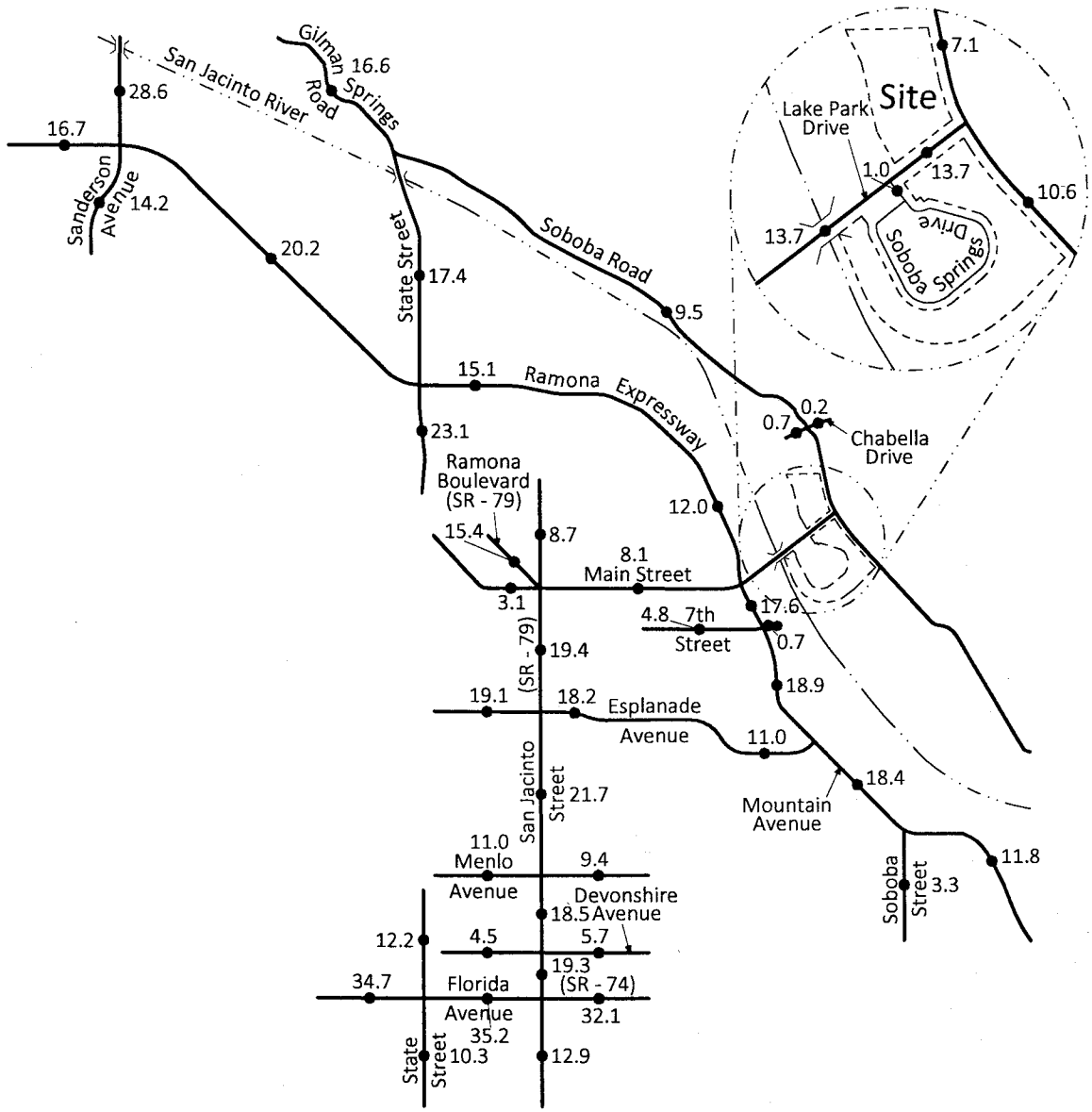
[6] As a potential mitigation measure, the intersection has been analyzed by restricting northbound access to allow for right turns in/out only and left turns in only.

[7] A traffic signal is not projected to be warranted at Year 2025 With Project - Alternative 3 traffic conditions.

[8] The intersection has been restricted to not allow east-west through movements.

[9] Two outbound lanes needed on the north leg.

Figure 41
Opening Year (2010) Without Project - No Action
Average Daily Traffic Volumes



Legend

12.9 = Vehicles Per Day (1,000's)

N

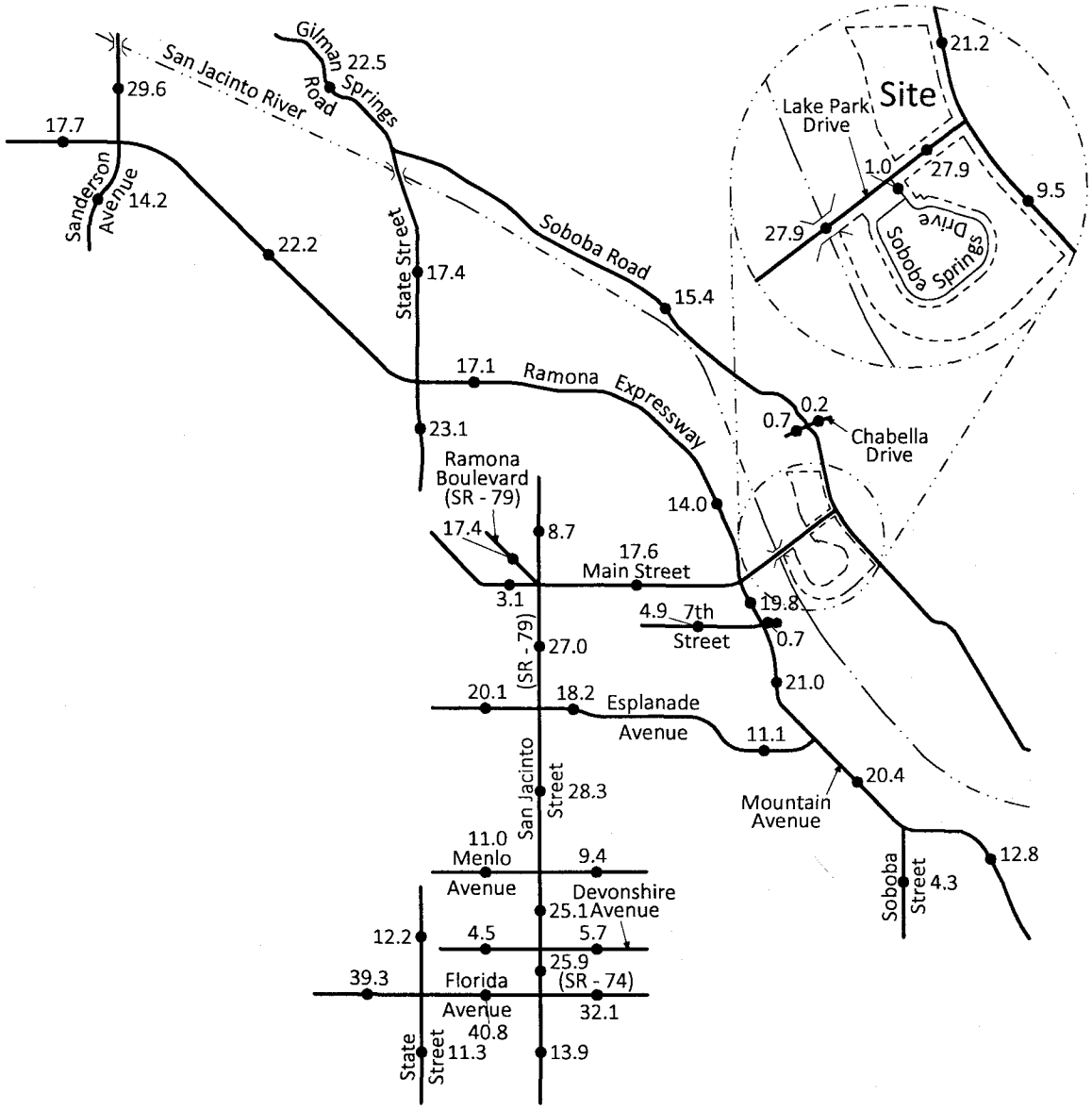
NTS

4030d/41

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 42
Opening Year (2010) With Project - Proposed Action "A"
Average Daily Traffic Volumes



Legend

13.9 = Vehicles Per Day (1,000's)

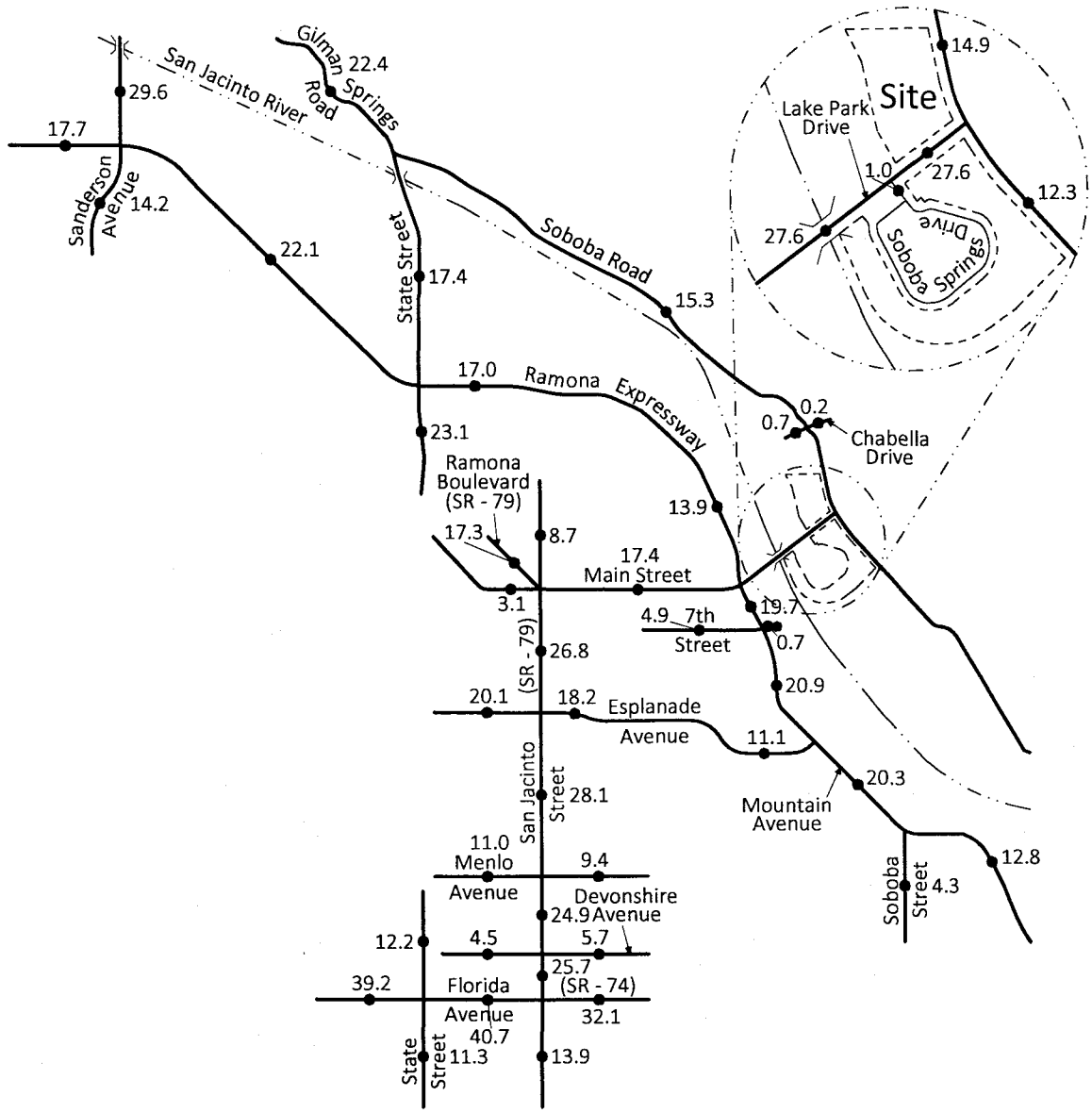
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/42

Figure 43
Opening Year (2010) With Project - Proposed Action "B"
Average Daily Traffic Volumes



Legend

13.9 = Vehicles Per Day (1,000's)

N

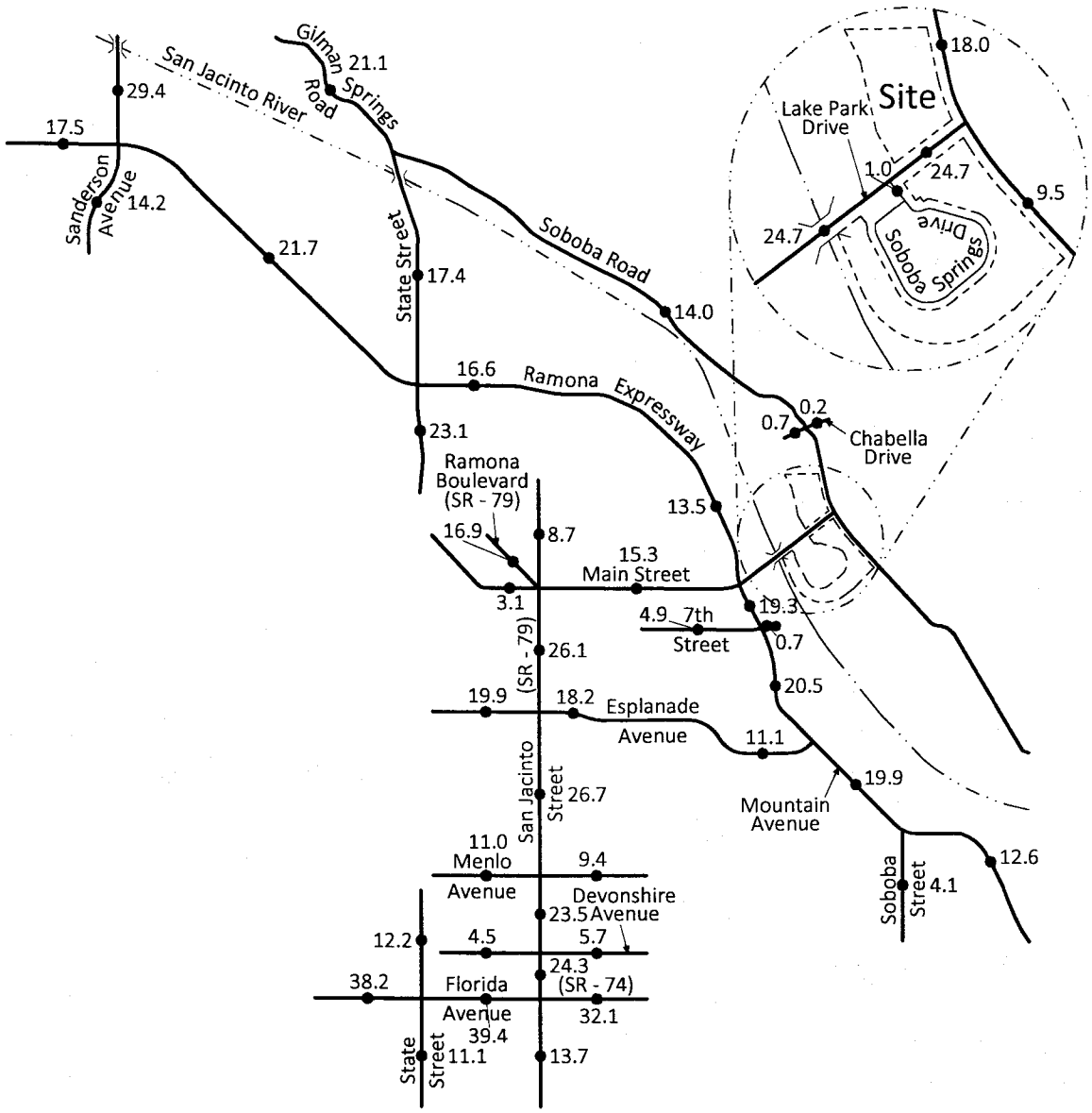
NTS

4030d/43

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 44
Opening Year (2010) With Project - Alternative 1
Average Daily Traffic Volumes



Legend

13.7 = Vehicles Per Day (1,000's)

N

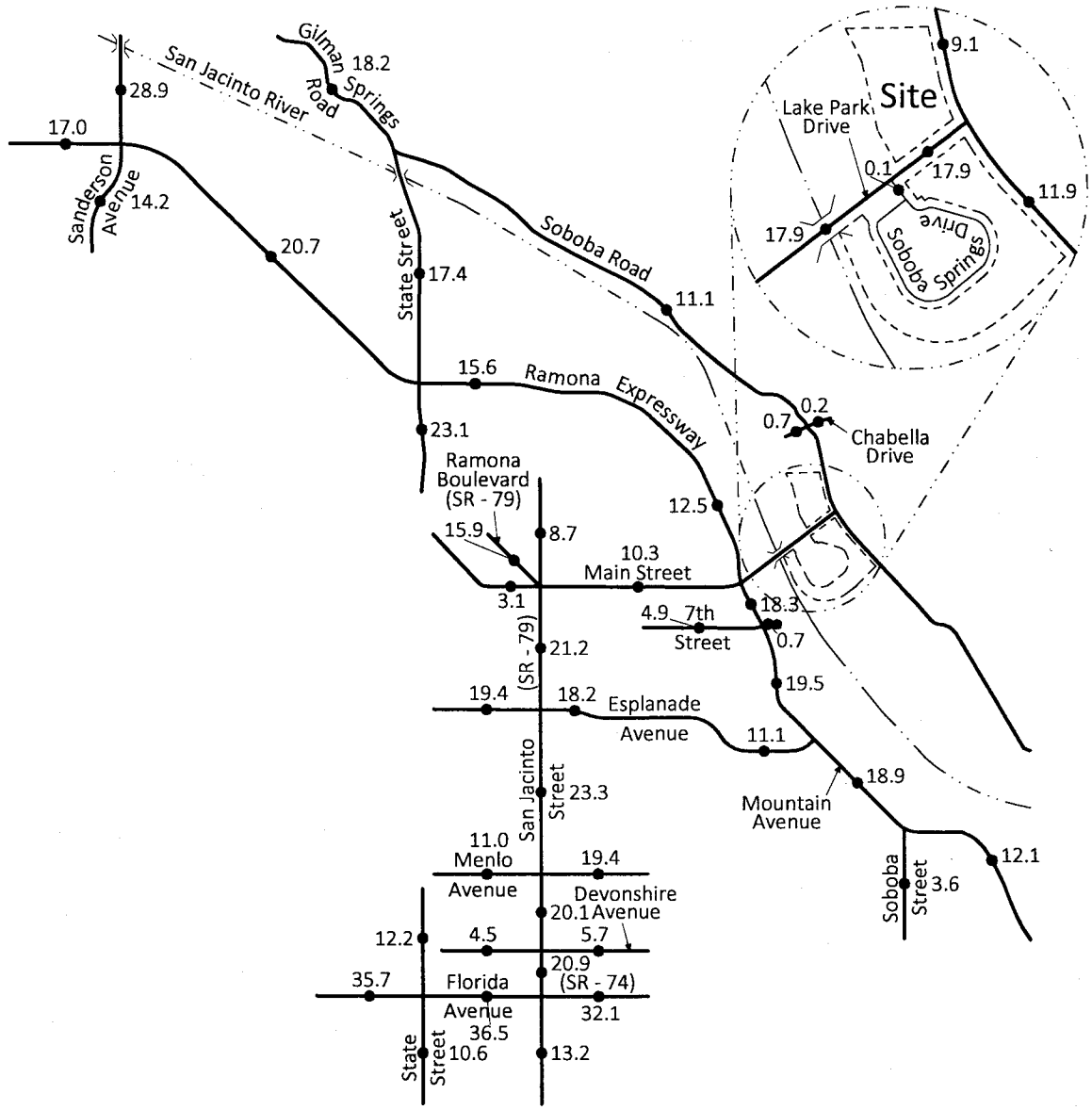
NTS

4030d/44

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 45
Opening Year (2010) With Project - Alternative 2
Average Daily Traffic Volumes



Legend

13.2 = Vehicles Per Day (1,000's)

N

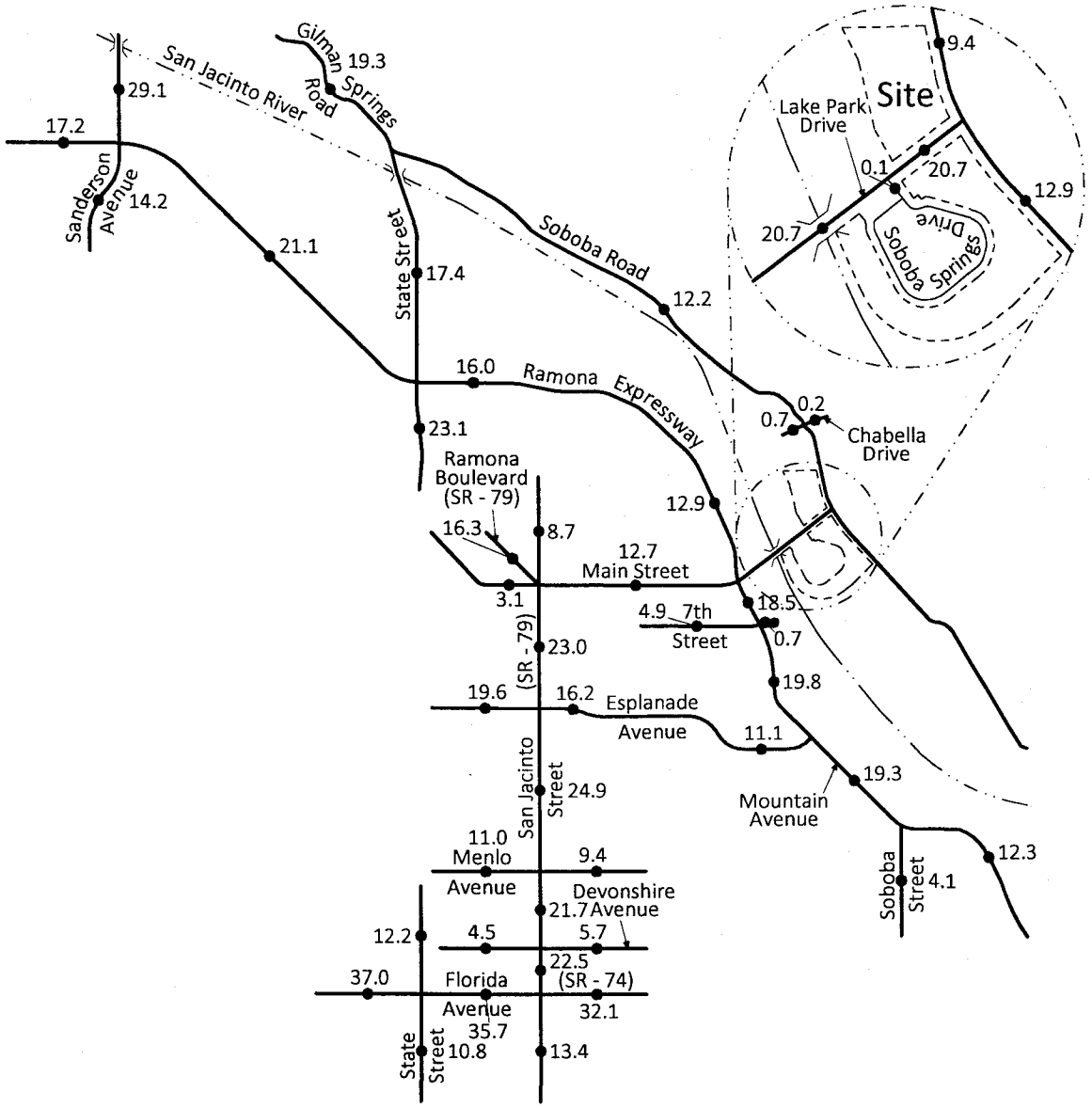
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/45

Figure 46
Opening Year (2010) With Project - Alternative 3
Average Daily Traffic Volumes



Legend

13.4 = Vehicles Per Day (1,000's)

N

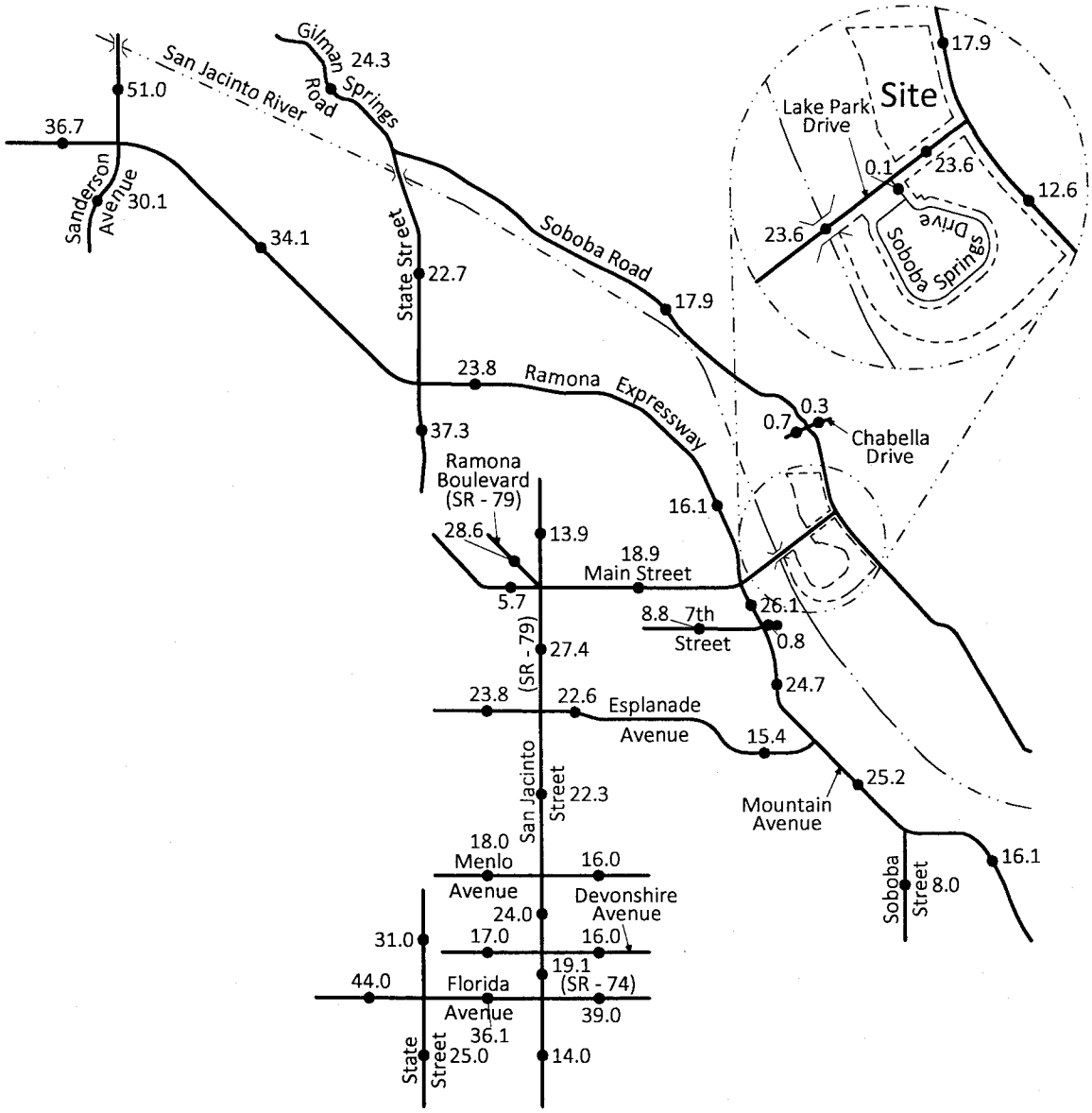
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/46

Figure 47
Year 2025 Without Project - No Action
Average Daily Traffic Volumes



Legend

14.0 = Vehicles Per Day (1,000's)

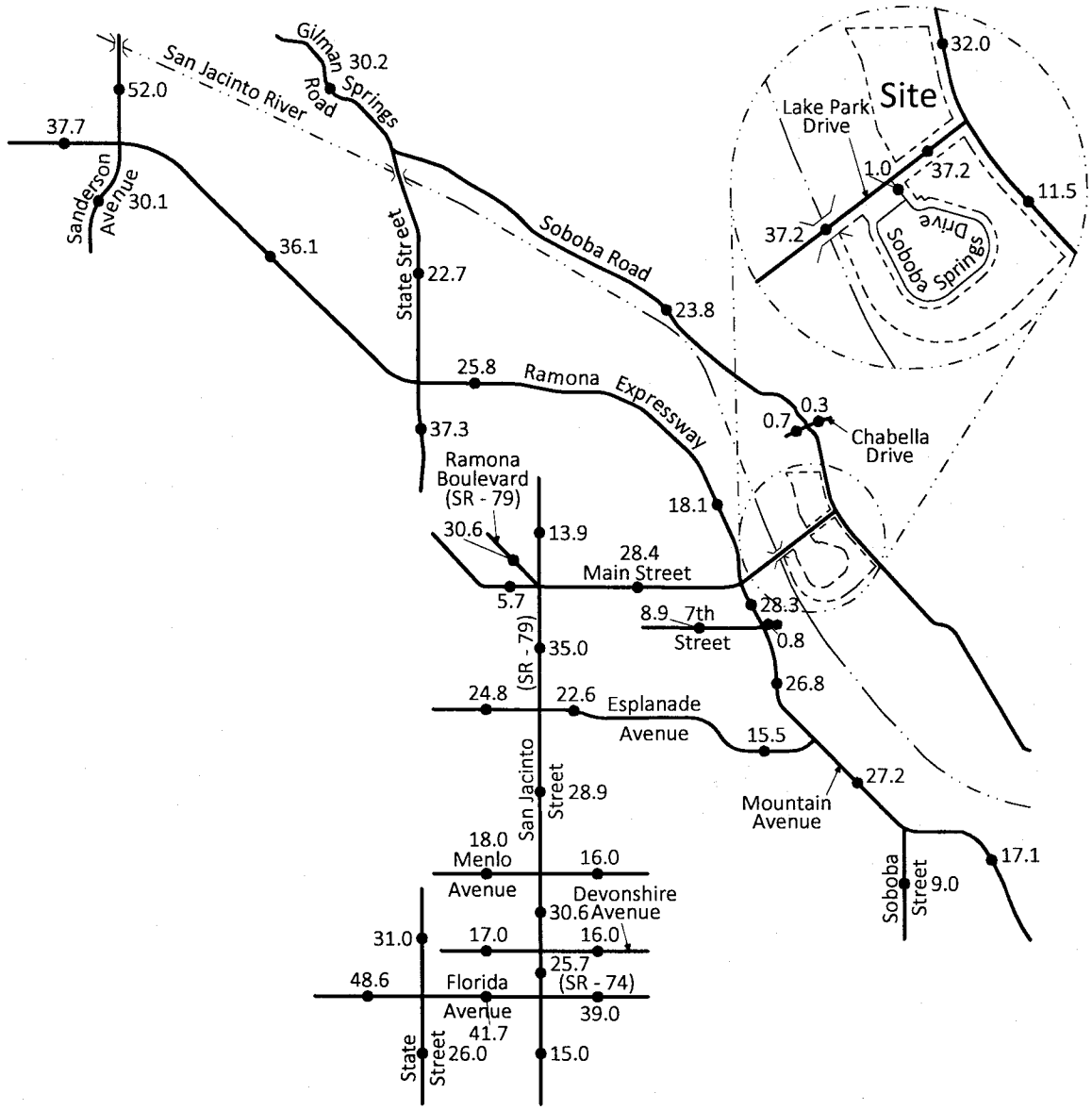
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/47

Figure 48
Year 2025 With Project - Proposed Action "A"
Average Daily Traffic Volumes



Legend

15.0 = Vehicles Per Day (1,000's)

N

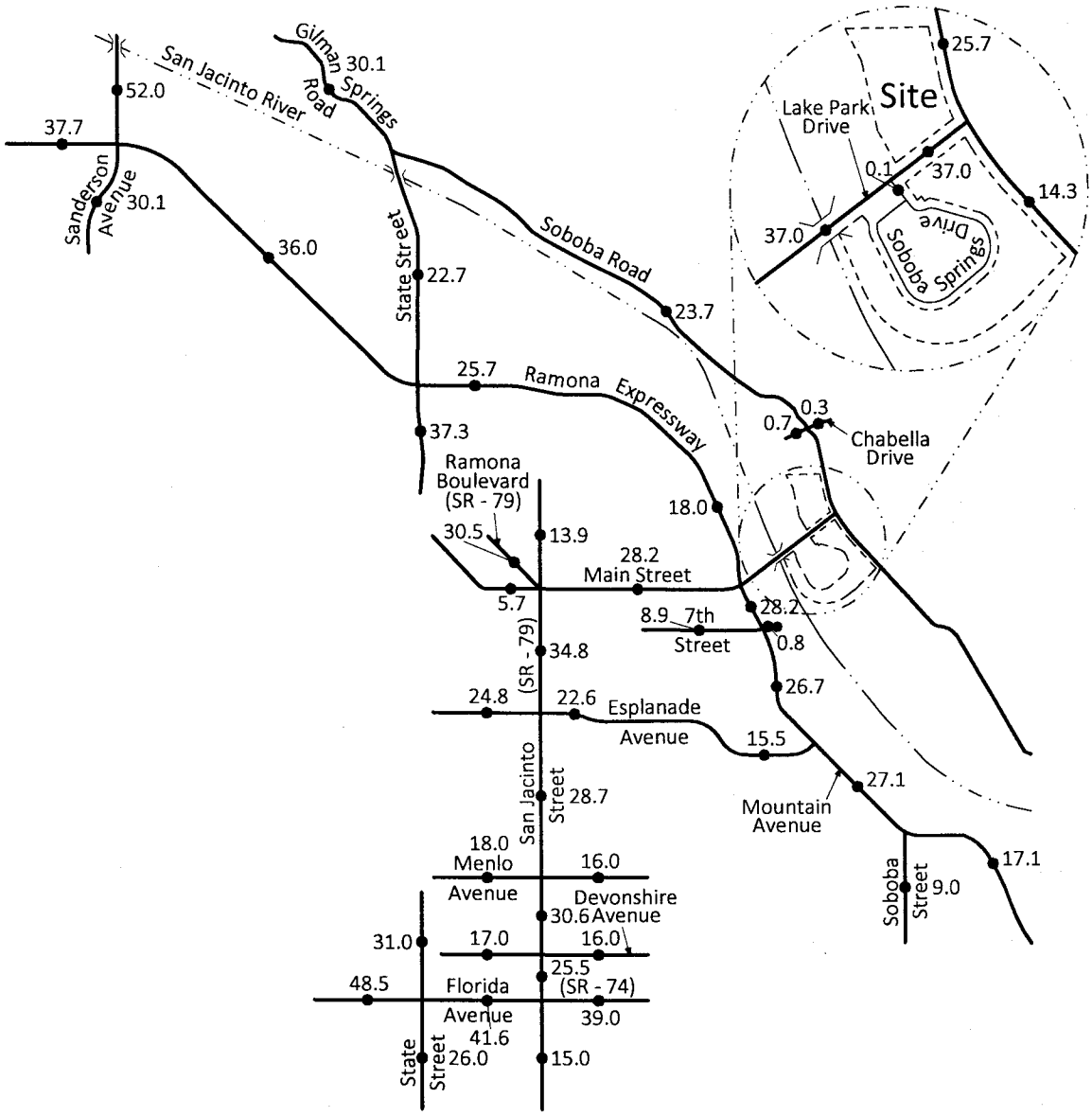
NTS

4030d/48

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 49
Year 2025 With Project - Proposed Action "B"
Average Daily Traffic Volumes



Legend

15.0 = Vehicles Per Day (1,000's)

N

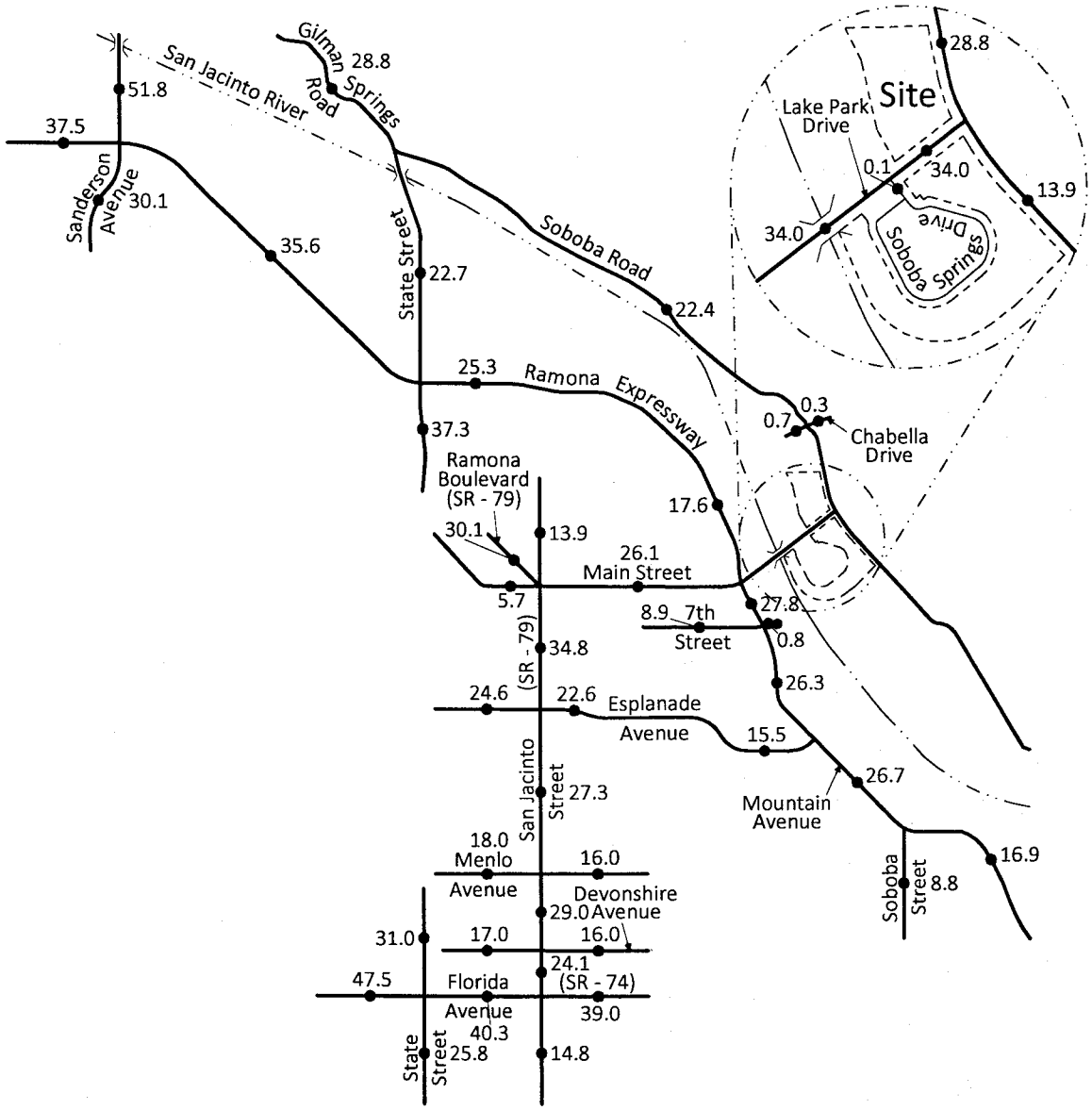
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/49

Figure 50
Year 2025 With Project - Alternative 1
Average Daily Traffic Volumes



Legend

14.8 = Vehicles Per Day (1,000's)

N

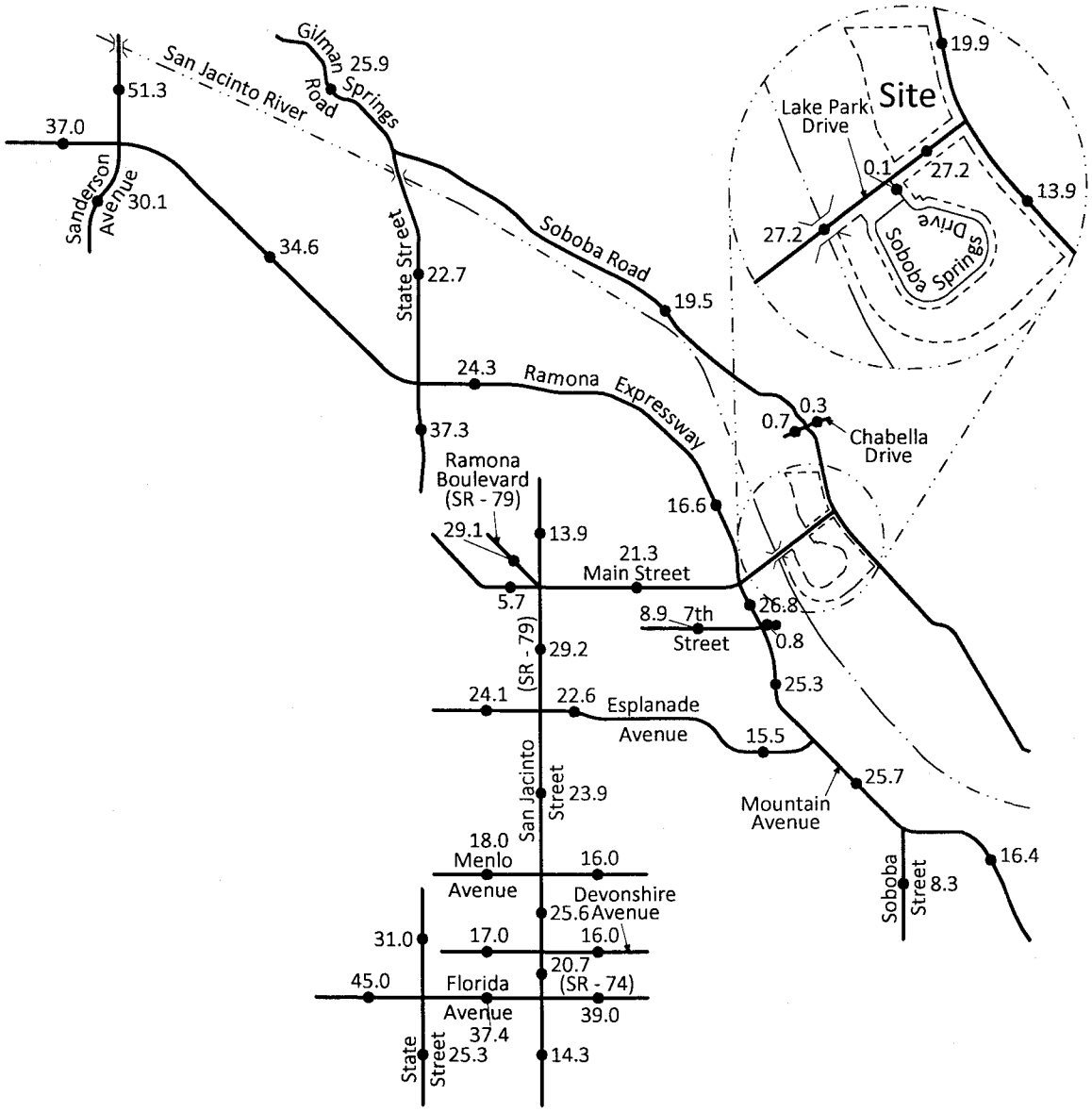
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/50

Figure 51
Year 2025 With Project - Alternative 2
Average Daily Traffic Volumes



Legend

14.3 = Vehicles Per Day (1,000's)

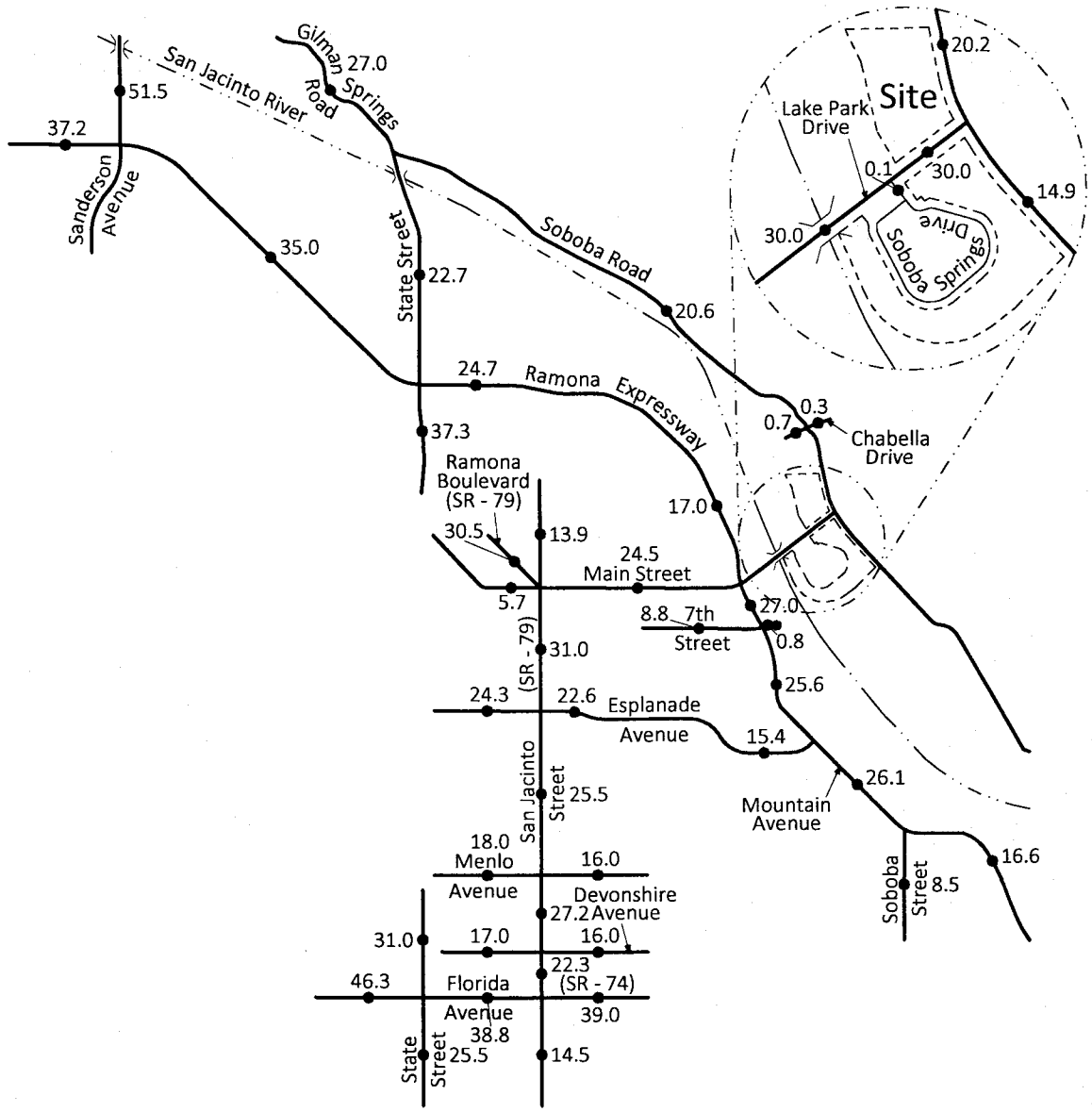
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/51

Figure 52
Year 2025 With Project - Alternative 3
Average Daily Traffic Volumes



Legend

14.5 = Vehicles Per Day (1,000's)

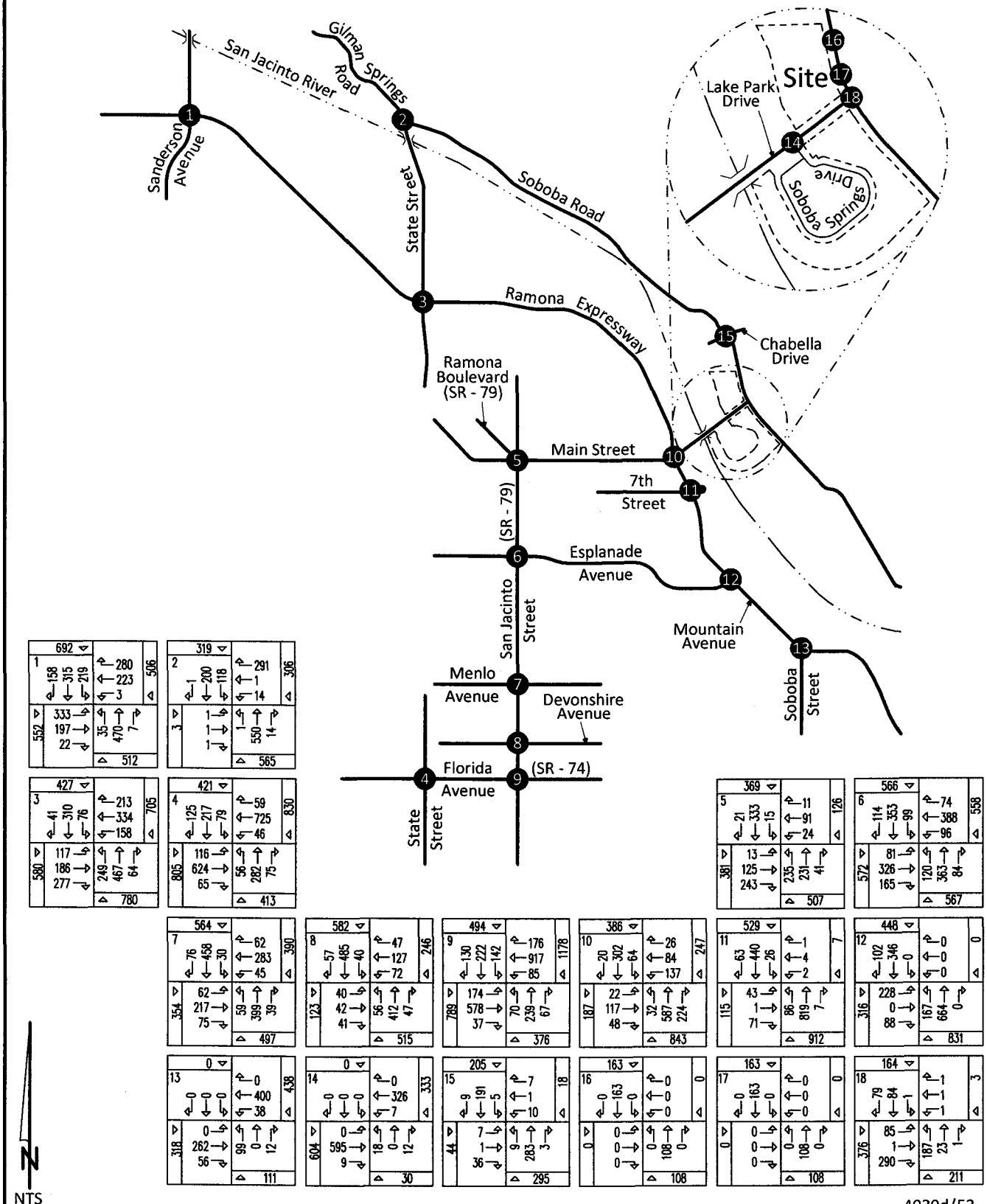
NTS

KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/52

Figure 53
Opening Year (2010) Without Project - No Action
Morning Peak Hour Intersection Turning Movement Volumes

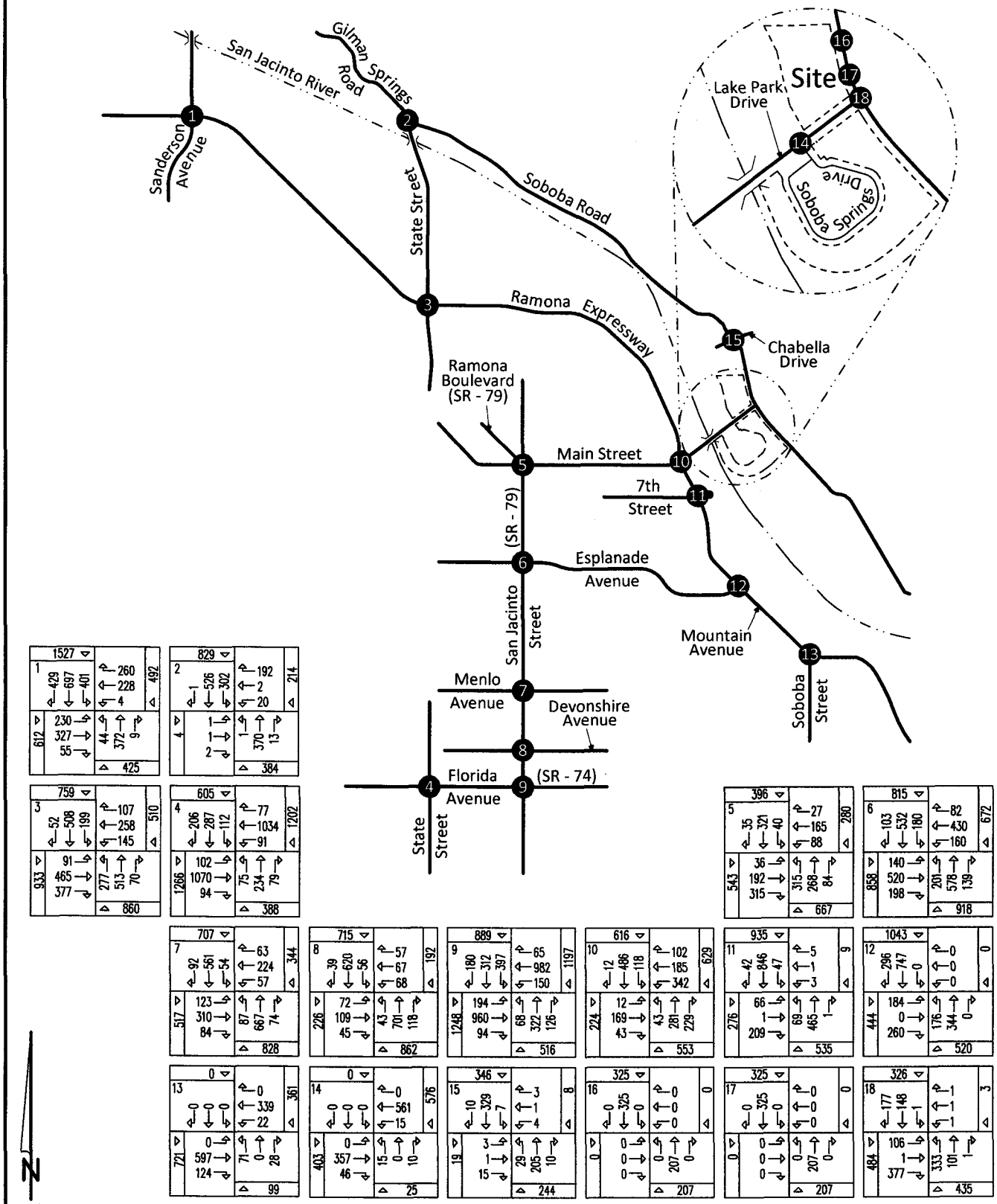


4030d/53

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 54
Opening Year (2010) Without Project - No Action
Evening Peak Hour Intersection Turning Movement Volumes

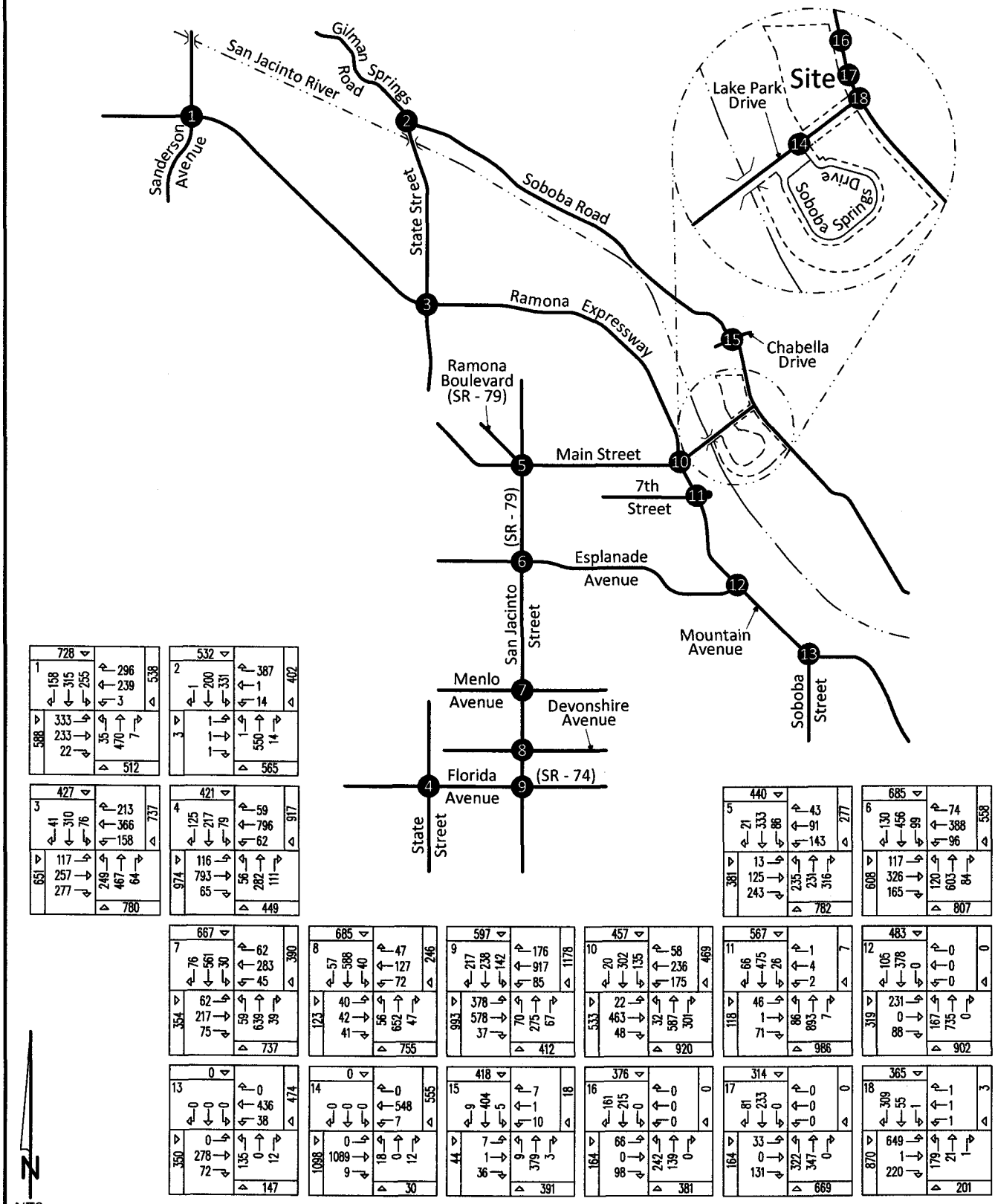


4030d/54

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 55
Opening Year (2010) With Project - Proposed Action "A"
Morning Peak Hour Intersection Turning Movement Volumes

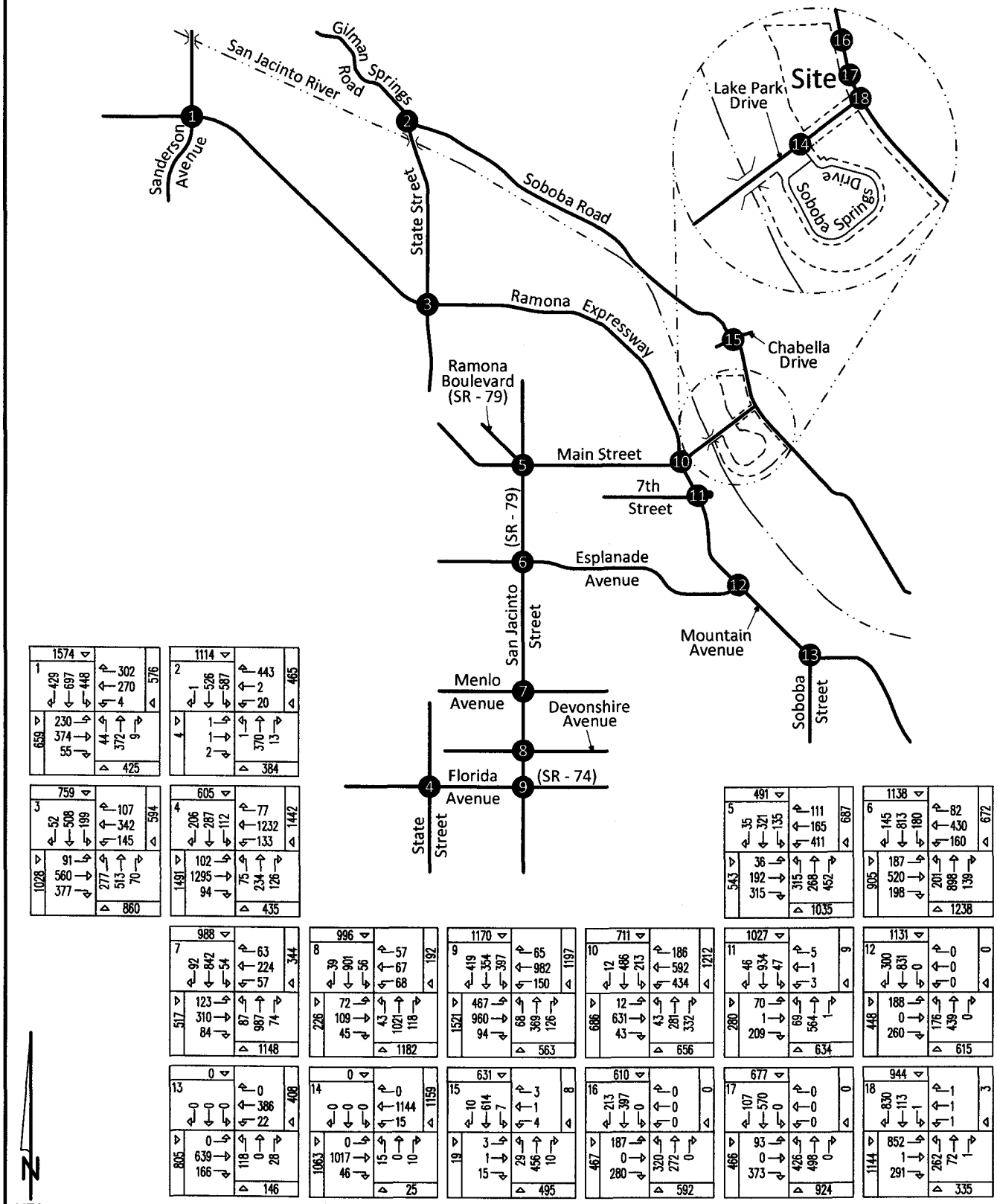


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/55

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 56
Opening Year (2010) With Project - Proposed Action "A"
Evening Peak Hour Intersection Turning Movement Volumes

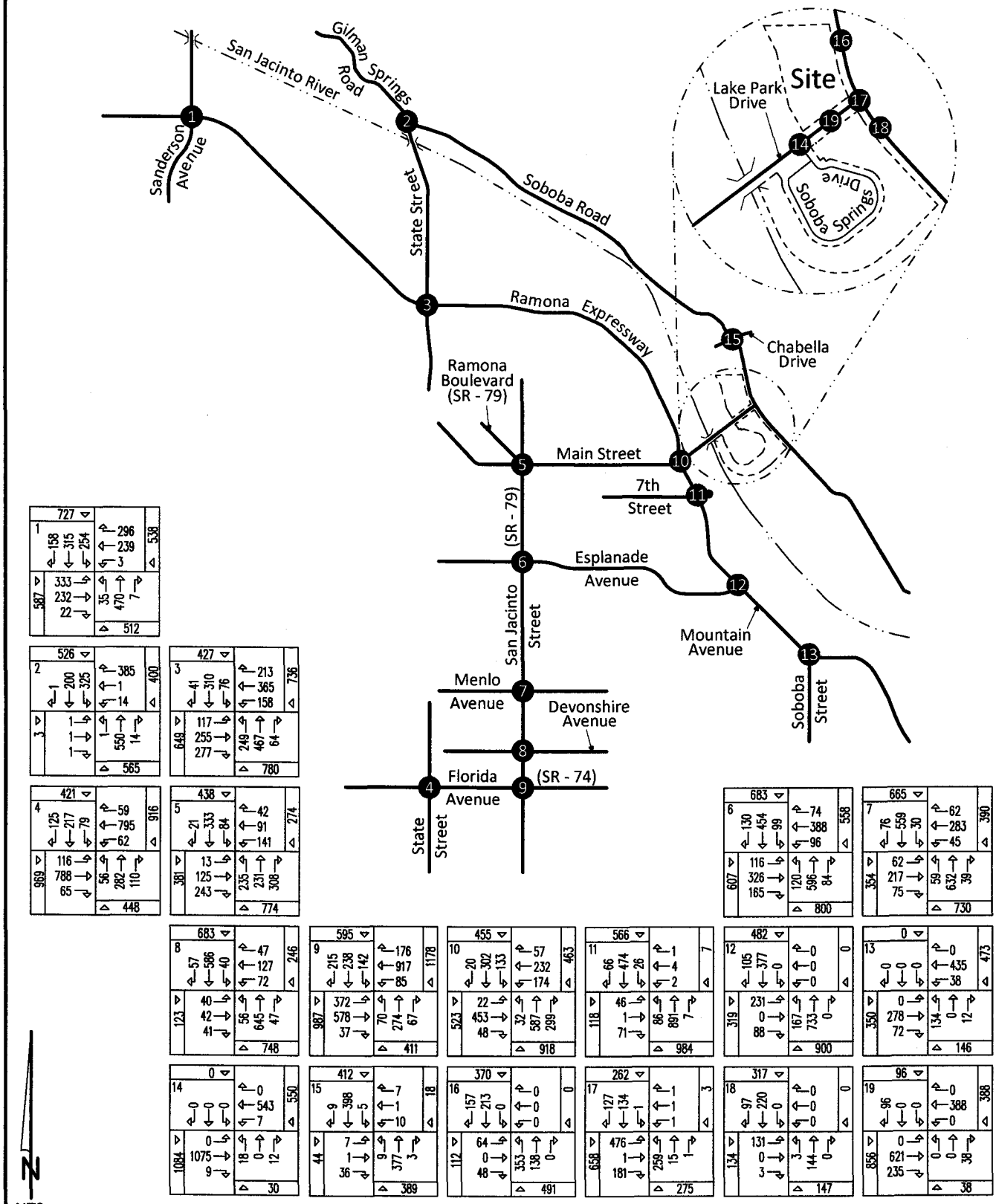


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/56

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 57
Opening Year (2010) With Project - Proposed Action "B"
Morning Peak Hour Intersection Turning Movement Volumes

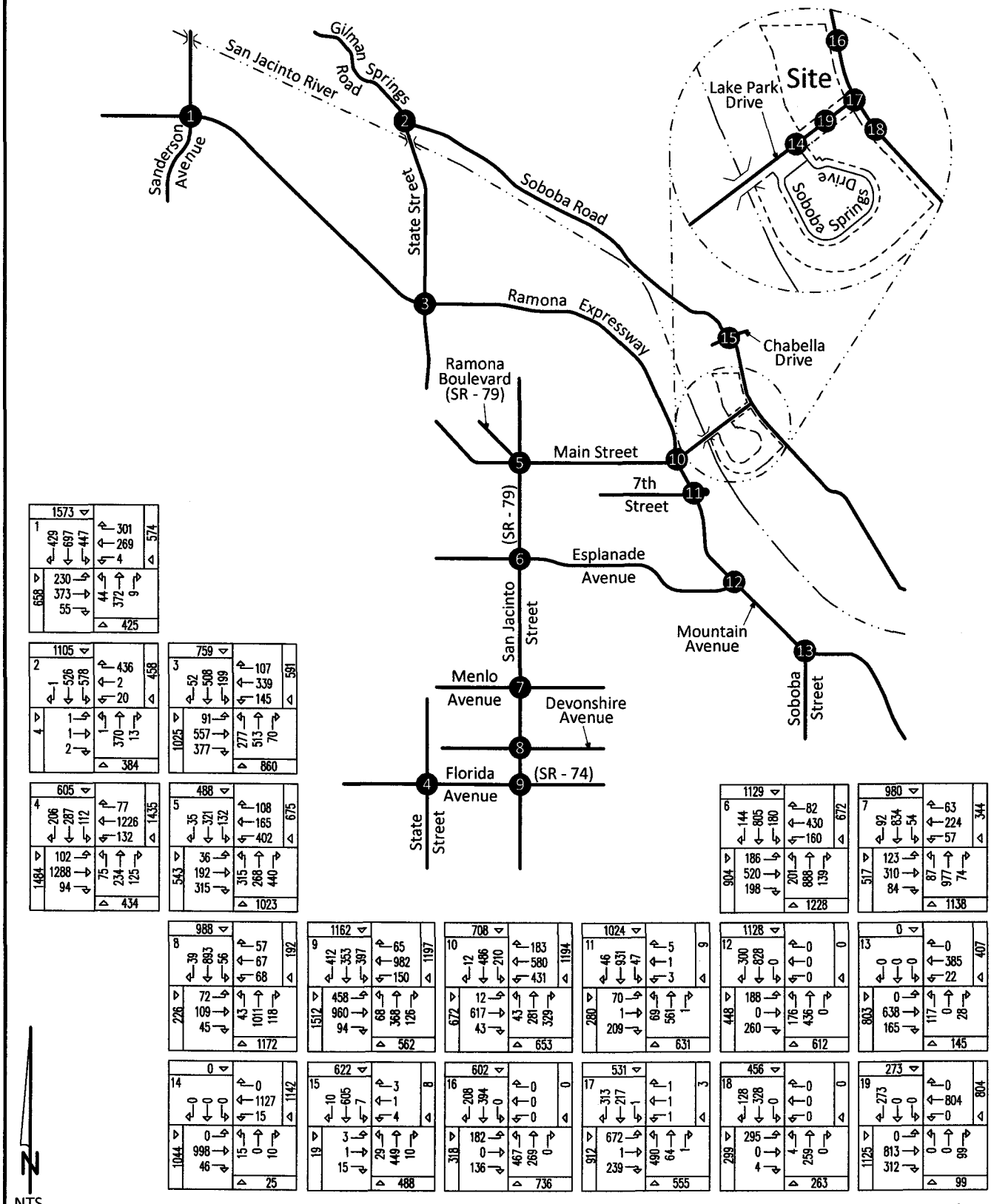


4030d/57

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 58
Opening Year (2010) With Project - Proposed Action "B"
Evening Peak Hour Intersection Turning Movement Volumes

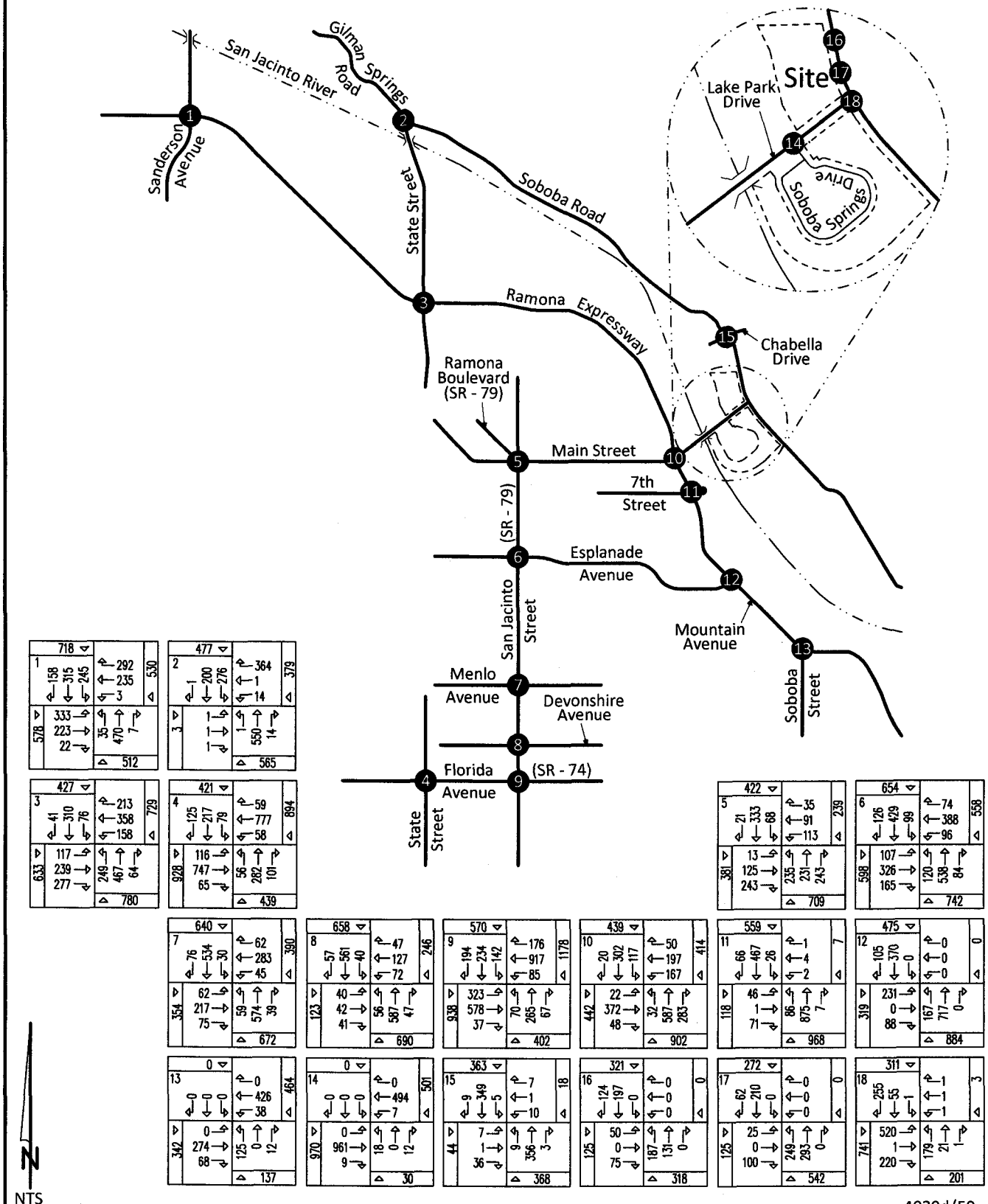


4030d/58

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 59
Opening Year (2010) With Project - Alternative 1
Morning Peak Hour Intersection Turning Movement Volumes

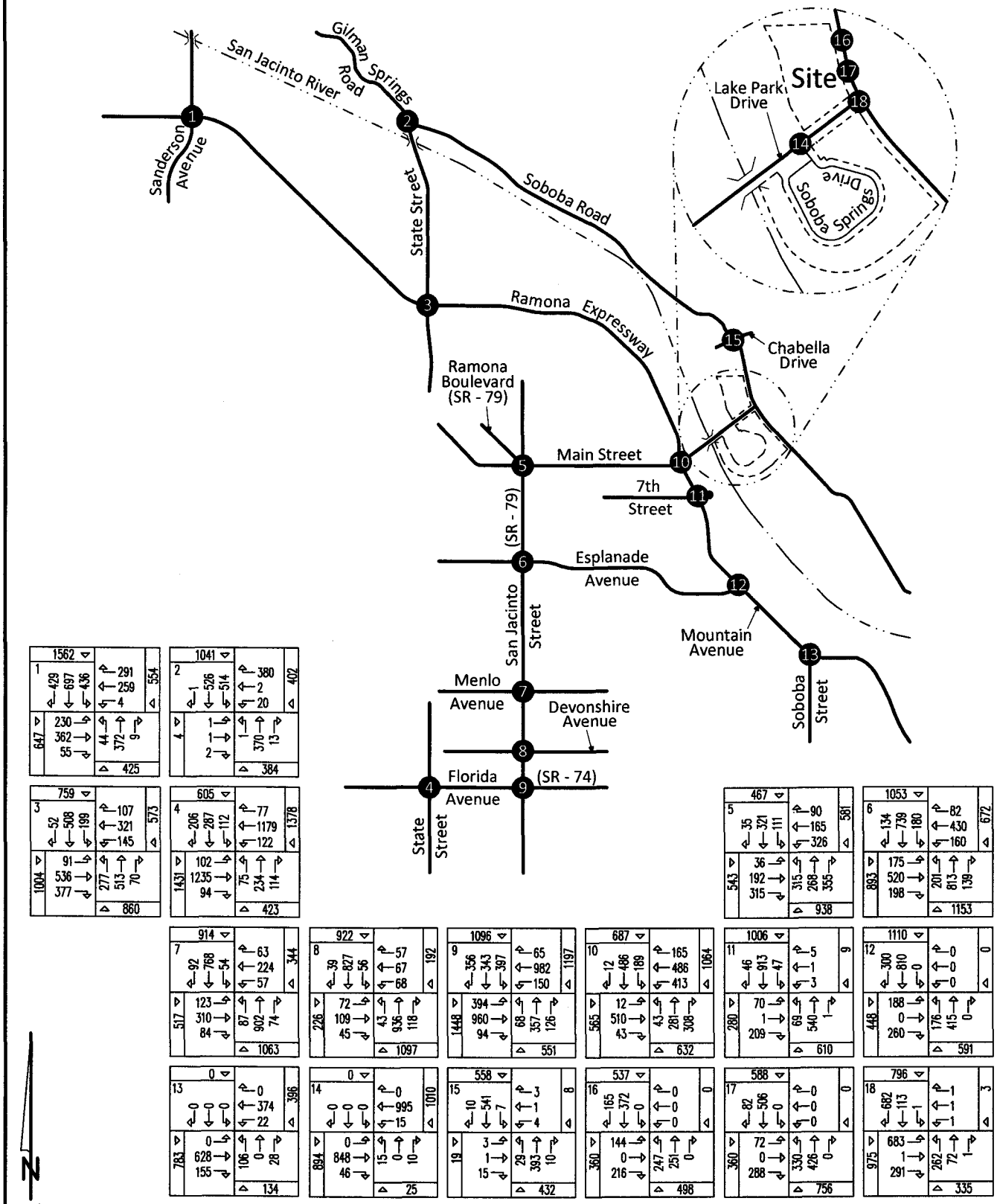


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/59

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 60
Opening Year (2010) With Project - Alternative 1
Evening Peak Hour Intersection Turning Movement Volumes

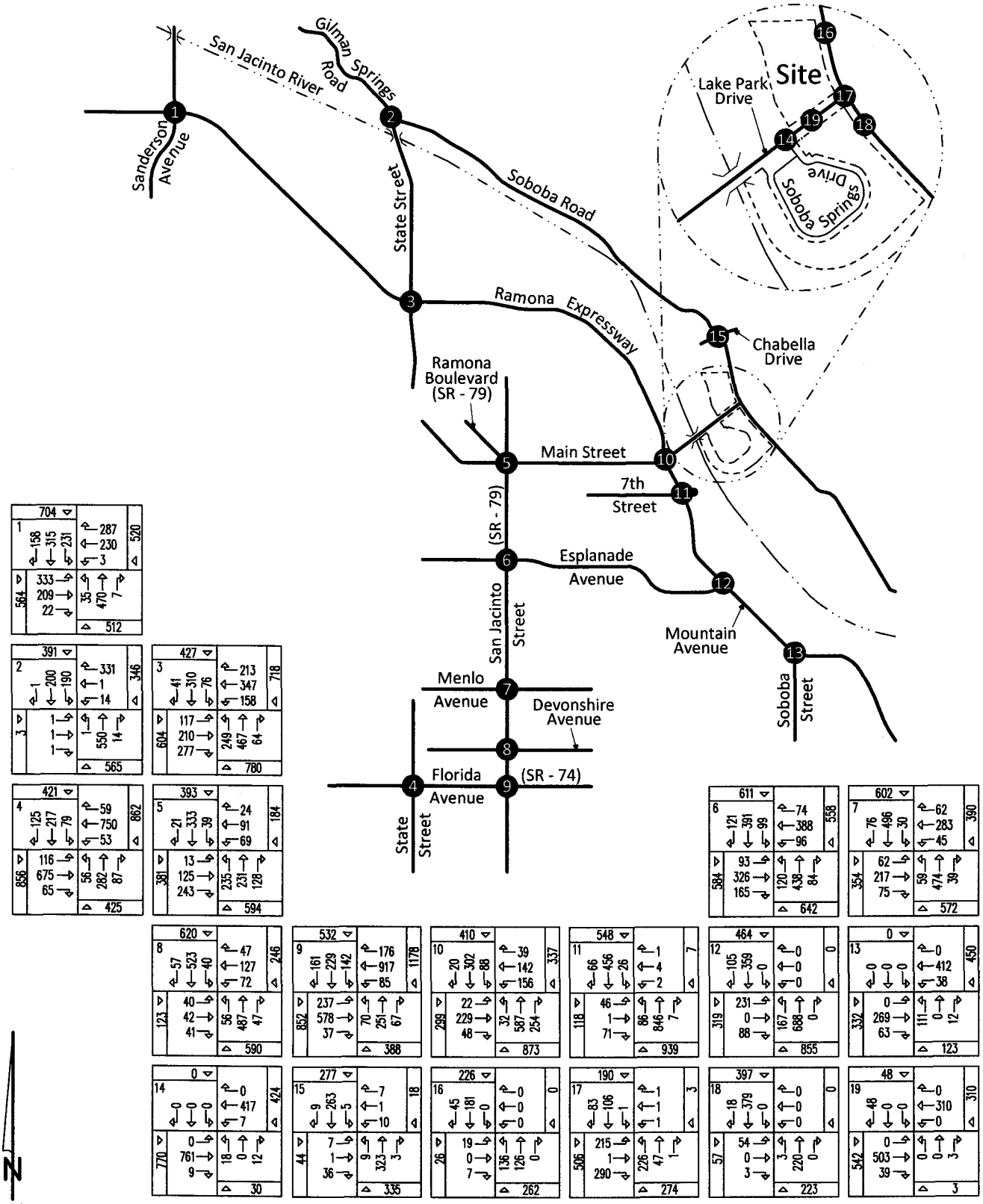


4030d/60

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 61
Opening Year (2010) With Project - Alternative 2
Morning Peak Hour Intersection Turning Movement Volumes

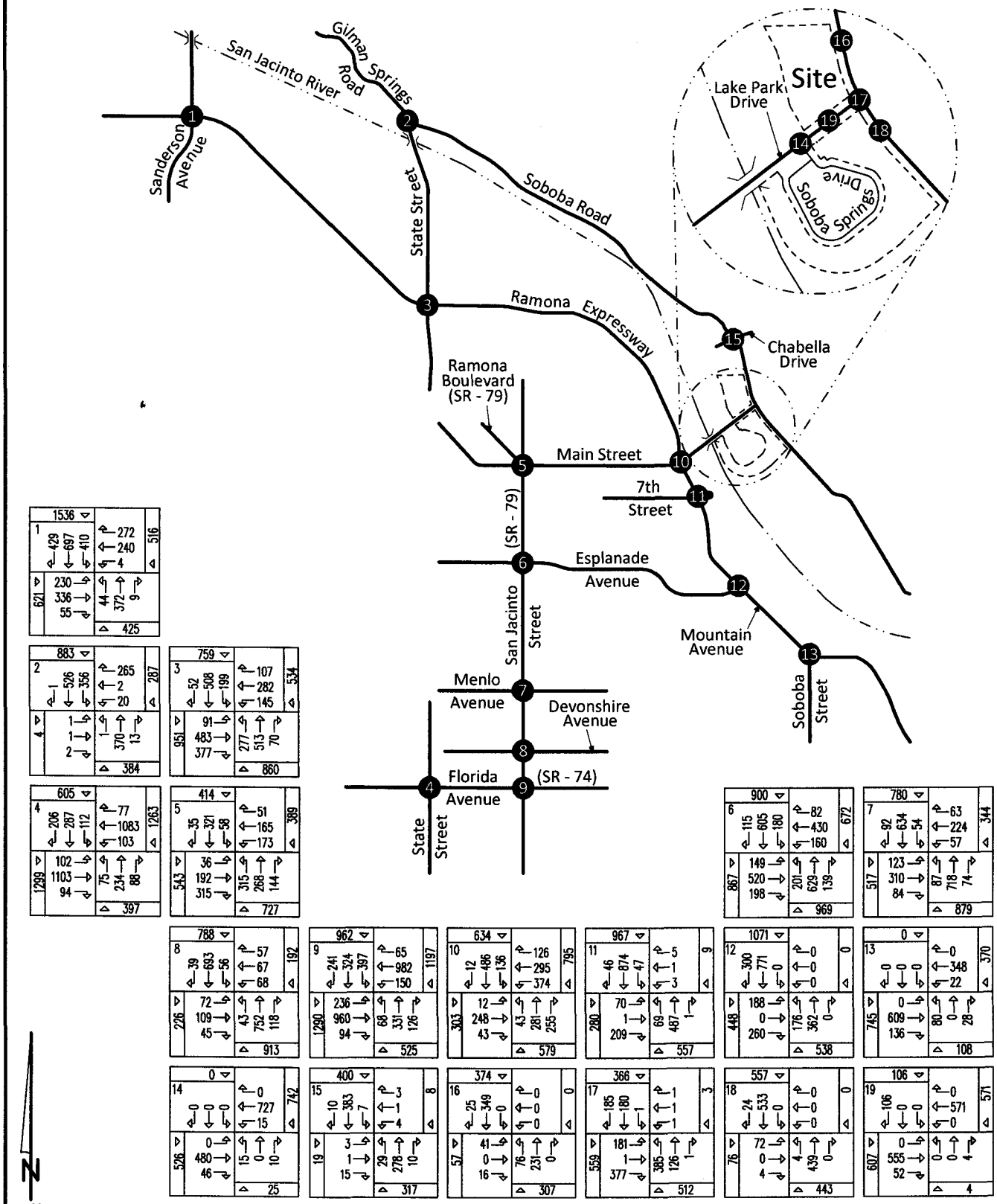


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/61

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 62
Opening Year (2010) With Project - Alternative 2
Evening Peak Hour Intersection Turning Movement Volumes

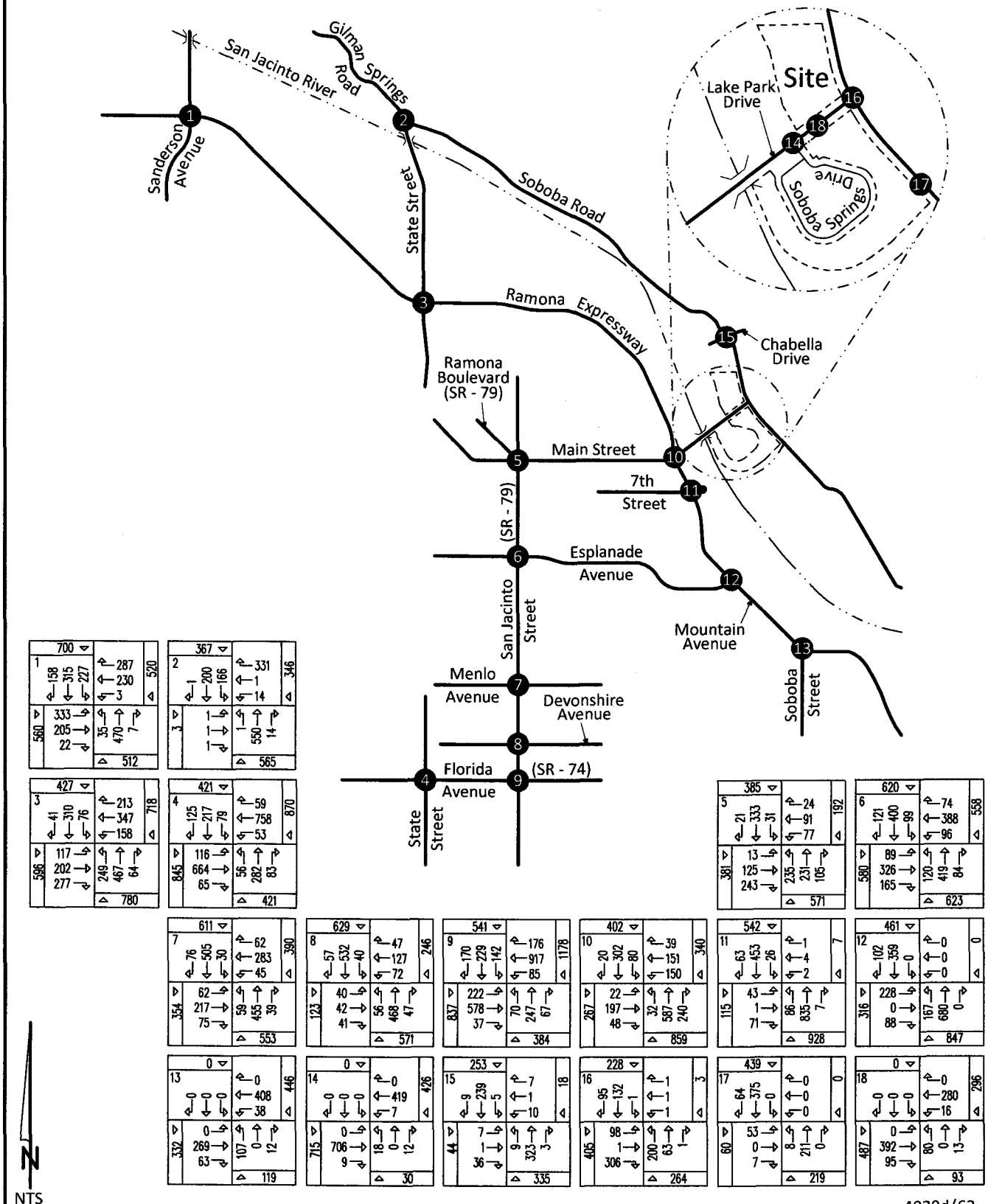


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/62

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 63
Opening Year (2010) With Project - Alternative 3
Morning Peak Hour Intersection Turning Movement Volumes

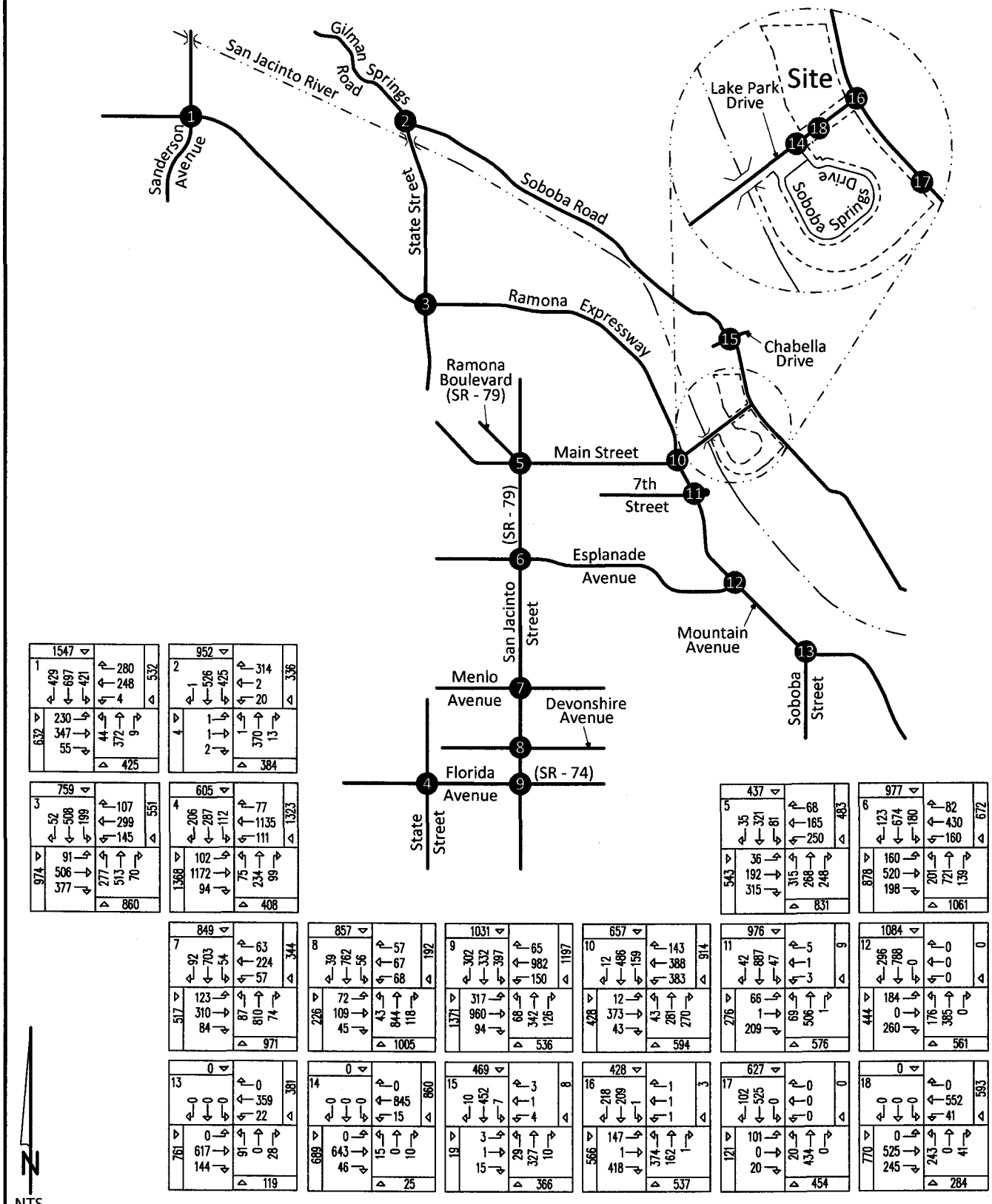


KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/63

Figure 64
Opening Year (2010) With Project - Alternative 3
Evening Peak Hour Intersection Turning Movement Volumes

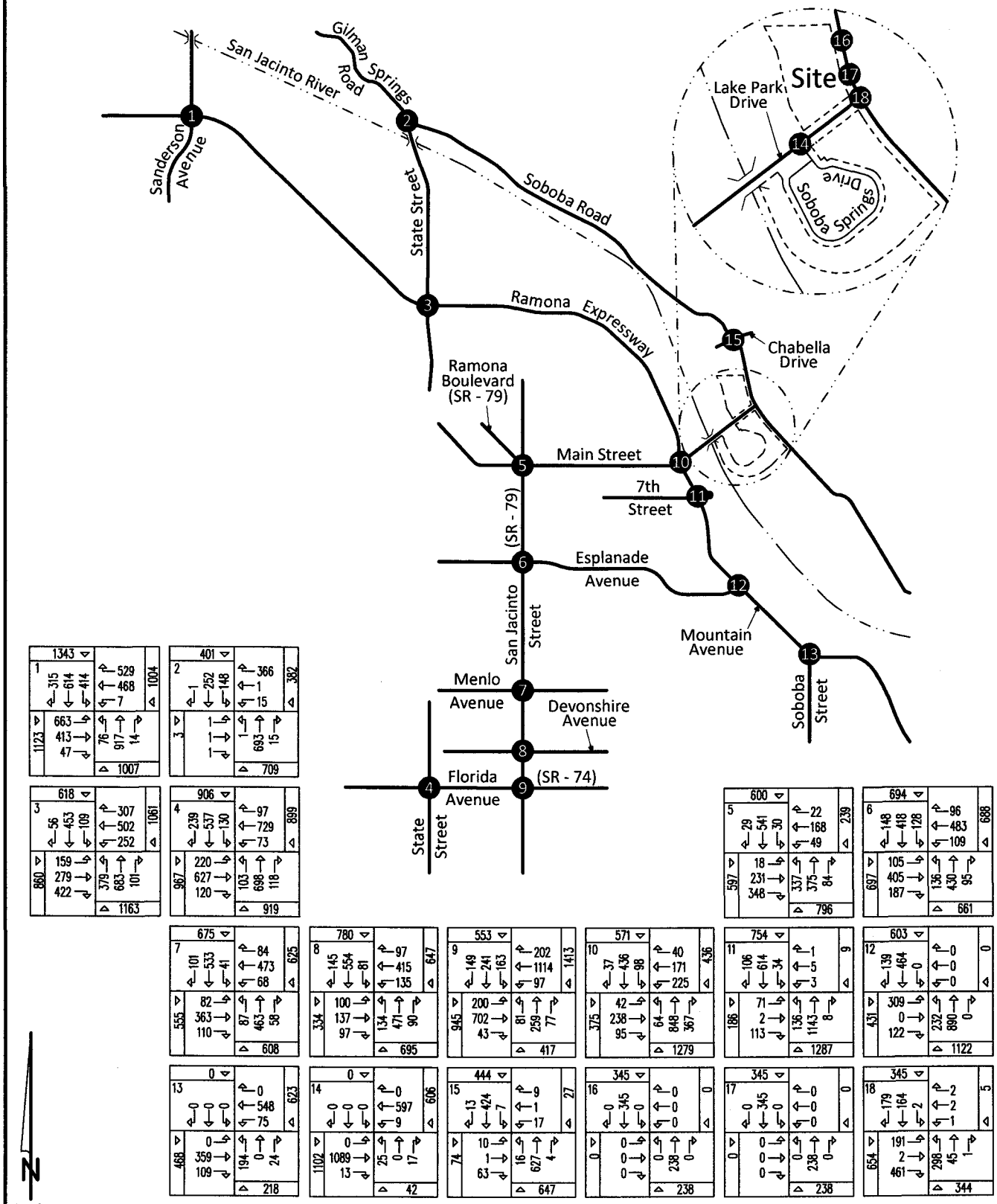


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/64

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 65
Year 2025 Without Project - No Action
Morning Peak Hour Intersection Turning Movement Volumes

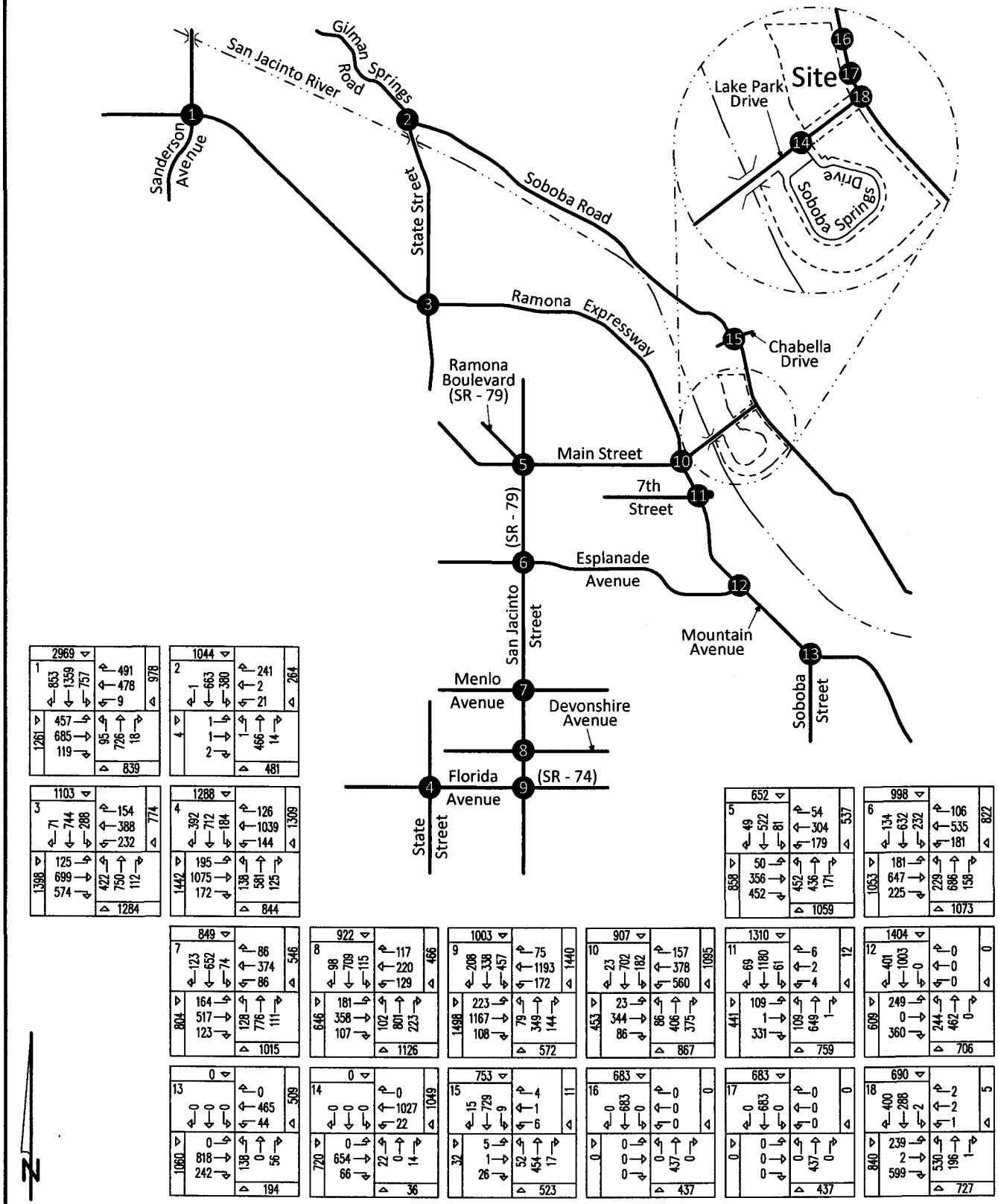


4030d/65

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 66
Year 2025 Without Project - No Action
Evening Peak Hour Intersection Turning Movement Volumes

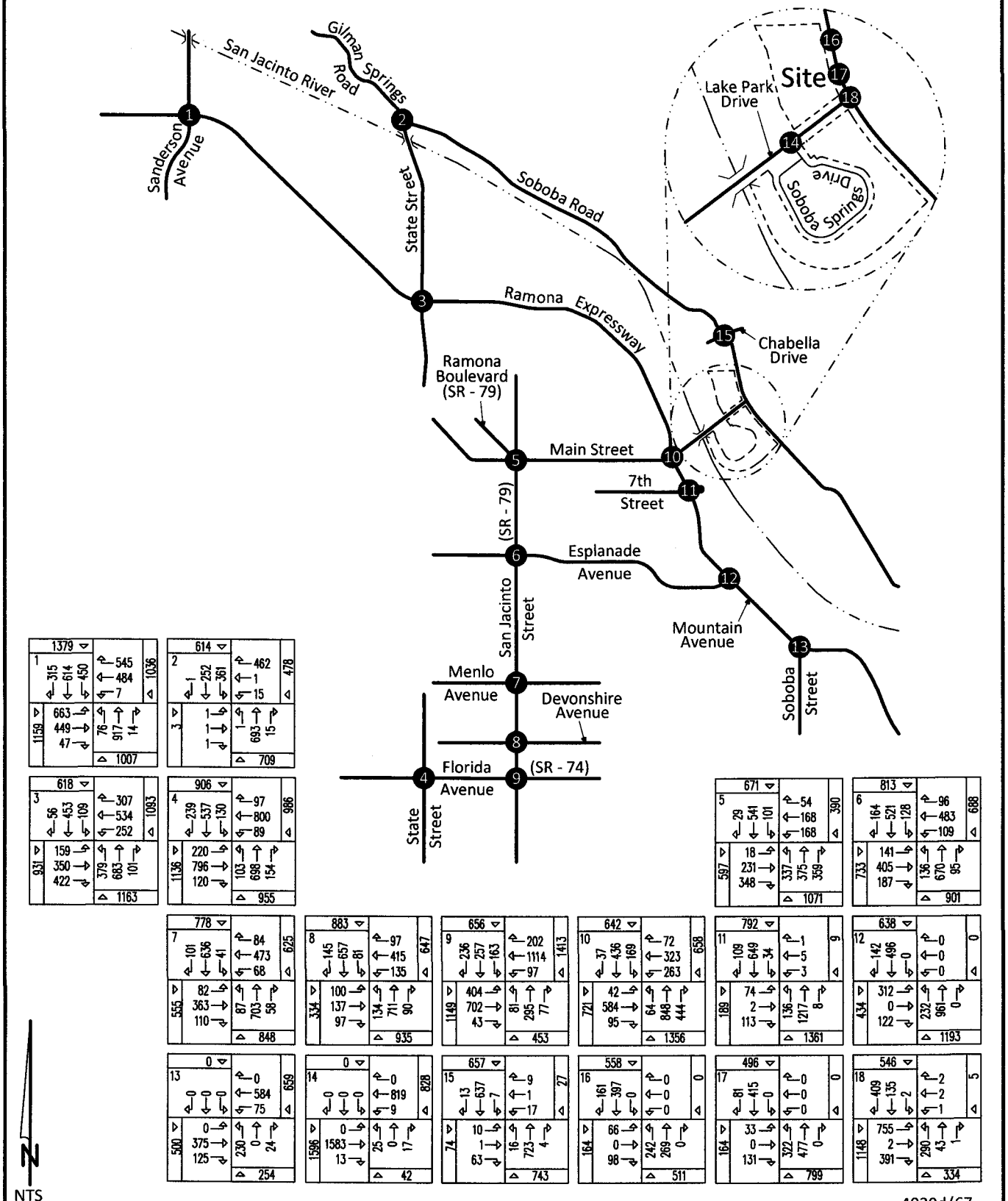


4030d/66

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 67
Year 2025 With Project - Proposed Action "A"
Morning Peak Hour Intersection Turning Movement Volumes

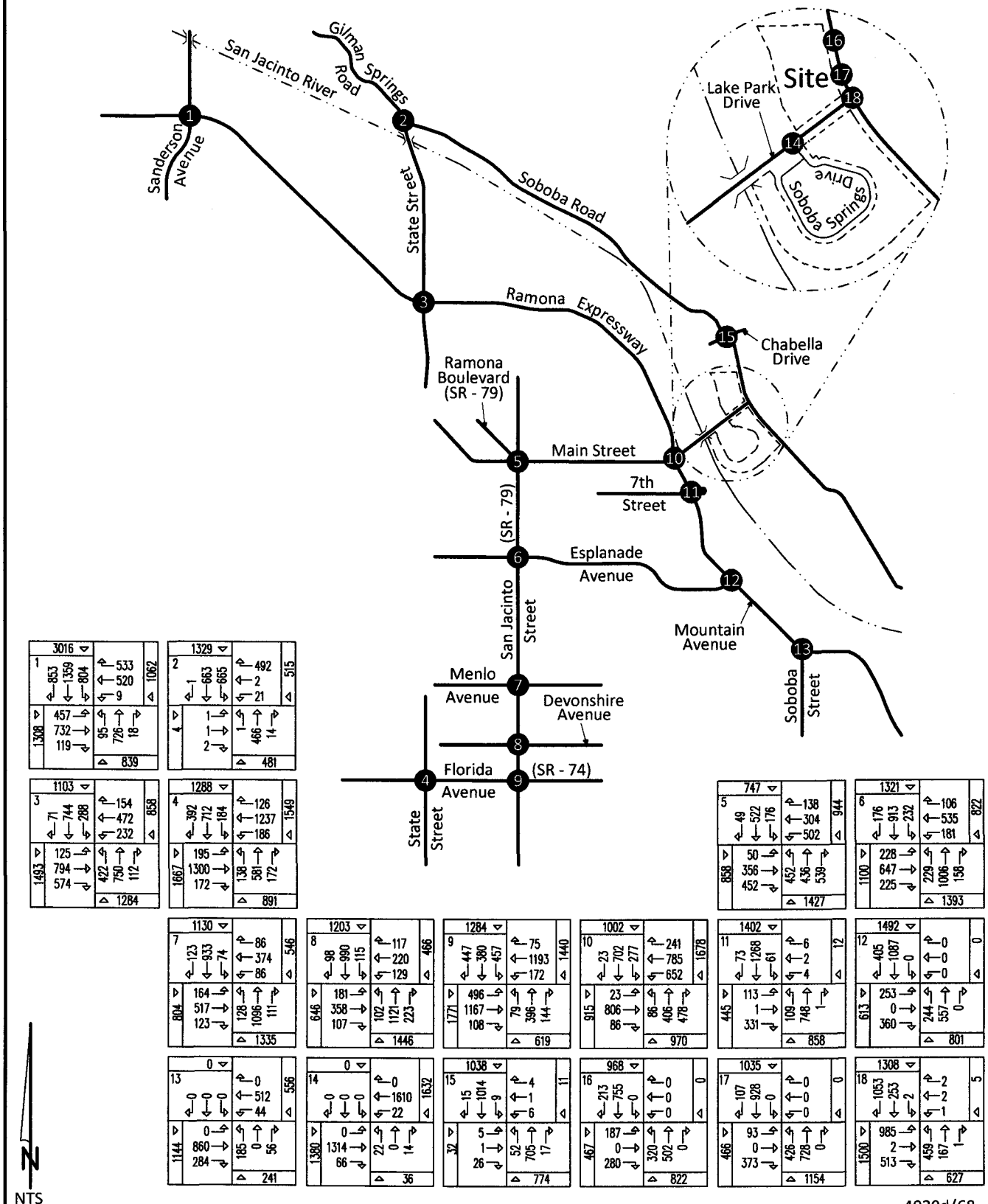


KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/67

Figure 68
Year 2025 With Project - Proposed Action "A"
Evening Peak Hour Intersection Turning Movement Volumes

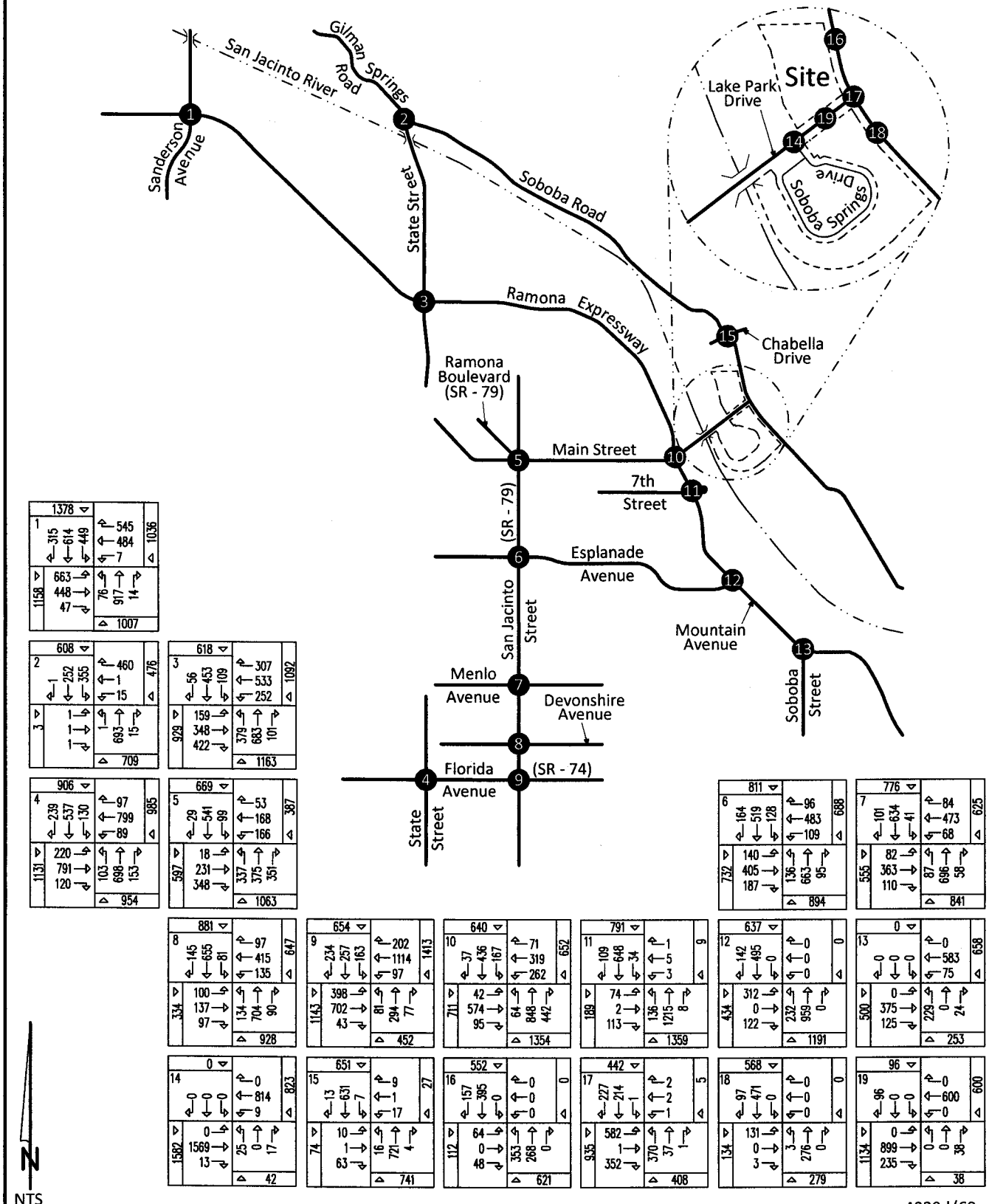


KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/68

Figure 69
Year 2025 With Project - Proposed Action "B"
Morning Peak Hour Intersection Turning Movement Volumes

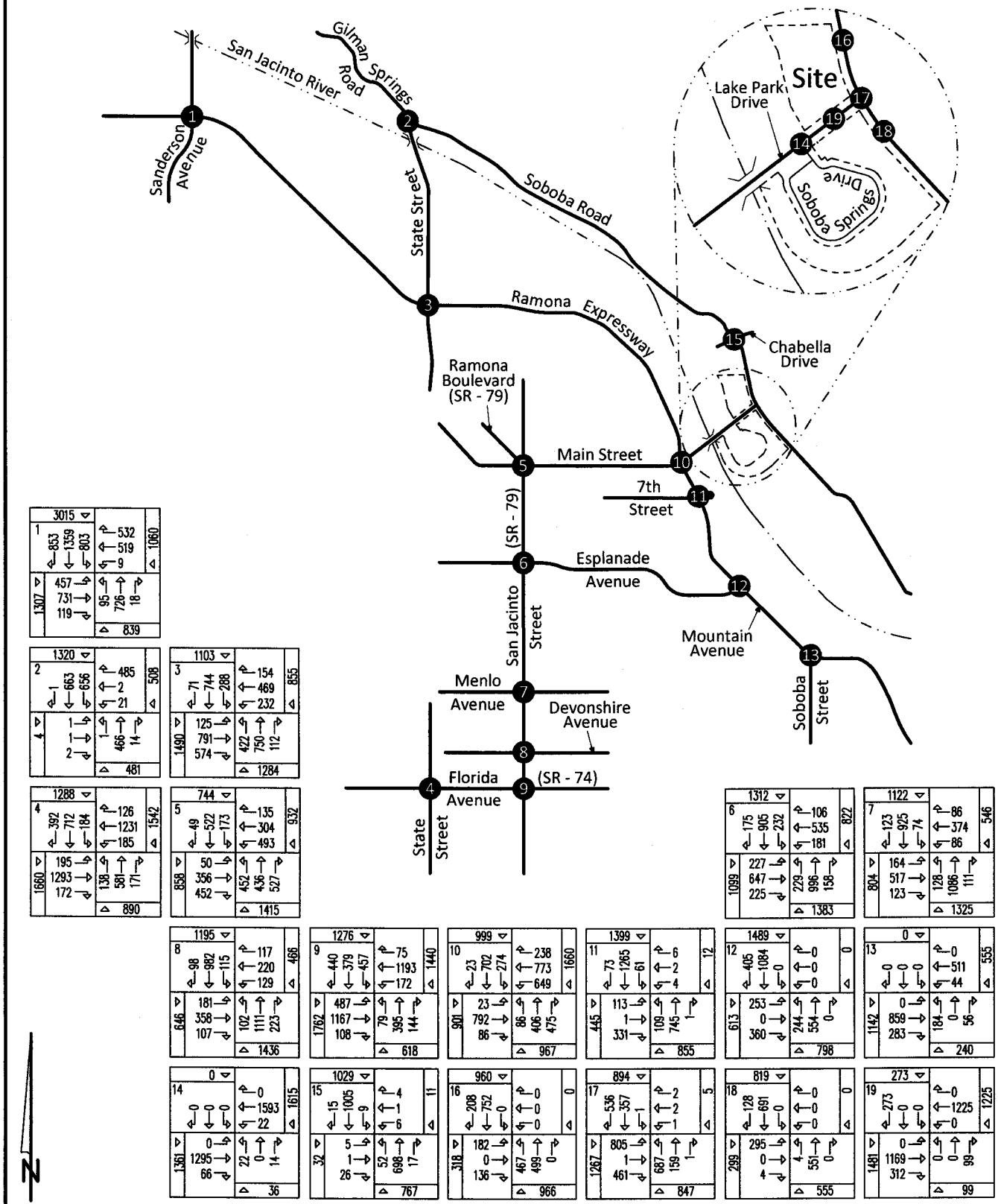


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/69

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 70
Year 2025 With Project - Proposed Action "B"
Evening Peak Hour Intersection Turning Movement Volumes

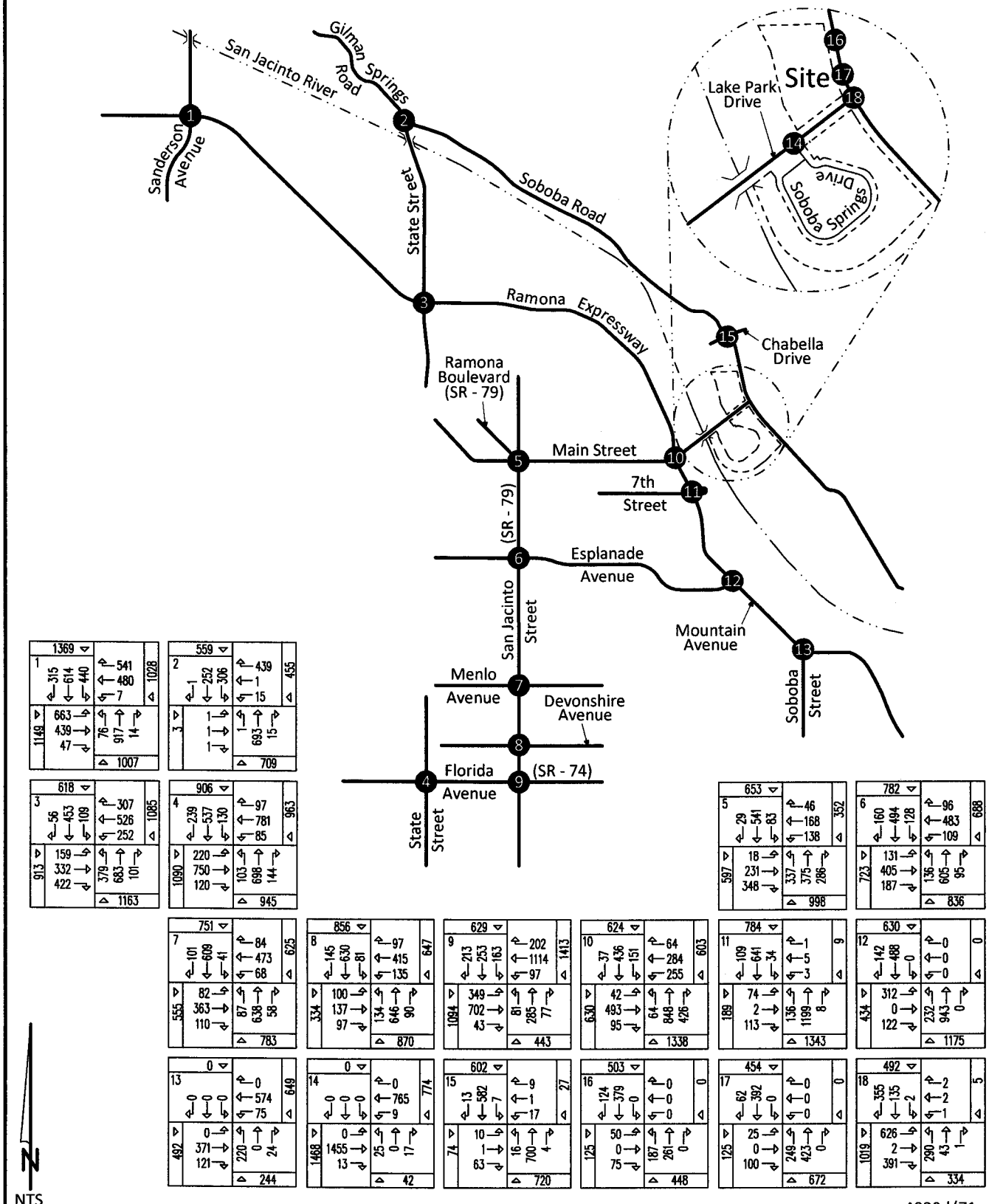


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/70

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 71
Year 2025 With Project - Alternative 1
Morning Peak Hour Intersection Turning Movement Volumes

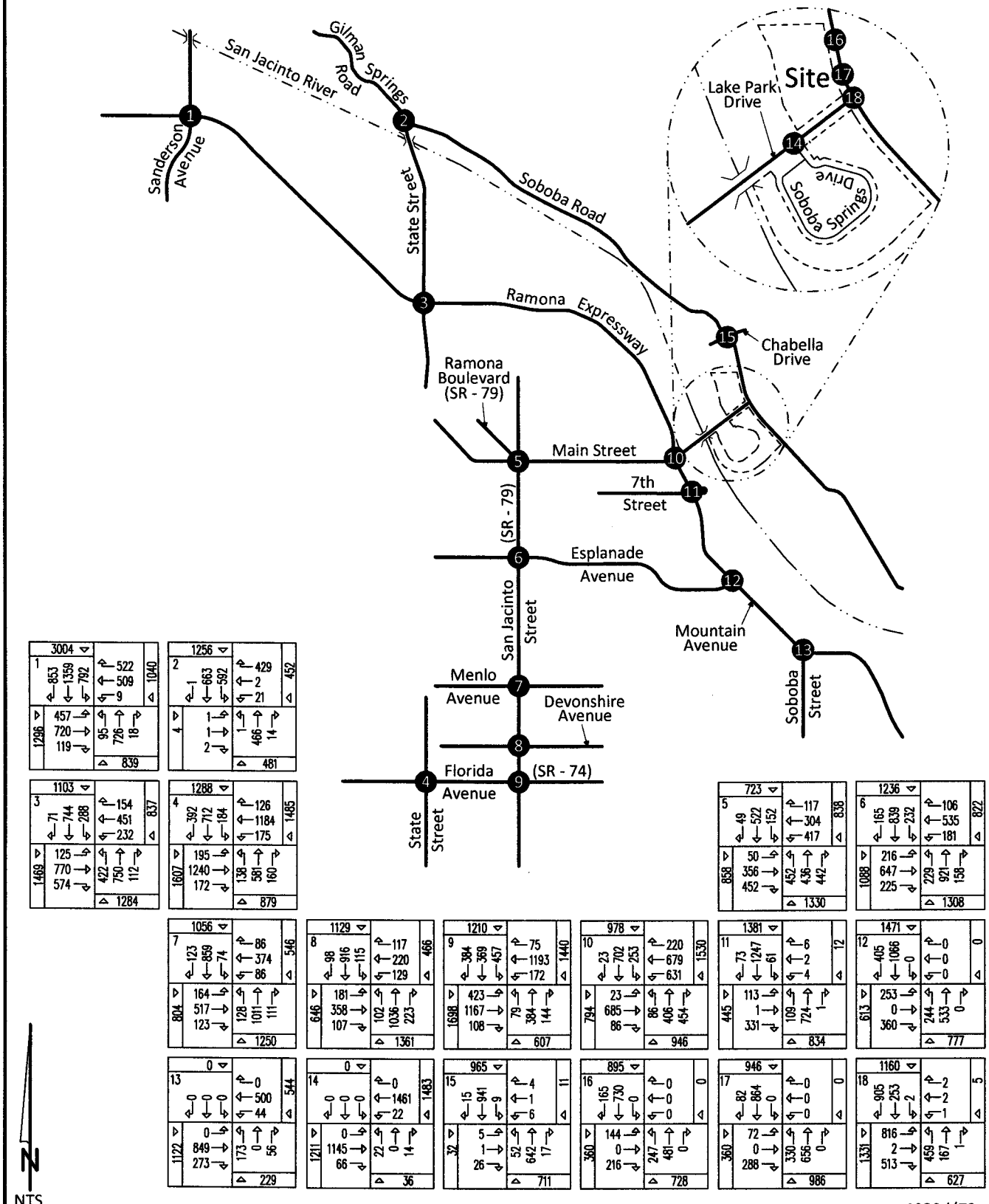


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/71

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 72
Year 2025 With Project - Alternative 1
Evening Peak Hour Intersection Turning Movement Volumes

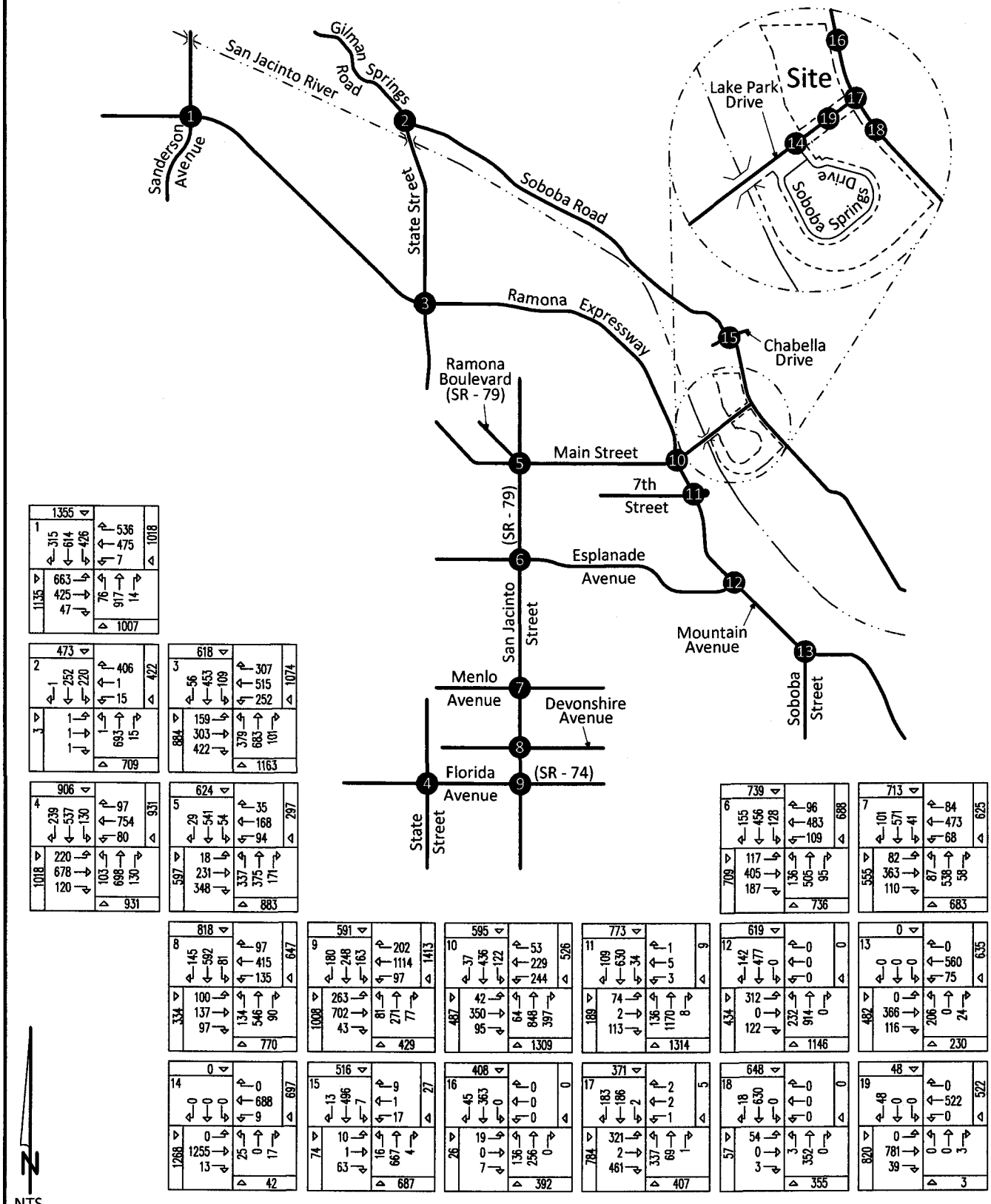


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/72

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 73
Year 2025 With Project - Alternative 2
Morning Peak Hour Intersection Turning Movement Volumes

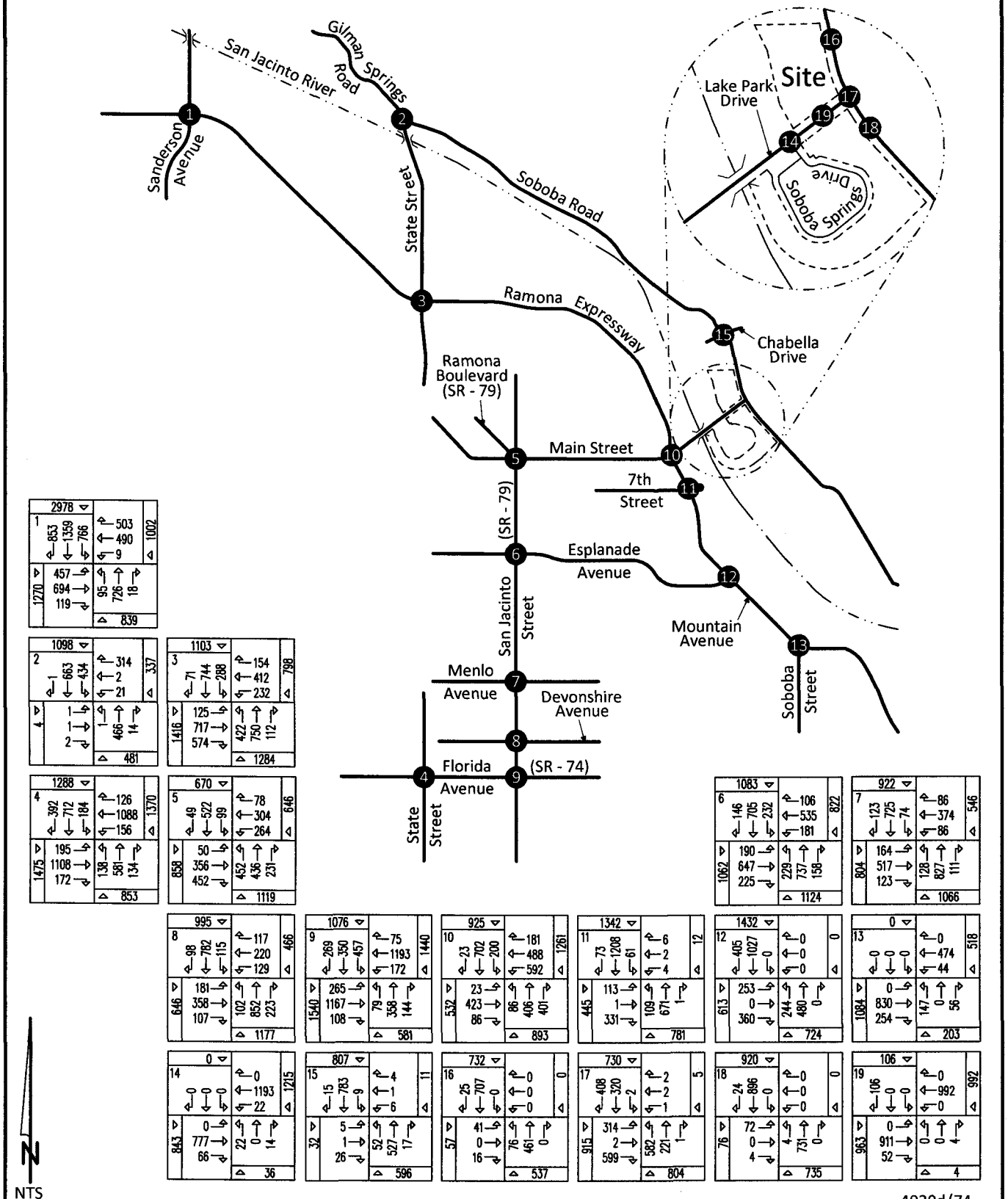


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/73

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 74
Year 2025 With Project - Alternative 2
Evening Peak Hour Intersection Turning Movement Volumes

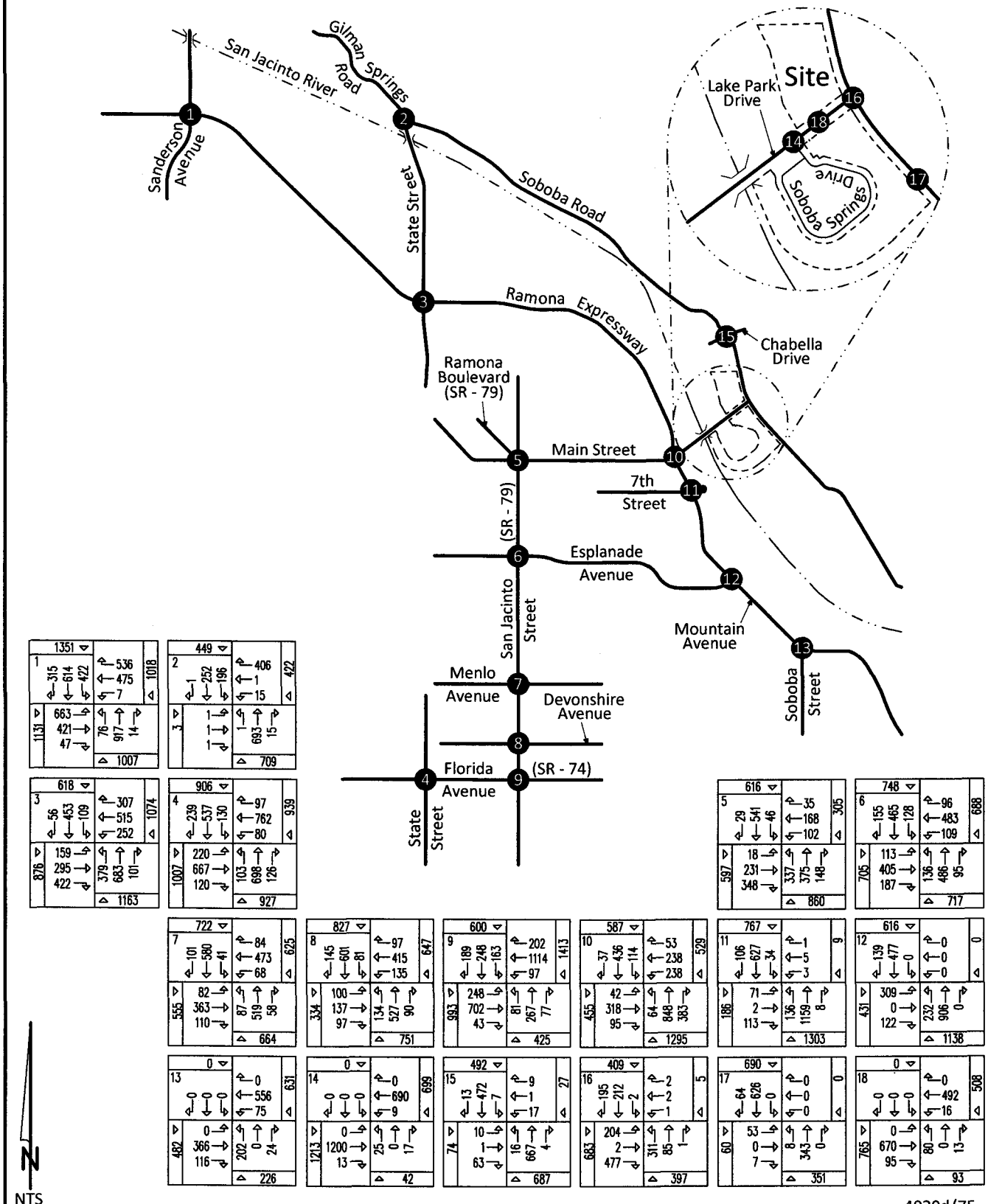


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/74

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 75
Year 2025 With Project - Alternative 3
Morning Peak Hour Intersection Turning Movement Volumes

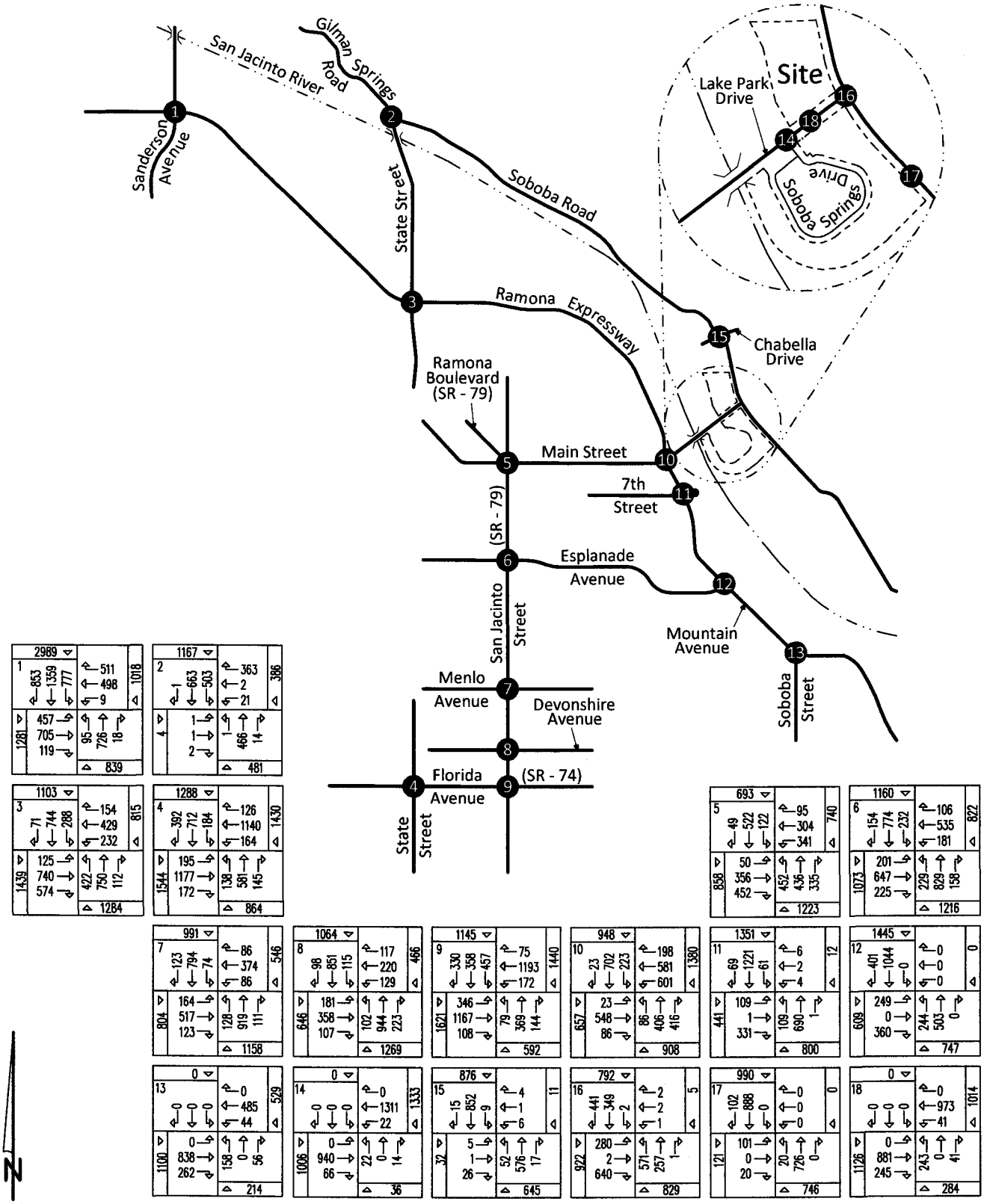


KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

4030d/75

Figure 76
Year 2025 With Project - Alternative 3
Evening Peak Hour Intersection Turning Movement Volumes



KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

4030d/76

OVER 30 YEARS OF EXCELLENT SERVICE

VI. Findings and Conclusions

A. Site Access

The proposed Proposed Action "A" will have access to Soboba Road. The proposed Proposed Action "B" will have access to Lake Park Drive and Soboba Road. The proposed Alternative 1 will have access to Soboba Road. The proposed Alternative 2 will have access to Lake Park Drive and Soboba Road. The proposed Alternative 3 will have access to Lake Park Drive and Soboba Road.

B. Traffic Impacts

For Existing traffic conditions, traffic signals appear to currently be warranted at the following study area intersections (see Appendix D):

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2

Ramona Expressway (NS) at:
7th Street (EW) - #11

Soboba Road (NS) at:
Lake Park Drive (EW) - #18

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

The proposed development (Proposed Action "A") is projected to generate a total of approximately 22,525 daily vehicle trips, 1,253 of which will occur during the morning peak hour and 2,159 of which will occur during the evening peak hour (see Table 3).

The existing casino at 23333 Soboba Road generates approximately 2,957 daily vehicle trips, 222 vehicles per hour occurs during the morning peak hour and 372 vehicles per hour occurs during the evening peak hour (see Table 3).

The proposed relocation of the casino to the project site is projected to generate approximately 19,568 more daily vehicle trips, 1,031 more vehicles per hour will occur during the morning peak hour, and 1,787 more vehicles per hour will occur during the evening peak hour (see Table 3).

The proposed development (Proposed Action "B") is projected to generate a total of approximately 22,179 daily vehicle trips, 1,226 of which will occur during the morning peak hour and 2,107 of which will occur during the evening peak hour (see Table 4).

The existing casino at 23333 Soboba Road generates approximately 2,957 daily vehicle trips, 222 vehicles per hour occurs during the morning peak hour and 372 vehicles per hour occurs during the evening peak hour (see Table 4).

The proposed relocation of the casino to the project site is projected to generate approximately 19,222 more daily vehicle trips, 1,004 more vehicles per hour will occur during the morning peak hour, and 1,735 more vehicles per hour will occur during the evening peak hour (see Table 4).

The proposed development (Alternative 1) is projected to generate a total of approximately 17,983 daily vehicle trips, 993 of which will occur during the morning peak hour and 1,705 of which will occur during the evening peak hour (see Table 5).

The existing casino at 23333 Soboba Road generates approximately 2,957 daily vehicle trips, 222 vehicles per hour occurs during the morning peak hour and 372 vehicles per hour occurs during the evening peak hour (see Table 5).

The proposed relocation of the casino to the project site is projected to generate approximately 15,026 more daily vehicle trips, 771 more vehicles per hour will occur during the morning peak hour, and 1,333 more vehicles per hour will occur during the evening peak hour (see Table 5).

The proposed development (Alternative 2) is projected to generate a total of approximately 5,304 daily vehicle trips, 375 of which will occur during the morning peak hour and 424 of which will occur during the evening peak hour (see Table 6).

The proposed development (Alternative 3) is projected to generate a total of approximately 9,095 daily vehicle trips, 292 of which will occur during the morning peak hour and 814 of which will occur during the evening peak hour (see Table 7).

For Opening Year (2010) Without Project – No Action traffic conditions, a traffic signal is projected to be warranted at the following additional study area intersection (see Appendix D):

Soboba Street (NS) at:
Mountain Avenue (EW) - #13

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

A traffic signal is not projected to be warranted at the following study area intersection for Opening Year (2010) With Project (Proposed Action "A", Proposed Action "B", and Alternative 1) traffic conditions (see Appendix D):

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Based on the intersection analysis tool known as the Delay Methodology, the intersection of Soboba Springs Drive/Lake Park Drive is projected to operate at an unacceptable Level of Service during the peak hours as an unsignalized intersection for Year 2025 With Project (Proposed Action "A", Proposed Action "B", and Alternative 1) traffic conditions. If it was signalized, the Delay Methodology would indicate that the intersection would operate at acceptable Levels of Service (see Tables 15 to 17). However, based on traffic signal warrants, and directly considering the intersection volumes, a traffic signal is not warranted.

It should be noted that the Delay Methodology assumes that the amount of delay acceptable for an unsignalized intersection is substantially less than for a signalized intersection. For instance, Level of Service D for an unsignalized intersection may have 35.0 seconds of delay for any one movement, while an average of 55.0 seconds of delay is acceptable for all movements combined at a signalized intersection. Level of Service E for an unsignalized intersection may have 50.0 seconds of delay for any one movement, while an average of 80.0 seconds of delay is acceptable for all movements combined at a signalized intersection. It can be seen that the Delay Method is inconsistent in the amount of delay that is acceptable for an unsignalized intersection and signalized intersection.

The traffic signal warrant methodology directly addresses whether a traffic signal should be installed or not, where as one of the byproducts of the Delay Methodology implies that a traffic signal is needed. The traffic signal warrants are based on years of experience, are time tested, industry standards, and are recognized by the Federal Highway Administration and the California Department of Transportation as the appropriate method of determining whether a traffic signal is needed or not. The Delay Methodology on the other hand is not recognized by the Federal Highway Administration and the California Department of Transportation as a valid methodology for determining whether a traffic signal is needed or not.

Therefore, the two methodologies produce different and contradictory conclusions to the question of whether a traffic signal is needed or not. Of the two methodologies, Kunzman Associates, Inc. believes the traffic signal warrant methodology should take precedence and a traffic signal should not be installed for Year 2025 With Project (Proposed Action "A", Proposed Action "B", and Alternative 1) traffic conditions.

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Opening Year (2010) With Project – Proposed Action "A" traffic conditions, traffic signals are projected to be warranted at the following study area intersections (see Appendix D):

Soboba Road (NS) at:
- Project North Entrance (EW) - #16
- Project South Entrance (EW) - #17

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as

specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Opening Year (2010) With Project – Proposed Action "B" traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix D):

Soboba Road (NS) at:
- Project North Access (EW) - #16
- Project South Access (EW) - #18

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Opening Year (2010) With Project – Alternative 1 traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix D):

Soboba Road (NS) at:
- Project North Access (EW) - #16
- Project South Access (EW) - #17

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Opening Year (2010) With Project – Alternative 3 traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix D):

Soboba Road (NS) at:
- Project Access (EW) - #17

Project Access (NS) at:
- Lake Park Drive (EW) - #18

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

A traffic signal is not projected to be warranted at the following study area intersection for Year 2025 With Project (all alternatives) traffic conditions (see Appendix D):

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14

Based on the intersection analysis tool known as the Delay Methodology, the intersection of Soboba Springs Drive/Lake Park Drive is projected to operate at an unacceptable Level of Service during the peak hours as an unsignalized intersection for Year 2025 With Project (all alternatives) traffic conditions. If it was signalized, the Delay Methodology would indicate that the intersection would operate at acceptable Levels of Service (see Tables 27 to 31). However, based on traffic signal warrants, and directly considering the intersection volumes, a traffic signal is not warranted.

It should be noted that the Delay Methodology assumes that the amount of delay acceptable for an unsignalized intersection is substantially less than for a signalized intersection. For instance, Level of Service D for an unsignalized intersection may have 35.0 seconds of delay for any one movement, while an average of 55.0 seconds of delay is acceptable for all movements combined at a signalized intersection. Level of Service E for an unsignalized intersection may have 50.0 seconds of delay for any one movement, while an average of 80.0 seconds of delay is acceptable for all movements combined at a signalized intersection. It can be seen that the Delay Method is inconsistent in the amount of delay that is acceptable for an unsignalized intersection and signalized intersection.

The traffic signal warrant methodology directly addresses whether a traffic signal should be installed or not, where as one of the byproducts of the Delay Methodology implies that a traffic signal is needed. The traffic signal warrants are based on years of experience, are time tested, industry standards, and are recognized by the Federal Highway Administration and the California Department of Transportation as the appropriate method of determining whether a traffic signal is needed or not. The Delay Methodology on the other hand is not recognized by the Federal Highway Administration and the California Department of Transportation as a valid methodology for determining whether a traffic signal is needed or not.

Therefore, the two methodologies produce different and contradictory conclusions to the question of whether a traffic signal is needed or not. Of the two methodologies, Kunzman Associates, Inc. believes the traffic signal warrant methodology should take precedence and a traffic signal should not be installed for Year 2025 With Project (all alternatives) traffic conditions.

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

For Year 2025 With Project – Alternative 2 traffic conditions, a traffic signal is projected to be warranted at the following additional study area intersection (see Appendix D):

Soboba Road (NS) at:
Project South Access (EW) - #18

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

C. Need for Improvements Off-Site to Achieve Required Level of Service

Pursuant to City of San Jacinto requirements, for Opening Year (2010) with project – Proposed Action traffic conditions and with improvements, the study area intersections and roadway segments are projected to operate at acceptable Levels of Service during the peak hours (see Tables 9 and 15).

The following roadway segment improvements are required for Opening Year (2010) with project - Proposed Action "A" traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Secondary

Soboba Road, between Gilman Springs Road and Lake Park Drive:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:
- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:
- 4 Lane Major

The following intersection improvements are required for Opening Year (2010) with project - Proposed Action "A" traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Traffic Signal

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
- Northbound Right Turn Lane
- Additional Southbound Through Lane
- Two Westbound Left Turn Lanes

Florida Avenue (EW) - #9
- Additional Southbound Left Turn Lane
- Southbound Right Turn Overlap
- Additional Westbound Through Lane

Ramona Expressway (NS) at:

Main Street/Lake Park Drive (EW) - #10

- Additional Southbound Left Turn Lane

7th Street (EW) - #11

- Traffic Signal

Soboba Street (NS) at:

Mountain Avenue (EW) - #13

- Traffic Signal

Soboba Springs Drive (NS) at:

Lake Park Drive (EW) - #14

- Two-way Left Turn Median

Soboba Road (NS) at:

Lake Park Drive (EW) - #18

- Northbound Left Turn Lane
- Two Southbound Right Turn Lanes
- Additional Eastbound Left Turn Lane
- Traffic Signal

Pursuant to City of San Jacinto requirements, for Opening Year (2010) with project – Proposed Action "B" traffic conditions and with improvements, the study area intersections and roadway segments are projected to operate at acceptable Levels of Service during the peak hours (see Tables 10 and 16).

The following roadway segment improvements are required for Opening Year (2010) with project - Proposed Action "B" traffic conditions:

Gilman Springs Road, north of Soboba Road:

- 4 Lane Secondary

Soboba Road, between Gilman Springs Road and Lake Park Drive:

- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:

- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:

- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:

- 4 Lane Major

The following intersection improvements are required for Opening Year (2010) with project - Proposed Action "B" traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Traffic Signal

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
- Northbound Right Turn Lane
- Additional Southbound Through Lane
- Two Westbound Left Turn Lanes

Florida Avenue (EW) - #9
- Additional Southbound Left Turn Lane
- Southbound Right Turn Overlap
- Additional Westbound Through Lane

Ramona Expressway (NS) at:
Main Street/Lake Park Drive (EW) - #10
- Additional Southbound Left Turn Lane

7th Street (EW) - #11
- Traffic Signal

Soboba Street (NS) at:
Mountain Avenue (EW) - #13
- Traffic Signal

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14
- Two-way Left Turn Median

Soboba Road (NS) at:
Lake Park Drive (EW) - #17
- Northbound Left Turn Lane
- Southbound Left Turn Lane
- Two Southbound Right Turn Lanes
- Additional Eastbound Left Turn Lane
- Traffic Signal

Pursuant to City of San Jacinto requirements, for Opening Year (2010) with project – Alternative 1 traffic conditions and with improvements, the study area intersections and roadway segments are projected to operate at acceptable Levels of Service during the peak hours (see Tables 11 and 17).

The following roadway segment improvements are required for Opening Year (2010) with project - Alternative 1 traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Secondary

Soboba Road, between Gilman Springs Road and Lake Park Drive:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:
- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:
- 4 Lane Major

The following intersection improvements are required for Opening Year (2010) with project - Alternative 1 traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Traffic Signal

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
- Northbound Right Turn Lane
- Westbound Left Turn Lane

Florida Avenue (EW) - #9
- Additional Southbound Left Turn Lane
- Additional Westbound Through Lane

Ramona Expressway (NS) at:
7th Street (EW) - #11
- Traffic Signal

Soboba Street (NS) at:
Mountain Avenue (EW) - #13
- Traffic Signal

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14
- Two-way Left Turn Median

Soboba Road (NS) at:
Lake Park Drive (EW) - #18
- Northbound Left Turn Lane
- Two Southbound Right Turn Lanes
- Additional Eastbound Left Turn Lane
- Traffic Signal

Pursuant to City of San Jacinto requirements, for Opening Year (2010) with project – Alternative 2 traffic conditions and with improvements, the study area intersections and roadway segments are projected to operate at acceptable Levels of Service during the peak hours (see Tables 12 and 18).

The following roadway segment improvements are required for Opening Year (2010) with project - Alternative 2 traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:
- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:
- 4 Lane Major

The following intersection improvements are required for Opening Year (2010) with project - Alternative 2 traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Traffic Signal

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
- Westbound Left Turn Lane
Florida Avenue (EW) - #9
- Additional Southbound Left Turn Lane

Ramona Expressway (NS) at:
7th Street (EW) - #11
- Traffic Signal

Soboba Street (NS) at:
Mountain Avenue (EW) - #13
- Traffic Signal

Soboba Road (NS) at:
Lake Park Drive (EW) - #17
- Northbound Left Turn Lane
- Traffic Signal

Pursuant to City of San Jacinto requirements, for Opening Year (2010) with project – Alternative 3 traffic conditions and with improvements, the study area intersections and

roadway segments are projected to operate at acceptable Levels of Service during the peak hours (see Tables 13 and 19).

The following roadway segment improvements are required for Opening Year (2010) with project - Alternative 3 traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:
- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:
- 4 Lane Major

The following intersection improvements are required for Opening Year (2010) with project - Alternative 3 traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Traffic Signal

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
- Northbound Right Turn Lane
- Westbound Left Turn Lane

Florida Avenue (EW) - #9
- Additional Southbound Left Turn Lane

Ramona Expressway (NS) at:
7th Street (EW) - #11
- Traffic Signal

Soboba Street (NS) at:
Mountain Avenue (EW) - #13
- Traffic Signal

Soboba Road (NS) at:
Lake Park Drive (EW) - #16
- Northbound Left Turn Lane
- Traffic Signal

Pursuant to City of San Jacinto requirements, for Year 2025 with project – Proposed Action "A" traffic conditions and with improvements, the study area intersections and roadway

segments are projected to operate at acceptable Levels of Service during the peak hours (see Tables 21 and 27).

The following roadway segment improvements are required for Year 2025 with project - Proposed Action "A" traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Major

Soboba Road, between Gilman Springs Road and Lake Park Drive:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:
- 6 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:
- 4 Lane Major

The following intersection improvements are required for Year 2025 with project - Proposed Action "A" traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Westbound Right Turn Overlap
- Traffic Signal

State Street (NS) at:
Ramona Expressway (EW) - #3
- Northbound Right Turn Lane
- Eastbound Right Turn Overlap

Florida Avenue (EW) - #4
- Additional Eastbound Through Lane
- Westbound Right Turn Lane

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
- Northbound Right Turn Lane
- Northbound Right Turn Overlap
- Additional Southbound Through Lane
- Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Two Westbound Left Turn Lanes

Florida Avenue (EW) - #9
- Additional Southbound Left Turn Lane
- Southbound Right Turn Overlap

- Additional Eastbound Left Turn Lane
- Additional Westbound Through Lane

Ramona Expressway (NS) at:

Main Street/Lake Park Drive (EW) - #10

- Northbound Right Turn Overlap
- Additional Southbound Left Turn Lane
- Additional Westbound Left Turn Lane

7th Street (EW) - #11

- Traffic Signal

Mountain Avenue (NS) at:

Esplanade Avenue (EW) - #12

- Additional Southbound Through Lane

Soboba Street (NS) at:

Mountain Avenue (EW) - #13

- Traffic Signal

Soboba Springs Drive (NS) at:

Lake Park Drive (EW) - #14

- Additional Eastbound Through Lane
- Additional Westbound Through Lane
- Raised Center Median Allowing Westbound Left Turns

Soboba Road (NS) at:

Chabella Drive (EW) - #15

- Additional Southbound Through Lane
- Restrict East-West Through Traffic

Lake Park Drive (EW) - #18

- Northbound Left Turn Lane
- Southbound Left Turn Lane
- Two Southbound Right Turn Lanes
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Traffic Signal

Pursuant to City of San Jacinto requirements, for Year 2025 with project – Proposed Action "B" traffic conditions and with improvements, the study area intersections and roadway segments are projected to operate at acceptable Levels of Service during the peak hours (see Tables 22 and 28).

The following roadway segment improvements are required for Year 2025 with project - Proposed Action "B" traffic conditions:

Gilman Springs Road, north of Soboba Road:

- 4 Lane Major

Soboba Road, between Gilman Springs Road and Lake Park Drive:

- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:

- 6 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:

- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:

- 4 Lane Major

The following intersection improvements are required for Year 2025 with project - Proposed Action "B" traffic conditions:

State Street/Gilman Springs Road (NS) at:

Soboba Road (EW) - #2

- Westbound Right Turn Overlap
- Traffic Signal

State Street (NS) at:

Ramona Expressway (EW) - #3

- Northbound Right Turn Lane
- Eastbound Right Turn Overlap

Florida Avenue (EW) - #4

- Westbound Right Turn Lane

San Jacinto Street (NS) at:

Ramona Boulevard/Main Street (EW) - #5

- Northbound Right Turn Lane
- Northbound Right Turn Overlap
- Additional Southbound Through Lane
- Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Two Westbound Left Turn Lanes

Florida Avenue (EW) - #9

- Additional Southbound Left Turn Lane
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane
- Additional Westbound Through Lane

Ramona Expressway (NS) at:

Main Street/Lake Park Drive (EW) - #10

- Northbound Right Turn Overlap
- Additional Southbound Left Turn Lane
- Additional Westbound Left Turn Lane

7th Street (EW) - #11

- Traffic Signal

Mountain Avenue (NS) at:
Esplanade Avenue (EW) - #12
- Additional Southbound Through Lane

Soboba Street (NS) at:
Mountain Avenue (EW) - #13
- Traffic Signal

Soboba Springs Drive (NS) at:
Lake Park Drive (EW) - #14
- Additional Eastbound Through Lane
- Additional Westbound Through Lane
- Raised Center Median Allowing Westbound Left Turns

Soboba Road (NS) at:
Chabella Drive (EW) - #15
- Additional Southbound Through Lane
- Restrict East-West Through Traffic

Lake Park Drive (EW) - #17
- Two Northbound Left Turn Lanes
- Southbound Left Turn Lane
- Two Southbound Right Turn Lanes
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Traffic Signal

Pursuant to City of San Jacinto requirements, for Year 2025 with project – Alternative 1 traffic conditions and with improvements, the study area intersections and roadway segments are projected to operate at acceptable Levels of Service during the peak hours (see Tables 23 and 29).

The following roadway segment improvements are required for Year 2025 with project - Alternative 1 traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Major

Soboba Road, between Gilman Springs Road and Lake Park Drive:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:
- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:

- 4 Lane Major

The following intersection improvements are required for Year 2025 with project - Alternative 1 traffic conditions:

State Street/Gilman Springs Road (NS) at:

Soboba Road (EW) - #2

- Westbound Right Turn Overlap
- Traffic Signal

State Street (NS) at:

Ramona Expressway (EW) - #3

- Northbound Right Turn Lane
- Eastbound Right Turn Overlap

Florida Avenue (EW) - #4

- Westbound Right Turn Lane

San Jacinto Street (NS) at:

Ramona Boulevard/Main Street (EW) - #5

- Northbound Right Turn Lane
- Northbound Right Turn Overlap
- Additional Southbound Through Lane
- Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Two Westbound Left Turn Lanes

Florida Avenue (EW) - #9

- Additional Southbound Left Turn Lane
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane
- Additional Westbound Through Lane

Ramona Expressway (NS) at:

Main Street/Lake Park Drive (EW) - #10

- Northbound Right Turn Overlap
- Additional Westbound Left Turn Lane

7th Street (EW) - #11

- Traffic Signal

Mountain Avenue (NS) at:

Esplanade Avenue (EW) - #12

- Additional Southbound Through Lane

Soboba Street (NS) at:

Mountain Avenue (EW) - #13

- Traffic Signal

Soboba Springs Drive (NS) at:

Lake Park Drive (EW) - #14

- Additional Eastbound Through Lane
- Additional Westbound Through Lane
- Raised Center Median Allowing Westbound Left Turns

Soboba Road (NS) at:

Chabella Drive (EW) - #15

- Additional Southbound Through Lane
- Restrict East-West Through Traffic

Lake Park Drive (EW) - #18

- Northbound Left Turn Lane
- Two Southbound Right Turn Lanes
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Traffic Signal

Pursuant to City of San Jacinto requirements, for Year 2025 with project – Alternative 2 traffic conditions and with improvements, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours (see Tables 24 and 30).

The following roadway segment improvements are required for Year 2025 with project - Alternative 2 traffic conditions:

Gilman Springs Road, north of Soboba Road:

- 4 Lane Major

Soboba Road, between Gilman Springs Road and Lake Park Drive:

- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:

- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:

- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:

- 4 Lane Major

The following intersection improvements are required for Year 2025 with project - Alternative 2 traffic conditions:

State Street/Gilman Springs Road (NS) at:

Soboba Road (EW) - #2

- Traffic Signal

State Street (NS) at:

Ramona Expressway (EW) - #3

- Northbound Right Turn Lane
- Eastbound Right Turn Overlap

Florida Avenue (EW) - #4

- Westbound Right Turn Lane

San Jacinto Street (NS) at:

Ramona Boulevard/Main Street (EW) - #5

- Northbound Right Turn Lane
- Additional Southbound Through Lane
- Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Westbound Left Turn Lane

Florida Avenue (EW) - #9

- Additional Southbound Left Turn Lane
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane

Ramona Expressway (NS) at:

Main Street/Lake Park Drive (EW) - #10

- Additional Westbound Left Turn Lane

7th Street (EW) - #11

- Traffic Signal

Mountain Avenue (NS) at:

Esplanade Avenue (EW) - #12

- Additional Southbound Through Lane

Soboba Street (NS) at:

Mountain Avenue (EW) - #13

- Traffic Signal

Soboba Springs Drive (NS) at:

Lake Park Drive (EW) - #14

- Additional Eastbound Through Lane
- Additional Westbound Through Lane
- Raised Center Median Allowing Westbound Left Turns

Soboba Road (NS) at:

Chabella Drive (EW) - #15

- Additional Southbound Through Lane
- Restrict East-West Through Traffic

Lake Park Drive (EW) - #17

- Northbound Left Turn Lane
- Southbound Left Turn Lane
- Southbound Right Turn Lane
- Southbound Right Turn Overlap

- Eastbound Right Turn Overlap
- Traffic Signal

Pursuant to City of San Jacinto requirements, for Year 2025 with project – Alternative 3 traffic conditions and with improvements, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours (see Tables 25 and 31).

The following roadway segment improvements are required for Year 2025 with project - Alternative 3 traffic conditions:

Gilman Springs Road, north of Soboba Road:
- 4 Lane Major

Soboba Road, between Gilman Springs Road and Lake Park Drive:
- 4 Lane Secondary

Ramona Expressway, between Sanderson Street and State Street:
- 4 Lane Urban Arterial

Mountain Avenue, between 7th Street and Esplanade Avenue:
- 4 Lane Major

Mountain Avenue, between Esplanade Avenue and Soboba Street:
- 4 Lane Major

The following intersection improvements are required for Year 2025 with project - Alternative 3 traffic conditions:

State Street/Gilman Springs Road (NS) at:
Soboba Road (EW) - #2
- Traffic Signal

State Street (NS) at:
Ramona Expressway (EW) - #3
- Northbound Right Turn Lane
- Eastbound Right Turn Overlap

Florida Avenue (EW) - #4
- Westbound Right Turn Lane

San Jacinto Street (NS) at:
Ramona Boulevard/Main Street (EW) - #5
- Northbound Right Turn Lane
- Additional Southbound Through Lane
- Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Two Westbound Left Turn Lanes

Florida Avenue (EW) - #9
- Additional Southbound Left Turn Lane

- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane

Ramona Expressway (NS) at:

Main Street/Lake Park Drive (EW) - #10

- Additional Westbound Left Turn Lane

7th Street (EW) - #11

- Traffic Signal

Mountain Avenue (NS) at:

Esplanade Avenue (EW) - #12

- Additional Southbound Through Lane

Soboba Street (NS) at:

Mountain Avenue (EW) - #13

- Traffic Signal

Soboba Springs Drive (NS) at:

Lake Park Drive (EW) - #14

- Additional Eastbound Through Lane
- Additional Westbound Through Lane
- Raised Center Median Allowing Westbound Left Turns

Soboba Road (NS) at:

Chabella Drive (EW) - #15

- Additional Southbound Through Lane
- Restrict East-West Through Traffic

Lake Park Drive (EW) - #16

- Northbound Left Turn Lane
- Southbound Left Turn Lane
- Southbound Right Turn Lane
- Southbound Right Turn Overlap
- Additional Eastbound Left Turn Lane
- Eastbound Right Turn Overlap
- Traffic Signal

VII. Recommendations

A. Site Access

The proposed Proposed Action "A" will have access to Soboba Road. The proposed Proposed Action "B" will have access to Lake Park Drive and Soboba Road. The proposed Alternative 1 will have access to Soboba Road. The proposed Alternative 2 will have access to Lake Park Drive and Soboba Road. The proposed Alternative 3 will have access to Lake Park Drive and Soboba Road.

With more than one entrance, good emergency access is assured because there are two ways of reaching any point within the site.

B. Roadway Improvements

1. On-Site

Site-specific circulation and access recommendations for the proposed Proposed Action "A" are depicted on Figure 77. Site-specific circulation and access recommendations for the proposed Proposed Action "B" are depicted on Figure 78. Site-specific circulation and access recommendations for the proposed Alternative 1 are depicted on Figure 79. Site-specific circulation and access recommendations for the proposed Alternative 2 are depicted on Figure 80. Site-specific circulation and access recommendations for the proposed Alternative 3 are depicted on Figure 81.

Construct Lake Park Drive adjacent to the project site at its ultimate cross-section width as a Secondary Highway (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Construct Soboba Road adjacent to the project site at its ultimate half-section width as a Secondary Highway (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Traffic signals should be installed when warranted at the project entrances/Soboba Road intersections.

Off-street parking should be provided by the project site to meet City of San Jacinto parking code requirements.

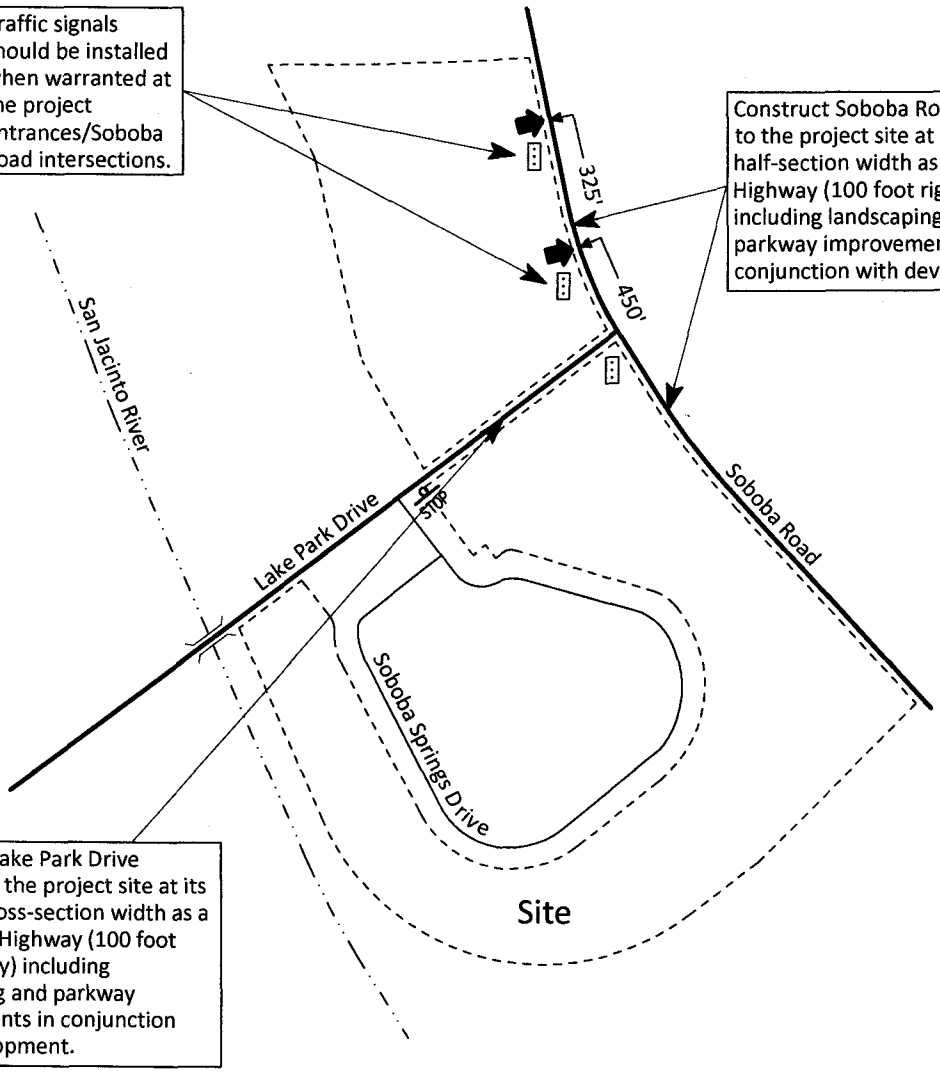
On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at each project access should be reviewed with respect to standard California Department of Transportation/City of San Jacinto sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans. A line of sight analysis has been conducted and is included in Appendix H.

2. Off-Site

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

Figure 77
Circulation Recommendations - Proposed Action "A"



Off-street parking should be provided by the project site to meet City of San Jacinto parking code requirements.

On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at each project access should be reviewed with respect to standard California Department of Transportation/City of San Jacinto sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans. A line of sight analysis has been conducted and is included in Appendix H.

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

Legend

- = Traffic Signal
- STOP = Stop Sign
- = Full Access Driveway
- 325' = Left Turn Pocket Length

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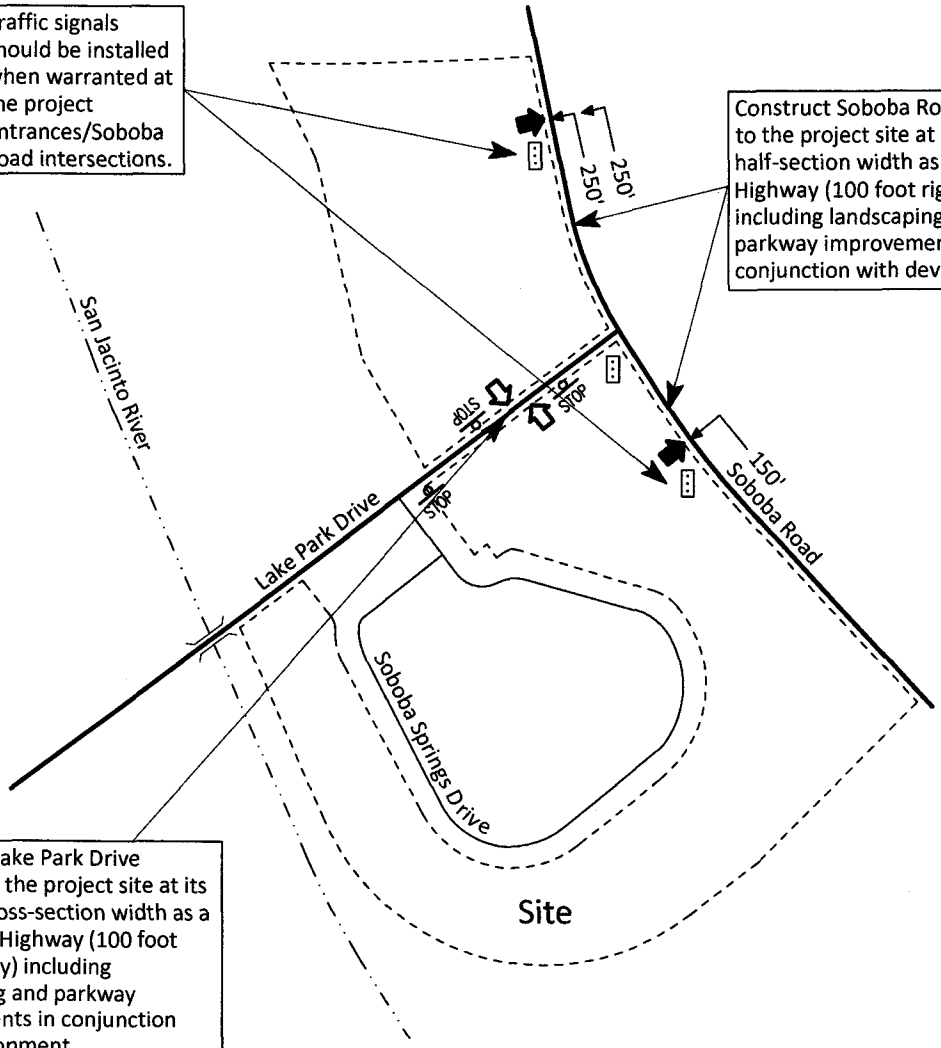
Figure 78
Circulation Recommendations - Proposed Action "B"



Off-street parking should be provided by the project site to meet City of San Jacinto parking code requirements.

On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at each project access should be reviewed with respect to standard California Department of Transportation/City of San Jacinto sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans. A line of sight analysis has been conducted and is included in Appendix H.

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

Legend

- = Traffic Signal
- STOP = Stop Sign
- = Full Access Driveway
- = Right Turns In/Out Only Access Driveway
- 475' = Left Turn Pocket Length

N

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4030d/78

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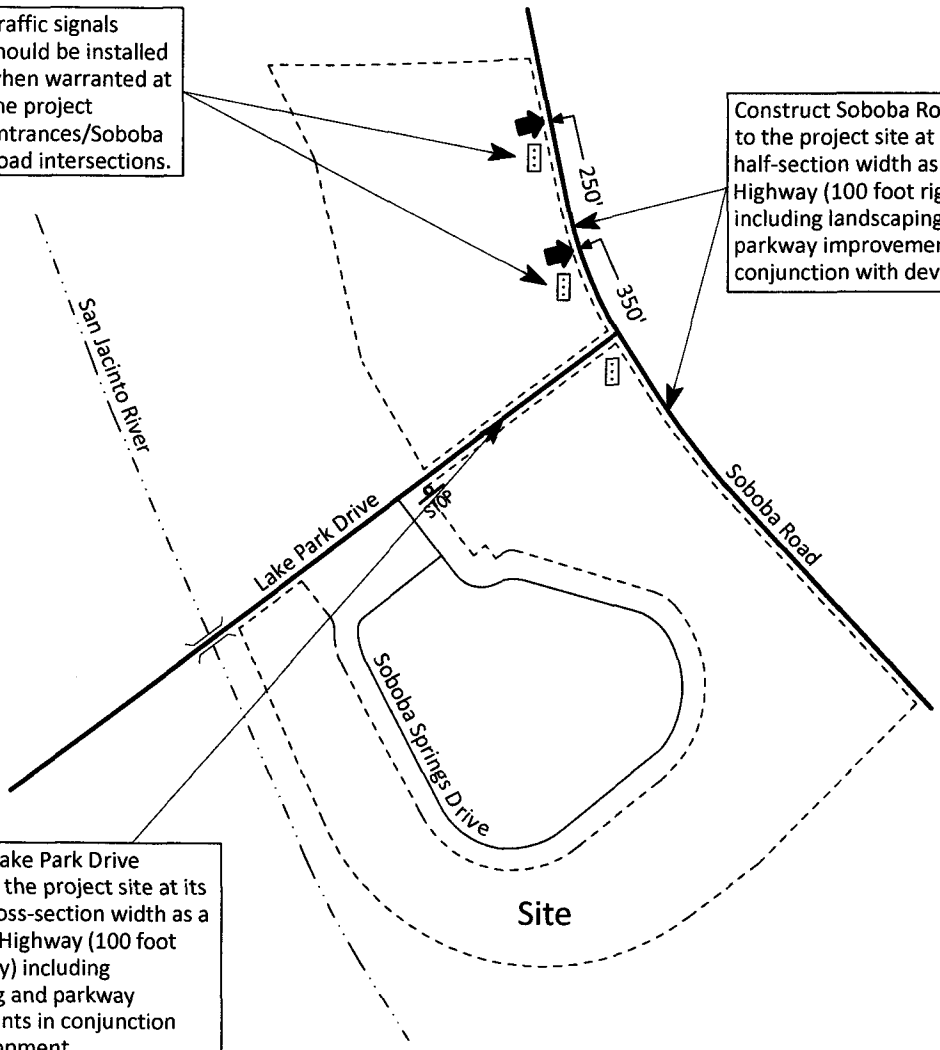
Figure 79
Circulation Recommendations - Alternative 1



Off-street parking should be provided by the project site to meet City of San Jacinto parking code requirements.

On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at each project access should be reviewed with respect to standard California Department of Transportation/City of San Jacinto sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans. A line of sight analysis has been conducted and is included in Appendix H.

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

Legend

= Traffic Signal
STOP = Stop Sign
= Full Access Driveway
325' = Left Turn Pocket Length

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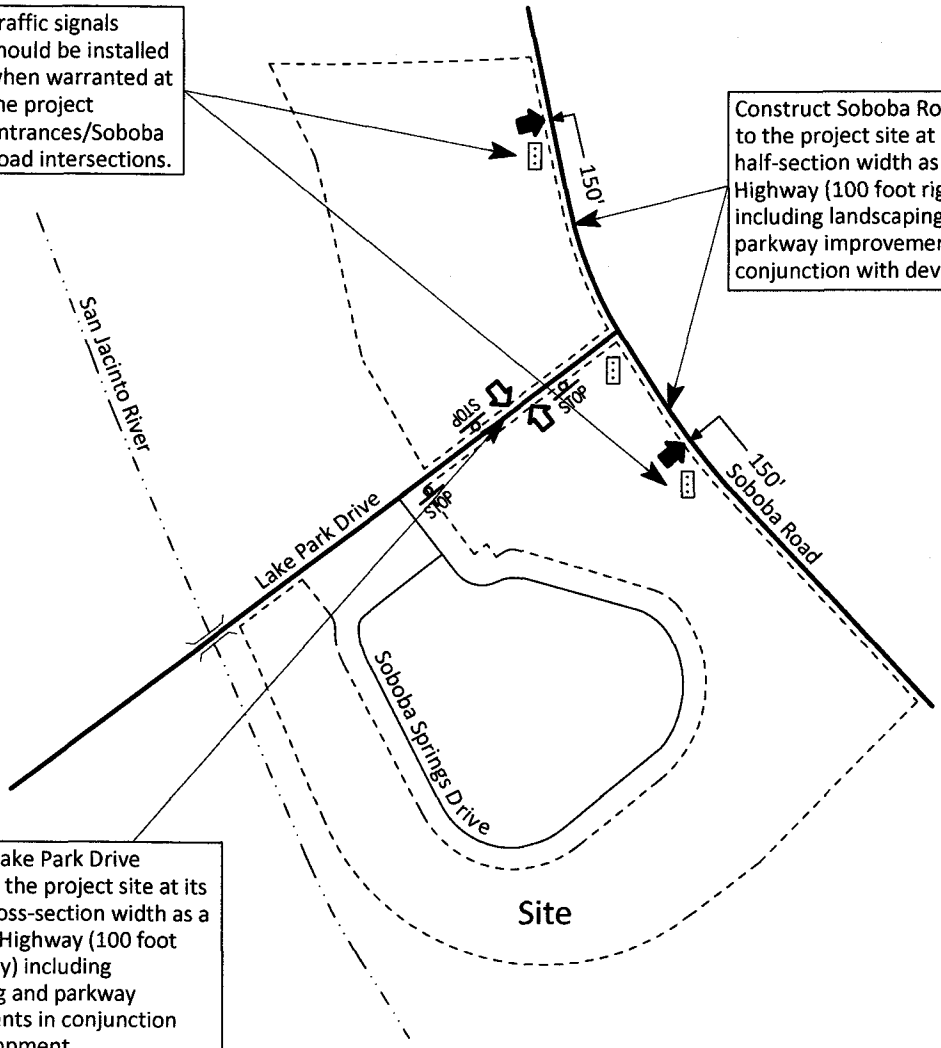
Figure 80
Circulation Recommendations - Alternative 2



Off-street parking should be provided by the project site to meet City of San Jacinto parking code requirements.

On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at each project access should be reviewed with respect to standard California Department of Transportation/City of San Jacinto sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans. A line of sight analysis has been conducted and is included in Appendix H.

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

Legend

- = Traffic Signal
- STOP = Stop Sign
- = Full Access Driveway
- = Right Turns In/Out Only Access Driveway
- 150' = Left Turn Pocket Length

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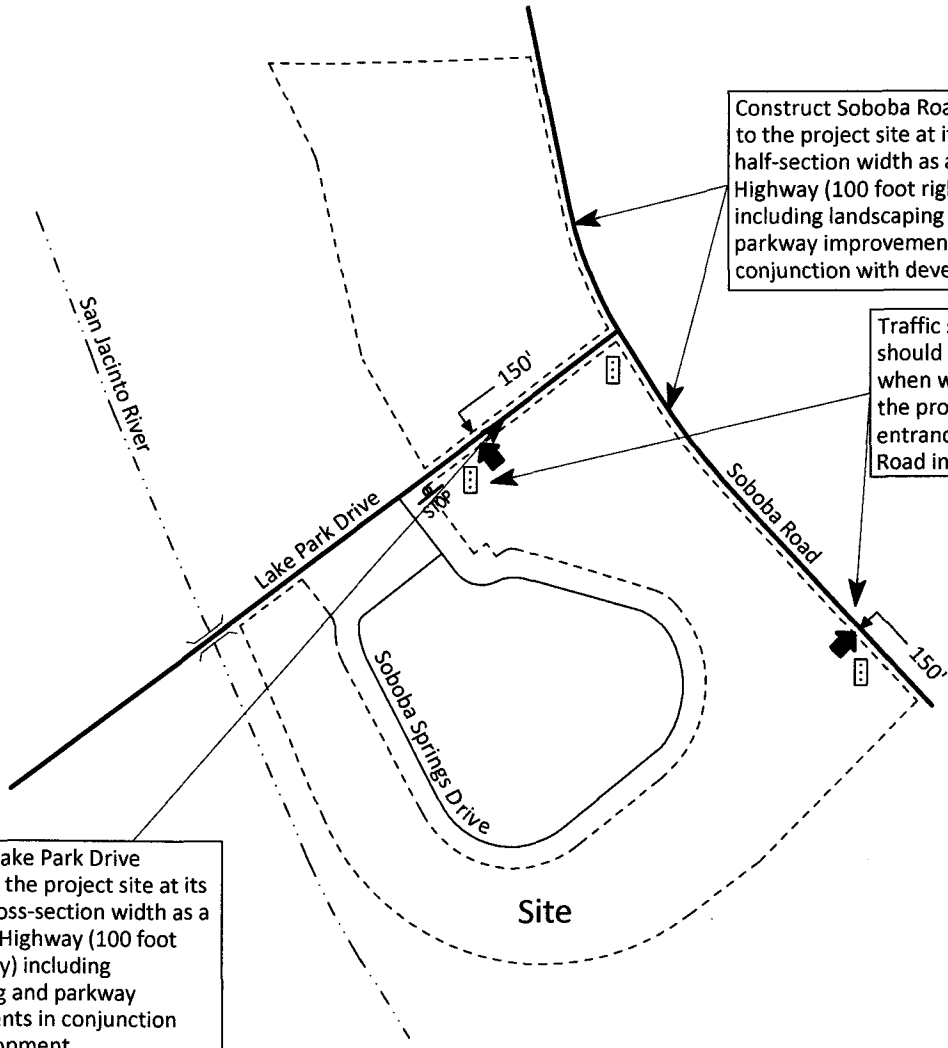
Figure 81
Circulation Recommendations - Alternative 3



Off-street parking should be provided by the project site to meet City of San Jacinto parking code requirements.

On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at each project access should be reviewed with respect to standard California Department of Transportation/City of San Jacinto sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans. A line of sight analysis has been conducted and is included in Appendix H.

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

Legend

- = Traffic Signal
- STOP = Stop Sign
- = Full Access Driveway
- 150' = Left Turn Pocket Length

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APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS: One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quality of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Traffic Count Worksheets

Volumes for: Thursday, January 07, 2010 City: San Jacinto Project #: 10-3002-001

Location: Soboba Rd N/o Lake Park Dr

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	28		13					12:00	83		56				
00:15	26		16					12:15	97		58				
00:30	20		12					12:30	125		82				
00:45	29	103	10	51			154	12:45	87	392	63	259			651
01:00	19		7					13:00	122		84				
01:15	21		13					13:15	94		59				
01:30	17		3					13:30	96		80				
01:45	27	84	3	26			110	13:45	86	398	66	289			687
02:00	11		2					14:00	78		72				
02:15	18		4					14:15	87		87				
02:30	13		2					14:30	99		59				
02:45	12	54	4	12			66	14:45	144	408	87	305			713
03:00	11		7					15:00	120		55				
03:15	18		3					15:15	117		81				
03:30	23		1					15:30	85		96				
03:45	15	67	7	18			85	15:45	58	380	91	323			703
04:00	18		7					16:00	42		59				
04:15	25		8					16:15	44		70				
04:30	26		4					16:30	61		77				
04:45	32	101	4	23			124	16:45	39	186	92	298			484
05:00	31		3					17:00	59		81				
05:15	31		9					17:15	54		76				
05:30	43		11					17:30	51		80				
05:45	30	135	16	39			174	17:45	58	222	74	311			533
06:00	48		12					18:00	42		86				
06:15	51		16					18:15	27		76				
06:30	59		18					18:30	23		64				
06:45	73	231	32	78			309	18:45	28	120	51	277			397
07:00	75		39					19:00	16		69				
07:15	70		32					19:15	23		51				
07:30	76		66					19:30	29		57				
07:45	67	288	55	192			480	19:45	27	95	54	231			326
08:00	66		64					20:00	30		46				
08:15	61		54					20:15	25		64				
08:30	52		41					20:30	27		58				
08:45	40	219	50	209			428	20:45	20	102	51	219			321
09:00	42		37					21:00	23		45				
09:15	45		37					21:15	16		44				
09:30	43		60					21:30	22		50				
09:45	34	164	54	188			352	21:45	19	80	32	171			251
10:00	36		43					22:00	20		46				
10:15	37		63					22:15	12		38				
10:30	42		59					22:30	12		32				
10:45	42	157	60	225			382	22:45	27	71	18	134			205
11:00	53		54					23:00	22		24				
11:15	70		41					23:15	19		21				
11:30	78		46					23:30	16		23				
11:45	72	273	70	211			484	23:45	25	82	14	82			164
Total Vol.		1876		1272			**3148**			2536		2899			**5435**

Daily Totals

	NB	SB	EB	WB	Combined
	4412	4171			**8583**

	AM			PM		
Split %	59.6%	40.4%	**36.7%**	46.7%	53.3%	**63.3%**
Peak Hour	11:45	11:45	**11:45**	14:30	16:45	**14:45**
Volume	377	266	**643**	480	329	**785**
P.H.F.	0.75	0.81	**0.78**	0.84	0.89	**0.85**

Volumes for: Thursday, January 07, 2010 City: San Jacinto Project #: 10-3002-002

Location: Ramona Expwy W/o Sanderson St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			28		17			12:00			92		94		
00:15			22		17			12:15			101		88		
00:30			14		18			12:30			97		101		
00:45			17	81	14	66	147	12:45			79	369	90	373	742
01:00			12		13			13:00			110		104		
01:15			19		11			13:15			105		84		
01:30			6		22			13:30			88		115		
01:45			13	50	14	60	110	13:45			111	414	125	428	842
02:00			13		13			14:00			106		105		
02:15			19		20			14:15			114		106		
02:30			9		13			14:30			91		137		
02:45			26	67	20	66	133	14:45			128	439	132	480	919
03:00			8		16			15:00			150		146		
03:15			12		26			15:15			125		138		
03:30			16		21			15:30			154		129		
03:45			10	46	32	95	141	15:45			161	590	129	542	1132
04:00			19		46			16:00			148		138		
04:15			36		48			16:15			160		145		
04:30			27		76			16:30			123		165		
04:45			52	134	65	235	369	16:45			142	573	154	602	1175
05:00			63		56			17:00			146		147		
05:15			72		99			17:15			172		150		
05:30			111		97			17:30			135		156		
05:45			77	323	83	335	658	17:45			124	577	140	593	1170
06:00			85		85			18:00			120		115		
06:15			107		112			18:15			104		114		
06:30			132		106			18:30			108		102		
06:45			134	458	123	426	884	18:45			79	411	62	393	804
07:00			110		111			19:00			91		76		
07:15			126		105			19:15			68		68		
07:30			151		96			19:30			56		60		
07:45			151	538	94	406	944	19:45			71	286	68	272	558
08:00			118		78			20:00			73		54		
08:15			119		69			20:15			61		48		
08:30			114		90			20:30			75		49		
08:45			96	447	81	318	765	20:45			71	280	49	200	480
09:00			109		81			21:00			52		43		
09:15			118		88			21:15			48		48		
09:30			83		74			21:30			52		53		
09:45			105	415	75	318	733	21:45			58	210	41	185	395
10:00			101		90			22:00			40		33		
10:15			109		68			22:15			49		31		
10:30			111		73			22:30			43		35		
10:45			111	432	85	316	748	22:45			38	170	31	130	300
11:00			118		60			23:00			40		32		
11:15			111		91			23:15			31		22		
11:30			108		82			23:30			33		36		
11:45			112	449	96	329	778	23:45			16	120	23	113	233
Total Vol.				3440		2970	**6410**					4439		4311	**8750**

Daily Totals

NB	SB	EB	WB	**Combined**
		7879	7281	**15160**

	AM			**PM**		
Split %	53.7%	46.3%	**42.3%**	50.7%	49.3%	**57.7%**
Peak Hour	07:15	06:15	**06:45**	15:30	16:30	**16:45**
Volume	546	452	**956**	623	616	**1202**
P.H.F.	0.90	0.92	**0.93**	0.97	0.93	**0.93**

Volumes for: Thursday, January 07, 2010 City: San Jacinto Project #: 10-3002-003

Location: Ramona Expwy between Sanderson St & State St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			34		19			12:00			101		93		
00:15			27		13			12:15			108		89		
00:30			24		26			12:30			115		105		
00:45			14	99	10	68	167	12:45			99	423	101	388	811
01:00			15		20			13:00			109		115		
01:15			14		18			13:15			130		97		
01:30			13		20			13:30			123		106		
01:45			8	50	16	74	124	13:45			116	478	102	420	898
02:00			14		14			14:00			141		99		
02:15			8		22			14:15			159		82		
02:30			11		18			14:30			113		92		
02:45			7	40	28	82	122	14:45			171	584	109	382	966
03:00			8		22			15:00			166		108		
03:15			11		38			15:15			162		98		
03:30			10		37			15:30			160		82		
03:45			10	39	52	149	188	15:45			164	652	105	393	1045
04:00			14		55			16:00			136		94		
04:15			11		79			16:15			194		102		
04:30			8		78			16:30			140		121		
04:45			21	54	82	294	348	16:45			157	627	120	437	1064
05:00			16		103			17:00			200		96		
05:15			18		106			17:15			184		117		
05:30			45		114			17:30			194		86		
05:45			34	113	107	430	543	17:45			169	747	84	383	1130
06:00			38		117			18:00			185		101		
06:15			46		140			18:15			143		79		
06:30			81		119			18:30			166		79		
06:45			77	242	132	508	750	18:45			142	636	53	312	948
07:00			75		138			19:00			119		67		
07:15			83		141			19:15			113		64		
07:30			136		116			19:30			98		48		
07:45			112	406	87	482	888	19:45			92	422	79	258	680
08:00			103		100			20:00			76		48		
08:15			80		113			20:15			76		63		
08:30			101		112			20:30			61		67		
08:45			104	388	91	416	804	20:45			85	298	46	224	522
09:00			97		123			21:00			65		46		
09:15			91		98			21:15			79		55		
09:30			98		101			21:30			64		53		
09:45			90	376	113	435	811	21:45			68	276	34	188	464
10:00			87		76			22:00			52		31		
10:15			134		110			22:15			58		41		
10:30			109		79			22:30			55		32		
10:45			115	445	88	353	798	22:45			59	224	24	128	352
11:00			107		83			23:00			61		33		
11:15			98		103			23:15			29		22		
11:30			118		95			23:30			34		32		
11:45			111	434	101	382	816	23:45			27	151	19	106	257
Total Vol.				2686		3673	**6359**					5518		3619	**9137**

Daily Totals

NB	SB	EB	WB	**Combined**
		8204	7292	**15496**

	AM			**PM**		
Split %	42.2%	57.8%	**41.0%**	60.4%	39.6%	**59.0%**
Peak Hour	10:15	06:30	**06:45**	17:00	16:30	**16:45**
Volume	465	530	**898**	747	454	**1154**
P.H.F.	0.87	0.94	**0.89**	0.93	0.94	**0.96**

Volumes for: Thursday, January 07, 2010 City: San Jacinto Project #: 10-3002-004

Location: Ramona Expwy between State St & San Jacinto St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			27		18			12:00			102		77		
00:15			27		20			12:15			105		77		
00:30			21		19			12:30			101		81		
00:45			12	87	16	73	160	12:45			99	407	80	315	722
01:00			11		15			13:00			127		77		
01:15			4		14			13:15			123		50		
01:30			12		36			13:30			136		49		
01:45			12	39	9	74	113	13:45			178	564	57	233	797
02:00			11		12			14:00			158		71		
02:15			13		14			14:15			133		59		
02:30			6		13			14:30			138		72		
02:45			5	35	23	62	97	14:45			169	598	70	272	870
03:00			10		16			15:00			142		67		
03:15			9		31			15:15			123		66		
03:30			10		26			15:30			131		70		
03:45			5	34	43	116	150	15:45			137	533	80	283	816
04:00			11		44			16:00			165		93		
04:15			6		58			16:15			140		93		
04:30			11		48			16:30			140		131		
04:45			6	34	56	206	240	16:45			153	598	117	434	1032
05:00			12		73			17:00			150		115		
05:15			10		100			17:15			167		120		
05:30			22		84			17:30			156		84		
05:45			28	72	83	340	412	17:45			144	617	98	417	1034
06:00			12		85			18:00			129		95		
06:15			37		123			18:15			135		106		
06:30			32		120			18:30			130		78		
06:45			79	160	156	484	644	18:45			128	522	74	353	875
07:00			92		251			19:00			93		97		
07:15			73		181			19:15			86		64		
07:30			74		159			19:30			98		52		
07:45			82	321	170	761	1082	19:45			90	367	75	288	655
08:00			69		161			20:00			64		53		
08:15			92		156			20:15			76		52		
08:30			67		147			20:30			59		46		
08:45			50	278	130	594	872	20:45			68	267	59	210	477
09:00			55		140			21:00			72		49		
09:15			51		130			21:15			67		40		
09:30			56		115			21:30			47		37		
09:45			63	225	121	506	731	21:45			69	255	36	162	417
10:00			78		120			22:00			61		37		
10:15			89		118			22:15			50		35		
10:30			103		117			22:30			57		38		
10:45			88	358	115	470	828	22:45			58	226	28	138	364
11:00			80		121			23:00			44		39		
11:15			95		120			23:15			28		19		
11:30			107		111			23:30			38		19		
11:45			135	417	100	452	869	23:45			22	132	18	95	227
Total Vol.				2060		4138	**6198**					5086		3200	**8286**

Daily Totals

NB	SB	EB	WB	Combined
		7146	7338	**14484**

	AM			PM		
Split %	33.2%	66.8%	**42.8%**	61.4%	38.6%	**57.2%**
Peak Hour	11:30	07:00	**07:00**	16:45	16:30	**16:30**
Volume	449	761	**1082**	626	483	**1093**
P.H.F.	0.83	0.76	**0.79**	0.94	0.92	**0.95**

Volumes for: Thursday, January 07, 2010 City: San Jacinto Project #: 10-3002-005

Location: Ramona Expwy between San Jacinto St & Main St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			20		24			12:00			81		130		
00:15			19		22			12:15			64		145		
00:30			23		17			12:30			74		130		
00:45			11	73	15	78	151	12:45			64	283	108	513	796
01:00			10		18			13:00			72		100		
01:15			6		12			13:15			78		96		
01:30			10		23			13:30			78		99		
01:45			11	37	19	72	109	13:45			68	296	108	403	699
02:00			12		12			14:00			60		84		
02:15			10		14			14:15			86		106		
02:30			7		22			14:30			84		85		
02:45			4	33	14	62	95	14:45			98	328	70	345	673
03:00			8		21			15:00			78		90		
03:15			7		23			15:15			74		85		
03:30			4		21			15:30			101		74		
03:45			5	24	37	102	126	15:45			95	348	65	314	662
04:00			7		30			16:00			118		50		
04:15			4		45			16:15			127		48		
04:30			8		39			16:30			165		102		
04:45			5	24	44	158	182	16:45			162	572	69	269	841
05:00			8		70			17:00			209		75		
05:15			6		83			17:15			207		70		
05:30			20		72			17:30			218		51		
05:45			24	58	70	295	353	17:45			186	820	81	277	1097
06:00			13		72			18:00			182		65		
06:15			28		104			18:15			170		66		
06:30			26		89			18:30			161		54		
06:45			60	127	109	374	501	18:45			185	698	69	254	952
07:00			65		136			19:00			136		68		
07:15			59		183			19:15			135		49		
07:30			79		196			19:30			134		41		
07:45			80	283	185	700	983	19:45			131	536	60	218	754
08:00			95		179			20:00			81		40		
08:15			77		169			20:15			112		46		
08:30			79		175			20:30			86		42		
08:45			79	330	161	684	1014	20:45			78	357	54	182	539
09:00			88		152			21:00			98		40		
09:15			83		144			21:15			109		38		
09:30			94		151			21:30			84		29		
09:45			94	359	144	591	950	21:45			105	396	38	145	541
10:00			102		128			22:00			81		40		
10:15			84		121			22:15			83		34		
10:30			98		116			22:30			74		42		
10:45			137	421	129	494	915	22:45			86	324	35	151	475
11:00			97		125			23:00			72		30		
11:15			88		112			23:15			40		24		
11:30			55		105			23:30			55		19		
11:45			68	308	100	442	750	23:45			35	202	18	91	293
Total Vol.				2077		4052	**6129**					5160		3162	**8322**

Daily Totals

NB	SB	EB	WB	Combined
		7237	7214	**14451**

	AM			PM		
Split %	33.9%	66.1%	**42.4%**	62.0%	38.0%	**57.6%**
Peak Hour	10:00	07:15	**07:30**	17:00	12:00	**17:00**
Volume	421	743	**1060**	820	513	**1097**
P.H.F.	0.77	0.95	**0.96**	0.94	0.88	**0.97**

Volumes for: Thursday, January 07, 2010 City: San Jacinto Project #: 10-3002-006

Location: Mountain Ave between Main St & Esplanade Ave

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	32		17					12:00	94		81				
00:15	42		12					12:15	88		95				
00:30	38		13					12:30	90		79				
00:45	23	135	7	49			184	12:45	66	338	78	333			671
01:00	17		9					13:00	86		79				
01:15	17		8					13:15	89		100				
01:30	19		10					13:30	81		86				
01:45	23	76	7	34			110	13:45	104	360	111	376			736
02:00	19		10					14:00	105		75				
02:15	13		9					14:15	100		78				
02:30	15		13					14:30	114		79				
02:45	8	55	9	41			96	14:45	123	442	107	339			781
03:00	10		17					15:00	132		86				
03:15	19		23					15:15	135		114				
03:30	9		23					15:30	125		99				
03:45	12	50	31	94			144	15:45	135	527	89	388			915
04:00	13		41					16:00	128		104				
04:15	6		49					16:15	153		82				
04:30	12		42					16:30	172		121				
04:45	13	44	72	204			248	16:45	163	616	93	400			1016
05:00	7		80					17:00	217		95				
05:15	12		80					17:15	188		99				
05:30	25		104					17:30	202		92				
05:45	23	67	91	355			422	17:45	181	788	77	363			1151
06:00	28		122					18:00	145		68				
06:15	33		127					18:15	151		72				
06:30	40		170					18:30	132		69				
06:45	56	157	182	601			758	18:45	153	581	67	276			857
07:00	68		178					19:00	121		55				
07:15	87		162					19:15	97		55				
07:30	61		135					19:30	96		71				
07:45	95	311	146	621			932	19:45	86	400	53	234			634
08:00	63		134					20:00	83		48				
08:15	97		119					20:15	81		51				
08:30	79		105					20:30	76		36				
08:45	75	314	108	466			780	20:45	58	298	38	173			471
09:00	52		99					21:00	79		38				
09:15	50		94					21:15	100		33				
09:30	50		96					21:30	62		44				
09:45	56	208	90	379			587	21:45	73	314	38	153			467
10:00	56		65					22:00	65		28				
10:15	71		92					22:15	72		33				
10:30	60		73					22:30	48		29				
10:45	63	250	85	315			565	22:45	59	244	23	113			357
11:00	62		83					23:00	55		20				
11:15	78		90					23:15	31		27				
11:30	68		94					23:30	36		22				
11:45	89	297	80	347			644	23:45	34	156	18	87			243
Total Vol.		1964		3506			**5470**			5064		3235			**8299**

Daily Totals

	NB	SB	EB	WB	Combined
	7028	6741			**13769**

	AM			PM		
Split %	35.9%	64.1%	**39.7%**	61.0%	39.0%	**60.3%**
Peak Hour	11:45	06:30	**06:30**	17:00	16:30	**17:00**
Volume	361	692	**943**	788	408	**1151**
P.H.F.	0.96	0.95	**0.95**	0.93	0.84	**0.92**

Volumes for: Thursday, January 07, 2010 City: San Jacinto Project #: 10-3002-007

Location: Mountain Ave between Esplanade Ave & Soboba St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	9		19					12:00	93		114				
00:15	9		22					12:15	101		124				
00:30	14		21					12:30	90		102				
00:45	2	34	18	80			114	12:45	87	371	101	441			812
01:00	6		11					13:00	102		104				
01:15	11		11					13:15	98		124				
01:30	6		11					13:30	96		108				
01:45	5	28	18	51			79	13:45	114	410	128	464			874
02:00	9		11					14:00	94		120				
02:15	5		7					14:15	83		142				
02:30	8		8					14:30	79		167				
02:45	8	30	8	34			64	14:45	130	386	170	599			985
03:00	13		6					15:00	96		186				
03:15	14		13					15:15	118		179				
03:30	19		5					15:30	99		184				
03:45	26	72	10	34			106	15:45	104	417	130	679			1096
04:00	34		9					16:00	101		161				
04:15	35		4					16:15	97		165				
04:30	41		9					16:30	126		201				
04:45	63	173	12	34			207	16:45	128	452	159	686			1138
05:00	62		8					17:00	94		215				
05:15	74		16					17:15	110		181				
05:30	82		14					17:30	86		184				
05:45	87	305	27	65			370	17:45	76	366	190	770			1136
06:00	101		30					18:00	70		129				
06:15	111		31					18:15	57		136				
06:30	154		35					18:30	72		117				
06:45	164	530	44	140			670	18:45	61	260	124	506			766
07:00	150		64					19:00	51		121				
07:15	148		92					19:15	53		83				
07:30	163		68					19:30	44		84				
07:45	171	632	82	306			938	19:45	47	195	91	379			574
08:00	136		93					20:00	53		70				
08:15	118		77					20:15	48		62				
08:30	120		81					20:30	39		68				
08:45	118	492	81	332			824	20:45	44	184	43	243			427
09:00	104		58					21:00	30		69				
09:15	96		65					21:15	29		84				
09:30	104		62					21:30	36		55				
09:45	94	398	70	255			653	21:45	29	124	53	261			385
10:00	77		68					22:00	25		48				
10:15	91		67					22:15	26		43				
10:30	88		67					22:30	23		32				
10:45	92	348	87	289			637	22:45	23	97	39	162			259
11:00	85		85					23:00	27		32				
11:15	93		79					23:15	16		17				
11:30	86		79					23:30	18		20				
11:45	82	346	86	329			675	23:45	14	75	22	91			166
Total Vol.		3388		1949			**5337**			3337		5281			**8618**

Daily Totals

	NB	SB	EB	WB	Combined
	6725	7230			**13955**

	AM			PM		
Split %	63.5%	36.5%	**38.2%**	38.7%	61.3%	**61.8%**
Peak Hour	07:00	11:45	**07:15**	16:30	17:00	**16:30**
Volume	632	426	**953**	458	770	**1214**
P.H.F.	0.92	0.86	**0.94**	0.86	0.90	**0.93**

Volumes for: Thursday, January 07, 2010 City: San Jacinto Project #: 10-3002-008

Location: Mountain Ave between Soboba St & SR-74

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		9					12:00	56		62				
00:15	4		4					12:15	64		63				
00:30	7		7					12:30	54		47				
00:45	0	13	10	30			43	12:45	59	233	47	219			452
01:00	6		3					13:00	52		56				
01:15	4		2					13:15	66		66				
01:30	1		3					13:30	61		73				
01:45	2	13	3	11			24	13:45	55	234	64	259			493
02:00	3		4					14:00	60		61				
02:15	1		6					14:15	56		74				
02:30	5		2					14:30	58		70				
02:45	3	12	3	15			27	14:45	75	249	70	275			524
03:00	4		0					15:00	61		74				
03:15	3		2					15:15	75		68				
03:30	5		2					15:30	65		81				
03:45	8	20	4	8			28	15:45	56	257	62	285			542
04:00	8		3					16:00	65		83				
04:15	14		6					16:15	72		74				
04:30	21		4					16:30	59		75				
04:45	16	59	10	23			82	16:45	73	269	61	293			562
05:00	23		7					17:00	68		86				
05:15	14		10					17:15	71		80				
05:30	31		12					17:30	56		67				
05:45	36	104	14	43			147	17:45	44	239	82	315			554
06:00	34		16					18:00	46		58				
06:15	37		25					18:15	41		74				
06:30	56		29					18:30	30		60				
06:45	61	188	23	93			281	18:45	35	152	58	250			402
07:00	56		37					19:00	30		53				
07:15	63		48					19:15	27		43				
07:30	66		47					19:30	28		37				
07:45	71	256	54	186			442	19:45	24	109	48	181			290
08:00	49		52					20:00	29		28				
08:15	52		47					20:15	18		36				
08:30	68		45					20:30	22		30				
08:45	38	207	47	191			398	20:45	18	87	24	118			205
09:00	54		43					21:00	14		31				
09:15	36		39					21:15	22		33				
09:30	51		45					21:30	20		30				
09:45	49	190	46	173			363	21:45	16	72	27	121			193
10:00	38		50					22:00	14		26				
10:15	56		52					22:15	16		16				
10:30	63		41					22:30	12		19				
10:45	50	207	50	193			400	22:45	9	51	13	74			125
11:00	63		61					23:00	10		15				
11:15	66		44					23:15	11		11				
11:30	50		53					23:30	9		9				
11:45	56	235	50	208			443	23:45	6	36	6	41			77
Total Vol.		1504		1174			**2678**			1988		2431			**4419**

Daily Totals

	NB	SB	EB	WB	Combined
	3492	3605			**7097**

	AM			PM		
Split %	56.2%	43.8%	**37.7%**	45.0%	55.0%	**62.3%**
Peak Hour	07:00	11:30	**11:30**	14:45	17:00	**16:30**
Volume	256	228	**454**	276	315	**573**
P.H.F.	0.90	0.90	**0.89**	0.95	0.92	**0.93**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sanderson Ave DATE: 01/07/2010 LOCATION: City of San Jacinto

E-W STREET: Ramona Expressway DAY: THURSDAY PROJECT# 10-3001-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	1	2	2	1	2	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10	116	0	44	56	37	83	30	10	1	55	74	516
7:15 AM	5	122	1	48	72	36	75	42	2	0	47	61	511
7:30 AM	5	107	3	53	82	38	71	44	4	1	51	65	524
7:45 AM	12	82	2	54	76	33	74	63	4	1	50	54	505
8:00 AM	8	104	1	36	56	28	59	35	7	0	59	78	471
8:15 AM	5	88	3	49	64	44	67	41	12	0	29	44	446
8:30 AM	12	83	1	59	61	30	70	52	4	2	52	53	479
8:45 AM	9	97	3	42	61	34	69	49	11	3	37	70	485
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 66	NT 799	NR 14	SL 385	ST 528	SR 280	EL 568	ET 356	ER 54	WL 8	WT 380	WR 499	TOTAL 3937

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	32	427	6	199	286	144	303	179	20	3	203	254	2056
PEAK HR. FACTOR:		0.908			0.909			0.890			0.885		0.981

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sanderson Ave DATE: 01/07/2010 LOCATION: City of San Jacinto

E-W STREET: Ramona Expressway DAY: THURSDAY PROJECT# 10-3001-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	1	2	2	1	2	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	9	96	1	88	150	65	65	87	12	1	47	44	665
4:15 PM	12	95	0	73	147	102	66	85	19	2	48	46	695
4:30 PM	10	85	1	83	141	116	58	73	13	1	49	54	684
4:45 PM	11	92	2	89	185	85	55	67	13	0	35	57	691
5:00 PM	13	80	0	89	149	85	50	73	15	2	51	51	658
5:15 PM	6	81	5	103	158	104	46	84	9	1	72	74	743
5:30 PM	4	76	1	89	142	80	48	69	11	2	56	53	631
5:45 PM	2	61	0	98	140	92	47	68	9	2	33	69	621
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 67	NT 666	NR 10	SL 712	ST 1212	SR 729	EL 435	ET 606	ER 101	WL 11	WT 391	WR 448	TOTAL 5388

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	40	338	8	364	633	390	209	297	50	4	207	236	2776
PEAK HR. FACTOR:		0.919			0.950			0.965			0.760		0.934

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Gilman Springs Rd DATE: 01/07/2010 LOCATION: City of San Jacinto

E-W STREET: Soboba Rd DAY: THURSDAY PROJECT# 10-3001-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	123	3	22	41	0		0	0	2		63	254
7:15 AM	0	165	2	23	43	0		0	0	5		74	312
7:30 AM	0	107	3	31	52	1		0	0	3		56	253
7:45 AM	0	105	5	31	46	0		0	0	3		71	261
8:00 AM	1	121	6	24	56	0		0	2	3		36	249
8:15 AM	0	110	1	34	64	0		0	0	6		43	258
8:30 AM	0	101	6	40	57	0		1	2	5		27	239
8:45 AM	0	97	5	39	55	0		0	1	4		23	224
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 1	NT 929	NR 31	SL 244	ST 414	SR 1	EL 0	ET 1	ER 5	WL 31	WT 0	WR 393	TOTAL 2050

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	500	13	107	182	1	0	0	0	13	0	264	1080
PEAK HR. FACTOR:		0.768			0.863			0.000			0.877		0.865

CONTROL: 2-Way Stop EB & WB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Gilman Springs Rd DATE: 01/07/2010 LOCATION: City of San Jacinto

E-W STREET: Soboba Rd DAY: THURSDAY PROJECT# 10-3001-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	49	6	32	101			0	0	4	0	21	213
4:15 PM	1	52	8	55	113			1	0	6	0	33	269
4:30 PM	0	71	4	56	117			0	1	4	0	53	306
4:45 PM	0	87	2	76	112			0	0	7	0	45	329
5:00 PM	1	93	4	83	121			1	1	4	2	41	351
5:15 PM	0	85	2	59	128			0	0	3	0	35	312
5:30 PM	0	45	3	42	103			0	0	3	0	12	208
5:45 PM	3	32	4	38	96			0	3	5	0	24	205
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	5	514	33	441	891	0	0	2	5	36	2	264	2193

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	1	336	12	274	478	0	0	1	2	18	2	174	1298
PEAK HR. FACTOR:		0.890			0.922			0.375			0.851		0.925

CONTROL: 2-Way Stop EB & WB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Jacinto (SR-79) DATE: 10/25/2007 LOCATION: City of San Jacinto

E-W STREET: Ramona Expressway (SR-79) DAY: THURSDAY PROJECT# 07-3324-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	55	81	14	15	60	12	25	30	70	38	74	42	516
7:15 AM	79	125	16	17	62	14	31	38	52	42	87	51	614
7:30 AM	51	94	17	19	78	7	22	55	55	31	80	45	554
7:45 AM	37	116	9	17	76	4	28	44	70	28	59	53	541
8:00 AM	49	92	25	21	78	7	25	33	62	20	56	41	509
8:15 AM	45	134	24	30	83	5	22	44	50	31	60	47	575
8:30 AM	43	101	15	17	94	5	24	42	44	27	50	28	490
8:45 AM	37	100	17	12	85	9	21	39	46	33	61	35	495
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 396	NT 843	NR 137	SL 148	ST 616	SR 63	EL 198	ET 325	ER 449	WL 250	WT 527	WR 342	TOTAL 4294

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	222	416	56	68	276	37	106	167	247	139	300	191	2225
PEAK HR. FACTOR:		0.789			0.916			0.915			0.875		0.906

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Jacinto (SR-79) DATE: 10/25/2007 LOCATION: City of San Jacinto

E-W STREET: Ramona Expressway (SR-79) DAY: THURSDAY PROJECT# 07-3324-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	59	124	23	44	127	13	17	82	67	37	44	16	653
4:15 PM	66	115	16	49	137	6	19	94	78	38	58	20	696
4:30 PM	54	108	16	36	119	16	17	107	99	26	49	23	670
4:45 PM	59	110	22	45	112	13	25	113	79	35	55	20	688
5:00 PM	68	124	8	49	85	12	22	104	80	29	70	33	684
5:15 PM	57	80	16	46	90	18	24	137	84	37	84	16	689
5:30 PM	30	89	20	40	125	9	23	85	73	29	42	23	588
5:45 PM	25	96	21	43	108	7	21	67	60	29	42	25	544
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 418	NT 846	NR 142	SL 352	ST 903	SR 94	EL 168	ET 789	ER 620	WL 260	WT 444	WR 176	TOTAL 5212

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	247	457	62	179	453	47	83	418	336	128	232	96	2738
PEAK HR. FACTOR:		0.958			0.884			0.938			0.864		0.983

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: State St DATE: 01/05/2010 LOCATION: City of San Jacinto

E-W STREET: Florida Ave DAY: TUESDAY PROJECT# 10-3001-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	35	8	6	30	15	10	90	7	8	118	7	337
7:15 AM	4	49	12	10	55	14	17	110	5	12	138	12	438
7:30 AM	11	64	5	16	53	21	19	112	5	13	155	12	486
7:45 AM	8	62	14	18	54	20	26	159	9	7	223	13	613
8:00 AM	14	64	16	17	52	25	29	129	9	8	147	17	527
8:15 AM	7	59	16	19	44	32	27	141	16	11	173	8	553
8:30 AM	13	68	18	20	43	22	18	131	18	14	166	18	549
8:45 AM	17	65	18	16	58	35	31	166	16	9	173	11	615
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 77	NT 466	NR 107	SL 122	ST 389	SR 184	EL 177	ET 1038	ER 85	WL 82	WT 1293	WR 98	TOTAL 4118

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	51	256	68	72	197	114	105	567	59	42	659	54	2244
PEAK HR. FACTOR:		0.938			0.878			0.858			0.953		0.912

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: State St | DATE: 01/05/2010 | LOCATION: City of San Jacinto

E-W STREET: Florida Ave | DAY: TUESDAY | PROJECT# 10-3001-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	18	68	21	29	63	43	27	238	17	19	213	19	775
4:15 PM	11	60	20	24	62	44	25	233	34	21	237	16	787
4:30 PM	23	51	12	24	72	50	27	256	21	20	232	17	805
4:45 PM	19	60	21	32	64	45	24	211	18	14	230	21	759
5:00 PM	15	42	19	22	63	48	17	272	12	28	240	16	794
5:15 PM	19	77	23	22	71	36	20	204	12	20	218	15	737
5:30 PM	19	52	13	31	72	27	32	207	16	18	234	12	733
5:45 PM	16	66	10	29	69	22	17	208	10	20	194	17	678
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 140	NT 476	NR 139	SL 213	ST 536	SR 315	EL 189	ET 1829	ER 140	WL 160	WT 1798	WR 133	TOTAL 6068

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	68	213	72	102	261	187	93	972	85	83	939	70	3145
PEAK HR. FACTOR:		0.883			0.942			0.946			0.961		0.977

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Jacinto Ave./Ramona DATE: 4/4/2007 LOCATION: City of San Jacinto

E-W STREET: Main St. DAY: WEDNESDAY PROJECT# 07-3127-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	84	45	2	4	63	1	2	16	35	3	14	1	270
7:15 AM	45	37	7	1	77	1	1	9	48	3	8	2	239
7:30 AM	36	21	4	1	53	0	0	12	36	4	9	1	177
7:45 AM	46	33	5	4	42	0	0	12	45	5	8	1	201
8:00 AM	33	45	8	2	56	0	1	10	41	2	10	2	210
8:15 AM	55	58	4	1	79	1	0	17	59	7	7	3	291
8:30 AM	47	51	7	5	84	2	1	15	55	5	9	1	282
8:45 AM	42	43	12	3	65	1	1	15	42	4	11	2	241
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 388	NT 333	NR 49	SL 21	ST 519	SR 6	EL 6	ET 106	ER 361	WL 33	WT 76	WR 13	TOTAL 1911

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	177	197	31	11	284	4	3	57	197	18	37	8	1024
PEAK HR. FACTOR:		0.865			0.821			0.845			0.926		0.880

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Jacinto Ave./Ramona DATE: 4/4/2007 LOCATION: City of San Jacinto

E-W STREET: Main St. DAY: WEDNESDAY PROJECT# 07-3127-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	48	36	14	1	49	2	1	12	52	11	15	6	247
4:15 PM	59	52	17	3	53	1	0	10	50	14	9	4	272
4:30 PM	58	38	9	5	63	1	1	21	56	19	14	4	289
4:45 PM	42	63	16	6	58	3	0	21	61	11	11	9	301
5:00 PM	62	51	11	4	67	1	1	17	72	13	15	7	321
5:15 PM	78	69	20	9	60	4	2	25	63	17	19	4	370
5:30 PM	54	60	17	7	79	2	1	20	55	20	12	3	330
5:45 PM	43	49	15	10	68	2	0	22	58	16	15	6	304
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 444	NT 418	NR 119	SL 45	ST 497	SR 16	EL 6	ET 148	ER 467	WL 121	WT 110	WR 43	TOTAL 2434

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	237	229	63	30	274	9	4	84	248	66	61	20	1325
PEAK HR. FACTOR:		0.792			0.889			0.933			0.919		0.895

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Jacinto Ave./Ramona DATE: 4/4/2007 LOCATION: City of San Jacinto

E-W STREET: Main St. West leg DAY: WEDNESDAY PROJECT# 07-3127-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2					4	1	8	3		7		25
7:15 AM	4					5	2	9	1		6		27
7:30 AM	4					5	3	6	2		8		28
7:45 AM	7					4	0	7	2		11		31
8:00 AM	5					5	2	10	4		8		34
8:15 AM	6					3	1	8	5		6		29
8:30 AM	7					4	2	9	3		8		33
8:45 AM	9					2	3	11	2		10		37
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 44	NT 0	NR 0	SL 0	ST 0	SR 32	EL 14	ET 68	ER 22	WL 0	WT 64	WR 0	TOTAL 244

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	27	0	0	0	0	14	8	38	14	0	32	0	133
PEAK HR. FACTOR:		0.750			0.700			0.938			0.800		0.899

CONTROL:
NL=CARS FROM SAN JACINTO TO MAIN
SR=CARS FROM SAN JACINTO TO MAIN
WT=CARS FROM MAIN TO W-LEG MAIN
EL=CARS FROM W-LEG MAIN TO SAN JACINTO
ER=CARS FROM W-LEG MAIN TO SAN JACINTO
ET=CARS FROM W-LEG MAIN TO MAIN

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Jacinto Ave./Ramona DATE: 4/4/2007 LOCATION: City of San Jacinto

E-W STREET: Main St. West leg DAY: WEDNESDAY PROJECT# 07-3127-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5					5	5	11	5		11		42
4:15 PM	7					5	3	15	3		13		46
4:30 PM	8					3	6	16	5		15		53
4:45 PM	9					5	8	18	6		18		64
5:00 PM	9					7	7	17	8		20		68
5:15 PM	11					6	6	11	7		11		52
5:30 PM	8					5	5	13	6		10		47
5:45 PM	6					2	4	12	5		13		42
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 63	NT 0	NR 0	SL 0	ST 0	SR 38	EL 44	ET 113	ER 45	WL 0	WT 111	WR 0	TOTAL 414

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	37	0	0	0	0	21	27	62	26	0	64	0	237
PEAK HR. FACTOR:		0.841			0.750			0.898			0.800		0.871

CONTROL:
NL=CARS FROM SAN JACINTO TO MAIN
SR=CARS FROM SAN JACINTO TO MAIN
WT=CARS FROM MAIN TO W-LEG MAIN
EL=CARS FROM W-LEG MAIN TO SAN JACINTO
ER=CARS FROM W-LEG MAIN TO SAN JACINTO
ET=CARS FROM W-LEG MAIN TO MAIN

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Jacinto (SR-79) DATE: 10/25/2007 LOCATION: City of San Jacinto

E-W STREET: Esplanade Ave DAY: THURSDAY PROJECT# 07-3324-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 1.5	WR 0.5	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	28	62	8	13	48	16	12	59	13	19	91	15	384
7:15 AM	34	83	12	29	73	20	27	62	36	12	99	10	497
7:30 AM	21	82	11	15	47	17	17	56	26	17	94	20	423
7:45 AM	37	81	14	13	91	20	15	76	45	20	19	18	449
8:00 AM	25	86	17	24	70	18	26	87	42	21	87	19	522
8:15 AM	27	70	18	23	89	36	15	76	32	24	84	9	503
8:30 AM	32	87	18	21	68	27	19	72	41	13	81	16	495
8:45 AM	25	86	23	22	93	23	14	61	35	29	101	23	535
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 229	NT 637	NR 121	SL 160	ST 579	SR 177	EL 145	ET 549	ER 270	WL 155	WT 656	WR 130	TOTAL 3808

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	109	329	76	90	320	104	74	296	150	87	353	67	2055
PEAK HR. FACTOR:		0.938			0.868			0.839			0.828		0.960

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Jacinto (SR-79) DATE: 10/25/2007 LOCATION: City of San Jacinto

E-W STREET: Esplanade Ave DAY: THURSDAY PROJECT# 07-3324-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 1.5	WR 0.5	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	45	126	36	33	131	19	30	117	46	40	98	15	736
4:15 PM	44	123	26	45	113	28	30	120	35	44	87	20	715
4:30 PM	48	139	28	40	128	21	39	110	52	36	107	21	769
4:45 PM	46	137	36	45	111	26	28	126	47	25	99	18	744
5:00 PM	27	144	34	47	114	26	42	129	42	35	81	13	734
5:15 PM	47	132	28	37	101	18	29	114	41	28	98	15	688
5:30 PM	39	139	33	49	112	17	34	91	47	35	96	12	704
5:45 PM	57	123	28	34	99	16	31	72	46	29	86	23	644
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 353	NT 1063	NR 249	SL 330	ST 909	SR 171	EL 263	ET 879	ER 356	WL 272	WT 752	WR 137	TOTAL 5734

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	183	525	126	163	483	94	127	473	180	145	391	74	2964
PEAK HR. FACTOR:		0.952			0.979			0.970			0.930		0.964

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Jacinto St DATE: 01/06/2010 LOCATION: City of San Jacinto

E-W STREET: Menlo Ave DAY: WEDNESDAY PROJECT# 10-3001-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	64	6	2	62	6	5	34	3	4	33	10	234
7:15 AM	12	64	4	3	61	7	8	45	8	13	57	7	289
7:30 AM	14	82	5	2	75	7	17	51	14	6	62	22	357
7:45 AM	13	121	11	3	119	13	13	59	14	9	63	21	459
8:00 AM	15	92	8	6	90	12	13	56	23	13	69	14	411
8:15 AM	12	76	8	10	105	26	14	28	16	14	56	11	376
8:30 AM	14	73	8	8	102	18	16	54	15	5	69	10	392
8:45 AM	11	110	4	6	109	25	17	30	25	13	43	16	409
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 96	NT 682	NR 54	SL 40	ST 723	SR 114	EL 103	ET 357	ER 118	WL 77	WT 452	WR 111	TOTAL 2927

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	54	362	35	27	416	69	56	197	68	41	257	56	1638
PEAK HR. FACTOR:		0.778			0.908			0.872			0.922		0.892

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Jacinto St DATE: 01/06/2010 LOCATION: City of San Jacinto

E-W STREET: Menlo Ave DAY: WEDNESDAY PROJECT# 10-3001-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	18	140	13	12	144	29	21	57	15	9	47	11	516
4:15 PM	15	153	14	11	141	27	34	62	20	10	62	8	557
4:30 PM	25	138	18	5	132	20	25	63	20	15	51	11	523
4:45 PM	21	135	14	13	114	20	22	57	23	15	38	20	492
5:00 PM	18	180	21	20	122	17	31	99	13	12	52	18	603
5:15 PM	19	169	17	13	124	31	23	59	15	6	45	12	533
5:30 PM	19	136	15	9	118	26	34	54	18	21	56	16	522
5:45 PM	12	142	14	8	135	28	18	55	11	8	29	18	478
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 147	NT 1193	NR 126	SL 91	ST 1030	SR 198	EL 208	ET 506	ER 135	WL 96	WT 380	WR 114	TOTAL 4224

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	79	606	67	49	509	84	112	281	76	52	203	57	2175
PEAK HR. FACTOR:		0.858			0.897			0.820			0.951		0.902

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Jacinto St DATE: 01/06/2010 LOCATION: City of San Jacinto

E-W STREET: Devonshire Ave DAY: WEDNESDAY PROJECT# 10-3001-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	1	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	6	74	7	7	54	6	8	5	4	4	13	13	201
7:15 AM	5	81	8	8	68	5	8	7	6	4	19	15	234
7:30 AM	9	80	4	7	98	13	12	19	12	15	32	16	317
7:45 AM	21	111	18	10	109	20	9	11	14	17	44	12	396
8:00 AM	6	87	10	9	127	9	8	4	5	12	22	6	305
8:15 AM	15	96	11	10	106	10	7	4	6	21	17	9	312
8:30 AM	6	77	14	8	94	9	7	9	3	27	18	8	280
8:45 AM	15	106	22	9	81	10	5	6	4	10	16	7	291
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 83	NT 712	NR 94	SL 68	ST 737	SR 82	EL 64	ET 65	ER 54	WL 110	WT 181	WR 86	TOTAL 2336

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	51	374	43	36	440	52	36	38	37	65	115	43	1330
PEAK HR. FACTOR:		0.780			0.910			0.645			0.764		0.840

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Jacinto St DATE: 01/06/2010 LOCATION: City of San Jacinto

E-W STREET: Devonshire Ave DAY: WEDNESDAY PROJECT# 10-3001-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	1	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	142	24	10	144	14	15	21	13	11	20	12	433
4:15 PM	14	151	24	9	143	6	18	27	15	9	20	13	449
4:30 PM	10	154	22	19	151	8	13	25	8	14	16	13	453
4:45 PM	5	146	26	10	132	10	16	18	10	19	15	12	419
5:00 PM	10	185	35	13	137	11	18	29	8	20	10	14	490
5:15 PM	3	149	26	14	140	9	22	12	8	17	10	9	419
5:30 PM	7	150	26	9	154	7	7	16	4	13	7	18	418
5:45 PM	6	142	22	7	139	7	7	13	8	9	3	11	374
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 62	NT 1219	NR 205	SL 91	ST 1140	SR 72	EL 116	ET 161	ER 74	WL 112	WT 101	WR 102	TOTAL 3455

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	39	636	107	51	563	35	65	99	41	62	61	52	1811
PEAK HR. FACTOR:		0.850			0.912			0.854			0.951		0.924

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Jacinto St

DATE: 4/4/2007

LOCATION: City of San Jacinto

E-W STREET: Florida Ave.

DAY: WEDNESDAY

PROJECT# 07-3127-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1.5	ST .5	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	13	48	5	20	23	14	20	79	4	6	144	14	390
7:15 AM	12	56	6	34	36	18	22	89	6	3	160	19	461
7:30 AM	17	54	7	27	35	28	35	91	4	14	222	25	559
7:45 AM	14	48	6	20	22	24	33	115	8	8	207	30	535
8:00 AM	21	64	13	41	64	31	43	130	5	24	214	46	696
8:15 AM	10	46	16	32	43	28	41	131	11	24	216	44	642
8:30 AM	15	57	20	26	50	37	35	124	8	17	195	32	616
8:45 AM	18	50	12	30	45	22	39	140	10	12	209	38	625
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 120	NT 423	NR 85	SL 230	ST 318	SR 202	EL 268	ET 899	ER 56	WL 108	WT 1567	WR 248	TOTAL 4524

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	64	217	61	129	202	118	158	525	34	77	834	160	2579
PEAK HR. FACTOR:		0.872			0.825			0.948			0.943		0.926

CONTROL: signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: San Jacinto St

E-W STREET: Florida Ave.

DATE: 4/4/2007

DAY: WEDNESDAY

LOCATION: City of San Jacinto

PROJECT# 07-3127-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1.5	ST .5	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	21	55	13	50	59	35	61	220	4	23	188	12	741
4:15 PM	11	59	24	90	75	42	40	201	10	29	149	11	741
4:30 PM	12	79	28	61	56	43	47	235	24	20	220	20	845
4:45 PM	11	59	30	95	74	36	34	184	18	30	215	20	806
5:00 PM	14	73	28	94	80	34	52	221	27	36	232	15	906
5:15 PM	20	87	24	108	74	35	41	230	18	31	224	10	902
5:30 PM	17	73	32	64	55	59	49	238	22	39	222	14	884
5:45 PM	17	56	25	57	69	36	47	191	17	30	189	12	746
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 123	NT 541	NR 204	SL 619	ST 542	SR 320	EL 371	ET 1720	ER 140	WL 238	WT 1639	WR 114	TOTAL 6571

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	62	292	114	361	283	164	176	873	85	136	893	59	3498
PEAK HR. FACTOR:		0.893			0.931			0.917			0.961		0.965

CONTROL: signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Ramona Exwy. DATE: 4/3/2007 LOCATION: City of San Jacinto

E-W STREET: Main St./ Lake Park Dr. DAY: TUESDAY PROJECT# 07-3127-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1.5	ER .5	WL 1	WT 1.5	WR .5	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	6	118	29	6	67	1	6	10	8	20	11	10	292
7:15 AM	7	149	36	19	75	7	6	20	7	25	12	3	366
7:30 AM	5	141	40	15	81	4	3	22	12	28	15	8	374
7:45 AM	7	125	49	19	69	5	5	31	10	30	20	5	375
8:00 AM	7	114	71	3	47	0	4	19	10	37	19	7	338
8:15 AM	12	90	42	17	53	1	0	31	9	39	23	7	324
8:30 AM	6	104	42	11	49	3	2	23	12	40	22	7	321
8:45 AM	6	100	51	12	50	2	3	25	3	34	21	6	313
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 56	NT 941	NR 360	SL 102	ST 491	SR 23	EL 29	ET 181	ER 71	WL 253	WT 143	WR 53	TOTAL 2703

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	26	529	196	56	272	16	18	92	39	120	66	23	1453
PEAK HR. FACTOR:		0.978			0.851			0.810			0.829		0.969

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Ramona Exwy. DATE: 4/3/2007 LOCATION: City of San Jacinto

E-W STREET: Main St./ Lake Park Dr. DAY: TUESDAY PROJECT# 07-3127-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1.5	ER .5	WL 1	WT 1.5	WR .5	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11	70	45	17	104	1	2	28	12	60	25	18	393
4:15 PM	4	62	42	21	103	5	1	26	18	77	40	29	428
4:30 PM	13	70	51	24	125	5	1	36	6	67	41	20	459
4:45 PM	6	61	43	30	97	1	1	32	11	70	22	24	398
5:00 PM	7	72	50	23	121	1	3	29	8	69	44	17	444
5:15 PM	9	50	56	27	95	3	5	36	10	93	39	29	452
5:30 PM	5	50	56	34	101	4	0	24	13	68	40	27	422
5:45 PM	6	41	45	25	106	5	1	35	10	66	37	23	400
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 61	NT 476	NR 388	SL 201	ST 852	SR 25	EL 14	ET 246	ER 88	WL 570	WT 288	WR 187	TOTAL 3396

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	35	253	200	104	438	10	10	133	35	299	146	90	1753
PEAK HR. FACTOR:		0.910			0.896			0.873			0.831		0.955

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Ramona Exwy./Mountain Ave. DATE: 4/3/2007 LOCATION: City of San Jacinto

E-W STREET: 7th St DAY: TUESDAY PROJECT# 07-3127-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	118	0	7	41	5	2	0	11	0	0	0	195
7:15 AM	17	144	4	4	57	17	9	0	14	2	0	0	268
7:30 AM	9	158	1	2	86	11	12	0	16	1	0	0	296
7:45 AM	28	210	0	5	107	16	7	0	18	0	2	0	393
8:00 AM	15	205	2	3	89	18	4	1	12	2	0	1	352
8:15 AM	19	162	3	4	108	14	15	0	15	0	1	0	341
8:30 AM	13	166	1	11	95	7	11	0	17	0	0	0	321
8:45 AM	11	124	0	3	90	10	14	2	5	0	1	1	261
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 123	NT 1287	NR 11	SL 39	ST 673	SR 98	EL 74	ET 3	ER 108	WL 5	WT 4	WR 2	TOTAL 2427

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	75	743	6	23	399	55	37	1	62	2	3	1	1407
PEAK HR. FACTOR:		0.866			0.932			0.833			0.500		0.895

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Ramona Exwy./Mountain Ave. DATE: 4/3/2007 LOCATION: City of San Jacinto

E-W STREET: 7th St DAY: TUESDAY PROJECT# 07-3127-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	14	101		5	101	4	6		21	0		0	252
4:15 PM	26	124		9	132	8	14		29	0		2	344
4:30 PM	17	109		12	208	6	9		37	2		1	401
4:45 PM	22	117		11	213	8	14		40	0		0	425
5:00 PM	9	94		15	150	5	16		57	1		0	347
5:15 PM	12	102		3	196	17	18		48	0		3	399
5:30 PM	5	92		6	186	13	12		56	2		1	373
5:45 PM	6	72		12	180	9	9		48	0		2	338
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 111	NT 811	NR 0	SL 73	ST 1366	SR 70	EL 98	ET 0	ER 336	WL 5	WT 0	WR 9	TOTAL 2879

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	60	422	0	41	767	36	57	0	182	3	0	4	1572
PEAK HR. FACTOR:		0.867			0.909			0.818			0.583		0.925

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mountain Ave

E-W STREET: Esplanade ave

DATE: 4/3/2007

DAY: TUESDAY

LOCATION: City of San Jacinto

PROJECT# 07-3127-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 0	ST 1	SR 1	EL 1	ET 0	ER 1	WL 0	WT 0	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	27	114			59	11	28		14				253
7:15 AM	24	154			45	12	48		21				304
7:30 AM	34	136			80	17	40		19				326
7:45 AM	22	183			68	19	68		24				384
8:00 AM	39	147			74	28	45		15				348
8:15 AM	47	138			95	21	56		17				374
8:30 AM	44	135			77	25	38		24				343
8:45 AM	36	107			75	14	24		13				269
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 273	NT 1114	NR 0	SL 0	ST 573	SR 147	EL 347	ET 0	ER 147	WL 0	WT 0	WR 0	TOTAL 2601

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	152	603	0	0	314	93	207	0	80	0	0	0	1449
PEAK HR. FACTOR:		0.921			0.877			0.780			0.000		0.943

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mountain Ave

E-W STREET: Esplanade ave

DATE: 4/3/2007

DAY: TUESDAY

LOCATION: City of San Jacinto

PROJECT# 07-3127-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 0	ST 1	SR 1	EL 1	ET 0	ER 1	WL 0	WT 0	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	27	74			92	46	26		34				299
4:15 PM	33	98			110	62	47		47				397
4:30 PM	33	81			160	59	41		50				424
4:45 PM	47	97			172	64	24		72				476
5:00 PM	38	74			196	85	45		51				489
5:15 PM	42	61			151	61	57		63				435
5:30 PM	29	58			167	68	41		48				411
5:45 PM	14	46			142	61	24		32				319
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 263	NT 589	NR 0	SL 0	ST 1190	SR 506	EL 305	ET 0	ER 397	WL 0	WT 0	WR 0	TOTAL 3250

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	160	313	0	0	679	269	167	0	236	0	0	0	1824
PEAK HR. FACTOR:		0.821			0.843			0.840			0.000		0.933

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Soboba Rd

DATE: 4/3/2007

LOCATION: City of San Jacinto

E-W STREET: Mountain Ave.

DAY: TUESDAY

PROJECT# 07-3127-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4		1					21	4	4	72		106
7:15 AM	11		0					46	14	6	98		175
7:30 AM	28		6					83	14	8	89		228
7:45 AM	24		0					58	14	12	108		216
8:00 AM	17		2					49	11	8	58		145
8:15 AM	11		2					48	6	3	108		178
8:30 AM	6		0					70	3	9	63		151
8:45 AM	4		2					54	3	3	46		112
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 105	NT 0	NR 13	SL 0	ST 0	SR 0	EL 0	ET 429	ER 69	WL 53	WT 642	WR 0	TOTAL 1311

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	80	0	10	0	0	0	0	238	45	31	363	0	767
PEAK HR. FACTOR:		0.662			0.000			0.729			0.821		0.841

CONTROL: 1-Way Stop N

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Soboba Rd DATE: 4/3/2007 LOCATION: City of San Jacinto

E-W STREET: Mountain Ave. DAY: TUESDAY PROJECT# 07-3127-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7		4					87	11	2	67		178
4:15 PM	11		5					112	18	7	82		235
4:30 PM	16		2					146	21	4	91		280
4:45 PM	10		4					116	22	6	70		228
5:00 PM	14		10					137	30	0	64		255
5:15 PM	17		7					143	27	8	83		285
5:30 PM	13		4					128	24	3	62		234
5:45 PM	8		2					108	12	1	47		178
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 96	NT 0	NR 38	SL 0	ST 0	SR 0	EL 0	ET 977	ER 165	WL 31	WT 566	WR 0	TOTAL 1873

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	57	0	23	0	0	0	0	542	100	18	308	0	1048
PEAK HR. FACTOR:		0.833			0.000			0.944			0.858		0.919

CONTROL: 1-Way Stop N

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Soboba Springs Dr DATE: 01/06/2010 LOCATION: City of San Jacinto

E-W STREET: Lake Park Dr DAY: WEDNESDAY PROJECT# 10-3001-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	1	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1		4					129	0	2	53		189
7:15 AM	4		2					135	3	3	50		197
7:30 AM	3		4					142	4	3	62		218
7:45 AM	3		2					141	1	1	67		215
8:00 AM	2		1					138	5	1	68		215
8:15 AM	7		3					132	0	2	82		226
8:30 AM	4		5					129	2	2	79		221
8:45 AM	5		2					131	1	0	65		204
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 29	NT 0	NR 23	SL 0	ST 0	SR 0	EL 0	ET 1077	ER 16	WL 14	WT 526	WR 0	TOTAL 1685

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	16	0	11	0	0	0	0	540	8	6	296	0	877
PEAK HR. FACTOR:		0.675			0.000			0.958			0.899		0.970

CONTROL: 1-Way Stop NB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Soboba Springs Dr DATE: 01/06/2010 LOCATION: City of San Jacinto

E-W STREET: Lake Park Dr DAY: WEDNESDAY PROJECT# 10-3001-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	1	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2		1					67	9	3	97		179
4:15 PM	4		3					86	13	5	125		236
4:30 PM	1		1					98	15	3	141		259
4:45 PM	6		3					67	8	2	112		198
5:00 PM	3		2					73	6	4	131		219
5:15 PM	2		1					79	7	6	125		220
5:30 PM	2		1					80	6	2	118		209
5:45 PM	4		0					67	3	0	95		169
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 24	NT 0	NR 12	SL 0	ST 0	SR 0	EL 0	ET 617	ER 67	WL 25	WT 944	WR 0	TOTAL 1689

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	14	0	9	0	0	0	0	324	42	14	509	0	912
PEAK HR. FACTOR:		0.639			0.000			0.810			0.908		0.880

CONTROL: 1-Way Stop NB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Soboba Rd DATE: 01/07/2010 LOCATION: City of San Jacinto

E-W STREET: Chabella Dr DAY: THURSDAY PROJECT# 10-3001-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	61	2	0	35	0	3	0	9	4		0	118
7:15 AM	3	65	0	1	39	4	2	0	10	1		1	126
7:30 AM	2	73	0	2	41	0	2	0	8	3		2	133
7:45 AM	2	56	1	1	51	3	1	0	5	1		0	121
8:00 AM	1	63	1	0	43	1	1	0	9	3		2	124
8:15 AM	2	57	2	1	39	2	4	1	7	2		1	118
8:30 AM	1	55	0	0	31	1	2	0	6	2		1	99
8:45 AM	1	52	2	0	44	0	2	0	5	3		0	109
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 16	NT 482	NR 8	SL 5	ST 323	SR 11	EL 17	ET 1	ER 59	WL 19	WT 0	WR 7	TOTAL 948

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	8	257	2	4	174	8	6	0	32	8	0	5	504
PEAK HR. FACTOR:		0.890			0.845			0.792			0.650		0.947

CONTROL: 2-Way Stop EB & WB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Soboba Rd DATE: 01/07/2010 LOCATION: City of San Jacinto

E-W STREET: Chabella Dr DAY: THURSDAY PROJECT# 10-3001-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	39	1	0	79	2	0		2	0	0	0	129
4:15 PM	5	41	0	0	69	2	0		0	0	0	0	117
4:30 PM	4	53	4	1	82	2	0		4	0	0	0	150
4:45 PM	9	49	2	0	75	3	1		2	1	0	1	143
5:00 PM	10	46	0	2	76	3	0		5	1	0	1	144
5:15 PM	3	38	2	2	66	1	2		2	1	1	0	118
5:30 PM	4	43	0	0	70	2	0		1	0	0	0	120
5:45 PM	5	45	1	1	63	1	0		0	1	0	1	118
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 46	NT 354	NR 10	SL 6	ST 580	SR 16	EL 3	ET 0	ER 16	WL 4	WT 1	WR 3	TOTAL 1039

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	26	186	8	5	299	9	3	0	13	3	1	2	555
PEAK HR. FACTOR:		0.902			0.921			0.800			0.750		0.925

CONTROL: 2-Way Stop EB & WB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Soboba Rd

E-W STREET: Lake Park Dr

DATE: 11/1/2007

DAY: THURSDAY

LOCATION: City of San Jacinto

PROJECT# 07-3338-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	26	6			11	9	16		47				115
7:15 AM	31	8			16	8	21		34				118
7:30 AM	34	7			14	10	19		42				126
7:45 AM	33	5			21	17	23		68				167
8:00 AM	42	6			16	16	16		62				158
8:15 AM	44	3			18	14	14		56				149
8:30 AM	41	4			11	12	10		62				140
8:45 AM	36	5			10	11	11		57				130
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 287	NT 44	NR 0	SL 0	ST 117	SR 97	EL 130	ET 0	ER 428	WL 0	WT 0	WR 0	TOTAL 1103

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	160	18	0	0	66	59	63	0	248	0	0	0	614
PEAK HR. FACTOR:		0.927			0.822			0.854			0.000		0.919

CONTROL: 3-way stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Soboba Rd

E-W STREET: Lake Park Dr

DATE: 11/1/2007

DAY: THURSDAY

LOCATION: City of San Jacinto

PROJECT# 07-3338-01

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	62	20			30	27	19		71				229
4:15 PM	70	20			31	26	17		78				242
4:30 PM	78	18			34	31	18		70				249
4:45 PM	69	16			26	34	21		89				255
5:00 PM	68	22			25	36	22		83				256
5:15 PM	70	23			31	31	18		80				253
5:30 PM	58	21			25	47	19		62				232
5:45 PM	56	19			26	42	11		78				232
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 531	NT 159	NR 0	SL 0	ST 228	SR 274	EL 145	ET 0	ER 611	WL 0	WT 0	WR 0	TOTAL 1948

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	285	79	0	0	116	132	79	0	322	0	0	0	1013
PEAK HR. FACTOR:		0.948			0.954			0.911			0.000		0.989

CONTROL: 3-way stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-215 Fwy SB ramps DATE: 6/7/2007 LOCATION: City of Perris

E-W STREET: Bonnie Dr DAY: THURSDAY PROJECT# 07-3203-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	57	35			118	12	6		39				267
7:15 AM	74	42			134	8	10		44				312
7:30 AM	77	47			169	9	5		44				351
7:45 AM	75	45			164	12	8		50				354
8:00 AM	76	37			157	8	2		49				329
8:15 AM	73	32			135	4	3		37				284
8:30 AM	74	24			125	3	4		32				262
8:45 AM	58	19			124	3	5		21				230
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 564	NT 281	NR 0	SL 0	ST 1126	SR 59	EL 43	ET 0	ER 316	WL 0	WT 0	WR 0	TOTAL 2389

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	302	171	0	0	624	37	25	0	187	0	0	0	1346
PEAK HR. FACTOR:		0.954			0.928			0.914			0.000		0.951

CONTROL: 1-Way Stop E

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-215 Fwy SB ramps DATE: 6/7/2007 LOCATION: City of Perris

E-W STREET: Bonnie Dr DAY: THURSDAY PROJECT# 07-3203-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	60	59			194	2	4		43				362
4:15 PM	43	44			181	2	2		46				318
4:30 PM	46	46			192	3	3		45				335
4:45 PM	52	44			193	5	4		56				354
5:00 PM	57	51			203	2	3		68				384
5:15 PM	45	42			194	4	2		64				351
5:30 PM	34	38			190	5	1		44				312
5:45 PM	31	38			199	3	2		39				312
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 368	NT 362	NR 0	SL 0	ST 1546	SR 26	EL 21	ET 0	ER 405	WL 0	WT 0	WR 0	TOTAL 2728

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	200	183	0	0	782	14	12	0	233	0	0	0	1424
PEAK HR. FACTOR:		0.887			0.971			0.863			0.000		0.927

CONTROL: 1-Way Stop E

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-215 Fwy NB ramps DATE: 6/7/2007 LOCATION: City of Perris

E-W STREET: SR-74 (Matthews Rd) DAY: THURSDAY PROJECT# 07-3203-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				25		3	11	154			91	148	432
7:15 AM				31		6	14	175			104	156	486
7:30 AM				40		6	21	190			123	181	561
7:45 AM				37		5	26	192			113	187	560
8:00 AM				31		4	22	180			104	179	520
8:15 AM				28		4	14	156			101	168	471
8:30 AM				31		4	24	130			102	180	471
8:45 AM				25		4	16	132			70	140	387
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	0	0	0	248	0	36	148	1309	0	0	808	1339	3888

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	0	139	0	21	83	737	0	0	444	703	2127
PEAK HR. FACTOR:		0.000			0.870			0.940			0.943		0.948

CONTROL: 1-Way Stop S

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-215 Fwy NB ramps DATE: 6/7/2007 LOCATION: City of Perris

E-W STREET: SR-74 (Matthews Rd) DAY: THURSDAY PROJECT# 07-3203-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				29		12	3	230			95	139	508
4:15 PM				25		11	5	221			83	154	499
4:30 PM				41		13	5	232			80	147	518
4:45 PM				37		10	7	254			90	152	550
5:00 PM				35		9	4	264			92	153	557
5:15 PM				30		4	6	258			78	134	510
5:30 PM				32		5	4	231			63	122	457
5:45 PM				29		9	6	236			64	121	465
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 258	ST 0	SR 73	EL 40	ET 1926	ER 0	WL 0	WT 645	WR 1122	TOTAL 4064

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	0	0	143	0	36	22	1008	0	0	340	586	2135
PEAK HR. FACTOR:		0.000			0.829			0.961			0.945		0.958

CONTROL: 1-Way Stop S

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beaumont Ave DATE: 1/29/2008 LOCATION: City of Beaumont

E-W STREET: I-10 WB Ramps DAY: TUESDAY PROJECT# 08-3014-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 0	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	119	50			38	10				75	0	16	308
7:15 AM	138	55			50	14				60	1	19	337
7:30 AM	112	36			70	13				81	3	19	334
7:45 AM	109	40			61	13				74	3	24	324
8:00 AM	106	37			71	24				59	5	20	322
8:15 AM	92	46			62	12				71	2	26	311
8:30 AM	86	38			53	17				63	1	24	282
8:45 AM	96	56			51	23				54	1	14	295
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 858	NT 358	NR 0	SL 0	ST 456	SR 126	EL 0	ET 0	ER 0	WL 537	WT 16	WR 162	TOTAL 2513

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	465	168	0	0	252	64	0	0	0	274	12	82	1317
PEAK HR. FACTOR:		0.820			0.832			0.000			0.893		0.977

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beaumont Ave | DATE: 1/29/2008 | LOCATION: City of Beaumont

E-W STREET: I-10 WB Ramps | DAY: TUESDAY | PROJECT# 08-3014-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 0	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	80	50			43	21				119	10	29	352
4:15 PM	82	67			72	26				121	9	17	394
4:30 PM	103	49			92	20				119	15	36	434
4:45 PM	90	54			78	29				142	9	29	431
5:00 PM	83	45			81	27				118	6	15	375
5:15 PM	73	49			72	19				164	8	34	419
5:30 PM	84	38			70	22				106	10	27	357
5:45 PM	79	41			68	17				79	7	28	319
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 674	NT 393	NR 0	SL 0	ST 576	SR 181	EL 0	ET 0	ER 0	WL 968	WT 74	WR 215	TOTAL 3081

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	349	197	0	0	323	95	0	0	0	543	38	114	1659
PEAK HR. FACTOR:		0.898			0.933			0.000			0.843		0.956

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beaumont Ave DATE: 1/29/2008 LOCATION: City of Beaumont

E-W STREET: I-10 EB Ramps DAY: TUESDAY PROJECT# 08-3014-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 0	ER 1	WL 0	WT 0	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		155	111	7	100		13	1	62				449
7:15 AM		158	120	26	116		22	0	92				534
7:30 AM		136	131	23	121		12	0	94				517
7:45 AM		130	117	31	100		15	1	88				482
8:00 AM		130	131	27	106		7	0	80				481
8:15 AM		112	123	14	109		35	1	81				475
8:30 AM		135	111	20	86		19	0	57				428
8:45 AM		117	108	18	90		24	0	63				420
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 1073	NR 952	SL 166	ST 828	SR 0	EL 147	ET 3	ER 617	WL 0	WT 0	WR 0	TOTAL 3786

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	554	499	107	443	0	56	1	354	0	0	0	2014
PEAK HR. FACTOR:		0.947			0.955			0.901			0.000		0.943

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beaumont Ave

E-W STREET: I-10 EB Ramps

DATE: 1/29/2008

DAY: TUESDAY

LOCATION: City of Beaumont

PROJECT# 08-3014-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 0	ER 1	WL 0	WT 0	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		118	76	20	166		23	1	132				536
4:15 PM		120	85	25	171		23	1	136				561
4:30 PM		112	79	27	164		25	1	148				556
4:45 PM		112	74	26	194		23	1	135				565
5:00 PM		114	83	27	163		17	0	139				543
5:15 PM		102	80	25	179		18	0	147				551
5:30 PM		121	79	24	143		22	0	136				525
5:45 PM		103	60	27	151		18	0	118				477
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 902	NR 616	SL 201	ST 1331	SR 0	EL 169	ET 4	ER 1091	WL 0	WT 0	WR 0	TOTAL 4314

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	0	458	321	105	692	0	88	3	558	0	0	0	2225
PEAK HR. FACTOR:		0.950			0.906			0.932			0.000		0.985

CONTROL: Signalized

APPENDIX C

Explanation and Calculation of Intersection Delay

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized and signalized intersections are calculated using the delay methodology in the 2000 Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane times 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)
9. Right turns

10. Left turns

11. Pedestrian activity

12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the 2000 Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the 2000 Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length
2. Amount of red time faced by a lane group
3. Amount of yellow time for that lane group
4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the 2000 Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION[1]

Level of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.

Existing

Horseshoe Grande Property
Existing
Morning Peak Hour

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

****

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.2
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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0 2 0 1			2 0 2 0 1			2 0 2 0 1			2 0 2 0 1		
Volume Module:												
Base Vol:	32	427	6	199	286	144	303	179	20	3	203	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	427	6	199	286	144	303	179	20	3	203	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	35	470	7	219	315	158	340	201	22	3	229	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	470	7	219	315	158	340	201	22	3	229	287
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:	35	470	7	219	315	158	340	201	22	3	229	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.06	0.09	0.10	0.10	0.06	0.01	0.00	0.06	0.18
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.29	0.41	0.11	0.29	0.43	0.14	0.32	0.42	0.11	0.29	0.40
Volume/Cap:	0.10	0.44	0.01	0.59	0.30	0.23	0.71	0.18	0.03	0.01	0.22	0.44
Delay/Veh:	38.5	27.5	16.7	43.2	26.0	17.2	44.1	23.5	16.0	37.4	25.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	27.5	16.7	43.2	26.0	17.2	44.1	23.5	16.0	37.4	25.3	21.3
LOS by Move:	D	C	B	D	C	B	D	C	B	D	C	C
HCM2kAvgQ:	1	6	0	4	4	3	6	2	0	0	3	6

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0 2	0 1		2 0 2	0 1		2 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	40	338	8	364	633	390	209	297	50	4	207	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	338	8	364	633	390	209	297	50	4	207	236
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	0.95	0.95	0.95	0.97	0.97	0.97	0.76	0.76	0.76
PHF Volume:	44	368	9	383	666	411	217	308	52	5	272	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	368	9	383	666	411	217	308	52	5	272	311
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:	44	368	9	383	666	411	217	308	52	5	272	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.01	0.11	0.18	0.25	0.06	0.09	0.03	0.00	0.08	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.28	0.38	0.18	0.34	0.44	0.10	0.28	0.40	0.10	0.28	0.46
Volume/Cap:	0.10	0.36	0.01	0.61	0.55	0.58	0.61	0.30	0.08	0.01	0.27	0.42
Delay/Veh:	39.2	29.1	19.3	39.6	27.4	22.3	46.2	28.4	18.6	40.6	28.2	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	29.1	19.3	39.6	27.4	22.3	46.2	28.4	18.6	40.6	28.2	18.5
LOS by Move:	D	C	B	D	C	C	D	C	B	D	C	B
HCM2kAvgQ:	1	5	0	7	9	10	4	4	1	0	3	6

****

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

****

Horseshoe Grande Property
Existing
Morning Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: E[40.1]

****

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:	1	0	0	1	0	1	0	0	1	0	0	0	1!	0	0	0	1	0	0	1
Volume Module:																				
Base Vol:	1	500		13		107	182		1		1		1		1	13		1		264
Growth Adj:	1.00	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	500		13		107	182		1		1		1		1	13		1		264
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.77	0.77		0.77		0.86	0.86		0.86		1.00		1.00		1.00	0.88		0.88		0.88
PHF Volume:	1	651		17		124	211		1		1		1		1	15		1		301
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	1	651		17		124	211		1		1		1		1	15		1		301
Critical Gap Module:																				
Critical Gp:	4.1	xxxx		xxxxx		4.1	xxxx		xxxxx		7.1		6.5		6.2	7.1		6.5		6.2
FollowUpTim:	2.2	xxxx		xxxxx		2.2	xxxx		xxxxx		3.5		4.0		3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	212	xxxx		xxxxx		668	xxxx		xxxxx		1273		1130		211	1123		1122		660
Potent Cap.:	1370	xxxx		xxxxx		931	xxxx		xxxxx		146		205		834	185		208		467
Move Cap.:	1370	xxxx		xxxxx		931	xxxx		xxxxx		46		178		834	165		180		467
Volume/Cap:	0.00	xxxx		xxxx		0.13	xxxx		xxxx		0.02		0.01		0.00	0.09		0.01		0.64
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx		xxxxx		0.5	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		4.5
Control Del:	7.6	xxxx		xxxxx		9.5	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		25.7
LOS by Move:	A	*		*		A	*		*		*		*		*	*		*		D
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		105		xxxxx	166		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		0.1		xxxxx	0.3		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		40.1		xxxxx	29.0		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		*		E		*	D		*		*
ApproachDel:	xxxxxx					xxxxxx					40.1					25.8				
ApproachLOS:	*					*					E					D				

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: E[40.5]

****

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:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	1	336	12	274	478	1	1	1	2	18	2	174
Growth Adj:	1.00	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	336	12	274	478	1	1	1	2	18	2	174
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	0.92	0.92	0.92	0.38	0.38	0.38	0.85	0.85	0.85
PHF Volume:	1	378	13	297	518	1	3	3	5	21	2	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	378	13	297	518	1	3	3	5	21	2	204
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	520	xxxx	xxxxx	391	xxxx	xxxxx	1603	1507	519	1504	1500	384
Potent Cap.:	1057	xxxx	xxxxx	1179	xxxx	xxxxx	86	122	561	101	123	668
Move Cap.:	1057	xxxx	xxxxx	1179	xxxx	xxxxx	47	91	561	79	92	668
Volume/Cap:	0.00	xxxx	xxxx	0.25	xxxx	xxxx	0.06	0.03	0.01	0.27	0.03	0.31
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.3
Control Del:	8.4	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.8
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	112	xxxxx	80	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	1.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	40.5	xxxxx	67.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			40.5			18.4		
ApproachLOS:	*			*			E			C		

****

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

****

Horseshoe Grande Property
Existing
Morning Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.9
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	222	416	56	68	276	37	106	167	247	139	300	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	416	56	68	276	37	106	167	247	139	300	191
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:	0.79	0.79	0.79	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88
PHF Volume:	281	527	71	74	301	40	116	183	270	159	343	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	527	71	74	301	40	116	183	270	159	343	218
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:	281	527	71	74	301	40	116	183	270	159	343	218
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	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3124	421	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.17	0.04	0.08	0.03	0.06	0.05	0.17	0.09	0.09	0.14
Crit Moves:	****				****				****	****		
Green/Cycle:	0.20	0.36	0.36	0.13	0.28	0.28	0.10	0.24	0.24	0.12	0.25	0.25
Volume/Cap:	0.76	0.47	0.47	0.32	0.30	0.09	0.61	0.21	0.70	0.76	0.38	0.54
Delay/Veh:	46.5	25.1	25.1	40.5	28.4	26.7	48.7	30.5	40.1	58.1	31.3	33.9
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:	46.5	25.1	25.1	40.5	28.4	26.7	48.7	30.5	40.1	58.1	31.3	33.9
LOS by Move:	D	C	C	D	C	C	D	C	D	E	C	C
HCM2kAvgQ:	10	8	8	2	4	1	4	2	9	7	5	6

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.4
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	247	457	62	179	453	47	83	418	336	128	232	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	457	62	179	453	47	83	418	336	128	232	96
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	0.88	0.88	0.88	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	258	477	65	202	512	53	88	446	358	148	269	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	477	65	202	512	53	88	446	358	148	269	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:	258	477	65	202	512	53	88	446	358	148	269	111
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	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3122	423	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.15	0.11	0.14	0.03	0.05	0.12	0.22	0.08	0.07	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.34	0.34	0.13	0.29	0.29	0.11	0.26	0.26	0.11	0.26	0.26
Volume/Cap:	0.85	0.45	0.45	0.88	0.48	0.11	0.45	0.47	0.85	0.78	0.29	0.27
Delay/Veh:	57.3	25.0	25.0	69.9	27.9	24.5	41.4	29.9	47.7	59.9	28.3	28.3
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:	57.3	25.0	25.0	69.9	27.9	24.5	41.4	29.9	47.7	59.9	28.3	28.3
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	10	7	7	9	7	1	3	6	13	6	3	3

****

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

****

Horseshoe Grande Property
Existing
Morning Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		1 0 1	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	51	256	68	72	197	114	105	567	59	42	659	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	256	68	72	197	114	105	567	59	42	659	54
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	0.88	0.88	0.88	0.86	0.86	0.86	0.95	0.95	0.95
PHF Volume:	54	273	72	82	224	130	122	661	69	44	692	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	273	72	82	224	130	122	661	69	44	692	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:	54	273	72	82	224	130	122	661	69	44	692	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.92	0.92	0.53	1.00	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.81	0.19	1.00	1.85	0.15
Final Sat.:	1003	2764	734	998	1900	1615	1805	3224	335	1805	3300	270
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.08	0.12	0.08	0.07	0.20	0.20	0.02	0.21	0.21
Crit Moves:					****		****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.13	0.36	0.36	0.13	0.36	0.36
Volume/Cap:	0.15	0.28	0.28	0.23	0.33	0.22	0.53	0.57	0.57	0.19	0.58	0.58
Delay/Veh:	17.1	17.9	17.9	17.8	18.5	17.6	34.1	20.8	20.8	30.8	21.0	21.0
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:	17.1	17.9	17.9	17.8	18.5	17.6	34.1	20.8	20.8	30.8	21.0	21.0
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	3	3	2	4	2	4	8	8	1	8	8

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		1 0 1	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	68	213	72	102	261	187	93	972	85	83	939	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	213	72	102	261	187	93	972	85	83	939	70
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	0.94	0.94	0.94	0.95	0.95	0.95	0.96	0.96	0.96
PHF Volume:	77	241	82	108	277	199	98	1027	90	86	977	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	241	82	108	277	199	98	1027	90	86	977	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:	77	241	82	108	277	199	98	1027	90	86	977	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.91	0.91	0.52	1.00	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.49	0.51	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.86	0.14
Final Sat.:	781	2595	877	984	1900	1615	1805	3280	287	1805	3326	248
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.11	0.15	0.12	0.05	0.31	0.31	0.05	0.29	0.29
Crit Moves:					****			****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.15	0.44	0.44	0.11	0.41	0.41
Volume/Cap:	0.32	0.30	0.30	0.35	0.47	0.40	0.37	0.70	0.70	0.43	0.72	0.72
Delay/Veh:	24.4	23.7	23.7	24.7	25.6	24.9	35.6	21.7	21.7	38.8	24.0	24.0
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:	24.4	23.7	23.7	24.7	25.6	24.9	35.6	21.7	21.7	38.8	24.0	24.0
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	4	4	3	6	5	3	14	14	3	14	14

****

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

****

Horseshoe Grande Property
Existing
Morning Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.7
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	204	197	31	11	284	18	11	95	211	18	69	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:	204	197	31	11	284	18	11	95	211	18	69	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:	0.87	0.87	0.87	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93
PHF Volume:	236	228	36	13	346	22	13	112	250	19	75	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	228	36	13	346	22	13	112	250	19	75	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:	236	228	36	13	346	22	13	112	250	19	75	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.95	0.99	0.99	0.98	0.98	0.85	0.93	0.93	0.93
Lanes:	1.31	0.60	0.09	1.00	0.94	0.06	0.10	0.90	1.00	0.19	0.73	0.08
Final Sat.:	2403	1096	172	1805	1771	112	192	1660	1615	336	1288	149
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.01	0.20	0.20	0.07	0.07	0.15	0.06	0.06	0.06
Crit Moves:		****			****				****			
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.38	0.80	0.80	0.03	0.75	0.75	0.22	0.22	0.51	0.19	0.19	0.19
Delay/Veh:	21.1	30.8	30.8	19.0	29.7	29.7	18.1	18.1	20.6	17.9	17.9	17.9
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:	21.1	30.8	30.8	19.0	29.7	29.7	18.1	18.1	20.6	17.9	17.9	17.9
LOS by Move:	C	C	C	B	C	C	B	B	C	B	B	B
HCM2kAvgQ:	3	10	10	0	9	9	2	2	5	2	2	2

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
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			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	274	229	63	30	274	30	31	146	274	66	125	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	229	63	30	274	30	31	146	274	66	125	20
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:	0.79	0.79	0.79	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92
PHF Volume:	346	289	80	34	308	34	33	156	294	72	136	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	289	80	34	308	34	33	156	294	72	136	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	289	80	34	308	34	33	156	294	72	136	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.95	0.99	0.99	0.93	0.93	0.85	0.82	0.82	0.82
Lanes:	1.32	0.53	0.15	1.00	0.90	0.10	0.18	0.82	1.00	0.31	0.60	0.09
Final Sat.:	2405	973	268	1805	1687	185	308	1453	1615	489	925	148
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.30	0.02	0.18	0.18	0.11	0.11	0.18	0.15	0.15	0.15
Crit Moves:		****			****				****			
Green/Cycle:	0.36	0.36	0.36	0.23	0.23	0.23	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.40	0.82	0.82	0.08	0.81	0.81	0.41	0.41	0.69	0.56	0.56	0.56
Delay/Veh:	19.1	29.3	29.3	24.6	40.8	40.8	25.0	25.0	31.5	27.3	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	29.3	29.3	24.6	40.8	40.8	25.0	25.0	31.5	27.3	27.3	27.3
LOS by Move:	B	C	C	C	D	D	C	C	C	C	C	C
HCM2kAvgQ:	5	15	15	1	10	10	4	4	8	6	6	6

****

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

****

Horseshoe Grande Property
Existing
Morning Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.4
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	109	329	76	90	320	104	74	296	150	87	353	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	329	76	90	320	104	74	296	150	87	353	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	329	76	90	320	104	74	296	150	87	353	67
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	0.87	0.87	0.87	0.84	0.84	0.84	0.83	0.83	0.83
PHF Volume:	116	351	81	104	369	120	88	353	179	105	426	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	351	81	104	369	120	88	353	179	105	426	81
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:	116	351	81	104	369	120	88	353	179	105	426	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.91	0.91	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.51	0.49	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	2624	853	1805	3610	1615	1805	2961	562
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.05	0.06	0.14	0.14	0.05	0.10	0.11	0.06	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30
Volume/Cap:	0.59	0.32	0.16	0.53	0.46	0.46	0.45	0.32	0.36	0.54	0.47	0.47
Delay/Veh:	43.8	24.8	23.6	41.5	26.2	26.2	40.1	24.8	25.5	41.7	26.3	26.3
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:	43.8	24.8	23.6	41.5	26.2	26.2	40.1	24.8	25.5	41.7	26.3	26.3
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	4	2	4	6	6	3	4	4	4	6	6

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.0
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 2	0 1		1 0 1	1 0		1 0 2	0 1		1 0 1	1 0	
Volume Module:												
Base Vol:	183	525	126	163	483	94	127	473	180	145	391	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	525	126	163	483	94	127	473	180	145	391	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	525	126	163	483	94	127	473	180	145	391	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.98	0.98	0.98	0.97	0.97	0.97	0.93	0.93	0.93
PHF Volume:	192	551	132	166	493	96	131	488	186	156	420	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	551	132	166	493	96	131	488	186	156	420	80
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:	192	551	132	166	493	96	131	488	186	156	420	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.67	0.33	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	2949	574	1805	3610	1615	1805	2963	561
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.08	0.09	0.17	0.17	0.07	0.14	0.11	0.09	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.32	0.32	0.11	0.29	0.29	0.11	0.29	0.29	0.11	0.30	0.30
Volume/Cap:	0.80	0.48	0.26	0.82	0.57	0.57	0.68	0.46	0.39	0.80	0.48	0.48
Delay/Veh:	56.6	26.6	24.5	63.4	29.1	29.1	50.7	27.6	27.2	61.3	27.7	27.7
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:	56.6	26.6	24.5	63.4	29.1	29.1	50.7	27.6	27.2	61.3	27.7	27.7
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	8	7	3	7	8	8	5	6	5	7	7	7

****

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

****

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Horseshoe Grande Property
Existing
Morning Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 0	1 0		1 0 1	0 1	
Volume Module:												
Base Vol:	54	362	35	27	416	69	56	197	68	41	257	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	362	35	27	416	69	56	197	68	41	257	56
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:	0.78	0.78	0.78	0.91	0.91	0.91	0.87	0.87	0.87	0.92	0.92	0.92
PHF Volume:	69	465	45	30	458	76	64	226	78	44	279	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	465	45	30	458	76	64	226	78	44	279	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
FinalVolume:	69	465	45	30	458	76	64	226	78	44	279	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.51	0.96	0.96	0.49	1.00	0.85
Lanes:	1.00	1.82	0.18	1.00	1.72	0.28	1.00	0.74	0.26	1.00	1.00	1.00
Final Sat.:	1805	3249	314	1805	3031	503	973	1357	469	922	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.02	0.15	0.15	0.07	0.17	0.17	0.05	0.15	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.26	0.26	0.15	0.26	0.26	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.26	0.54	0.54	0.11	0.57	0.57	0.16	0.40	0.40	0.12	0.36	0.09
Delay/Veh:	26.3	22.1	22.1	25.3	22.5	22.5	12.8	14.5	14.5	12.5	14.1	12.3
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:	26.3	22.1	22.1	25.3	22.5	22.5	12.8	14.5	14.5	12.5	14.1	12.3
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	2	5	5	1	6	6	1	5	5	1	4	1

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 0	1 0		1 0 1	0 1	
Volume Module:												
Base Vol:	79	606	67	49	509	84	112	281	76	52	203	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	606	67	49	509	84	112	281	76	52	203	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.90	0.90	0.90	0.82	0.82	0.82	0.95	0.95	0.95
PHF Volume:	92	706	78	55	567	94	137	343	93	55	213	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	706	78	55	567	94	137	343	93	55	213	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	706	78	55	567	94	137	343	93	55	213	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.57	0.97	0.97	0.31	1.00	0.85
Lanes:	1.00	1.80	0.20	1.00	1.72	0.28	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1805	3202	354	1805	3034	501	1077	1448	392	587	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.03	0.19	0.19	0.13	0.24	0.24	0.09	0.11	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.17	0.33	0.33	0.13	0.30	0.30	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.31	0.66	0.66	0.23	0.62	0.62	0.34	0.63	0.63	0.25	0.30	0.10
Delay/Veh:	28.0	22.8	22.8	29.5	23.8	23.8	17.4	21.2	21.2	16.8	16.8	15.4
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:	28.0	22.8	22.8	29.5	23.8	23.8	17.4	21.2	21.2	16.8	16.8	15.4
LOS by Move:	C	C	C	C	C	C	B	C	C	B	B	B
HCM2kAvgQ:	2	9	9	1	8	8	3	9	9	1	4	1

****

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

****

Horseshoe Grande Property
Existing
Morning Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 1	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	51	374	43	36	440	52	36	38	37	65	115	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	374	43	36	440	52	36	38	37	65	115	43
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:	0.78	0.78	0.78	0.91	0.91	0.91	0.65	0.65	0.65	0.76	0.76	0.76
PHF Volume:	65	479	55	40	484	57	56	59	57	85	151	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	479	55	40	484	57	56	59	57	85	151	56
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:	65	479	55	40	484	57	56	59	57	85	151	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.59	1.00	0.85	0.72	0.96	0.96
Lanes:	1.00	1.79	0.21	1.00	1.79	0.21	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1805	3189	367	1805	3177	375	1119	1900	1615	1368	1326	496
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.02	0.15	0.15	0.05	0.03	0.04	0.06	0.11	0.11
Crit Moves:	****				****						****	
Green/Cycle:	0.14	0.28	0.28	0.15	0.29	0.29	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.25	0.55	0.55	0.14	0.53	0.53	0.12	0.08	0.09	0.16	0.28	0.28
Delay/Veh:	27.2	22.3	22.3	25.9	21.6	21.6	13.4	13.0	13.1	13.6	14.4	14.4
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:	27.2	22.3	22.3	25.9	21.6	21.6	13.4	13.0	13.1	13.6	14.4	14.4
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	1	6	6	1	6	6	1	1	1	1	3	3

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 12 (Y+R=4.0 sec) 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 1	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	39	636	107	51	563	35	65	99	41	62	61	52
Growth Adj:	1.00	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	636	107	51	563	35	65	99	41	62	61	52
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:	0.85	0.85	0.85	0.91	0.91	0.91	0.85	0.85	0.85	0.95	0.95	0.95
PHF Volume:	46	748	126	56	617	38	76	116	48	65	64	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	748	126	56	617	38	76	116	48	65	64	55
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	748	126	56	617	38	76	116	48	65	64	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.68	1.00	0.85	0.68	0.93	0.93
Lanes:	1.00	1.71	0.29	1.00	1.88	0.12	1.00	1.00	1.00	1.00	0.54	0.46
Final Sat.:	1805	3022	508	1805	3368	209	1283	1900	1615	1288	955	814
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.03	0.18	0.18	0.06	0.06	0.03	0.05	0.07	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.19	0.41	0.41	0.12	0.34	0.34	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.13	0.60	0.60	0.26	0.54	0.54	0.18	0.19	0.09	0.15	0.20	0.20
Delay/Veh:	28.9	20.3	20.3	34.8	23.1	23.1	20.5	20.5	19.8	20.3	20.7	20.7
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:	28.9	20.3	20.3	34.8	23.1	23.1	20.5	20.5	19.8	20.3	20.7	20.7
LOS by Move:	C	C	C	C	C	C	C	C	B	C	C	C
HCM2kAvgQ:	1	10	10	2	8	8	1	2	1	1	2	2

****

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

****

Horseshoe Grande Property
Existing
Morning Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.4
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	64	217	61	129	202	118	158	525	34	77	834	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	217	61	129	202	118	158	525	34	77	834	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
PHF Volume:	73	249	70	156	245	143	167	554	36	82	884	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	249	70	156	245	143	167	554	36	82	884	170
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	249	70	156	245	143	167	554	36	82	884	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.98	0.98	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1805	2725	766	1864	1864	1615	1805	3360	218	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.08	0.13	0.09	0.09	0.16	0.16	0.05	0.24	0.11
Crit Moves:		****			****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.11	0.29	0.29	0.11	0.29	0.29
Volume/Cap:	0.17	0.39	0.39	0.36	0.56	0.38	0.84	0.56	0.56	0.43	0.84	0.36
Delay/Veh:	37.0	39.1	39.1	38.7	41.6	39.3	79.1	36.4	36.4	51.9	46.4	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	39.1	39.1	38.7	41.6	39.3	79.1	36.4	36.4	51.9	46.4	34.2
LOS by Move:	D	D	D	D	D	D	E	D	D	D	D	C
HCM2kAvgQ:	2	5	5	5	8	5	8	10	10	3	19	5

****

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

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Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 53.8
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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	62	292	114	361	283	164	176	873	85	136	893	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	292	114	361	283	164	176	873	85	136	893	59
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	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	69	327	128	388	304	176	192	952	93	142	929	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	327	128	388	304	176	192	952	93	142	929	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
FinalVolume:	69	327	128	388	304	176	192	952	93	142	929	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.44	0.56	1.12	0.88	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1805	2487	971	2073	1625	1615	1805	3247	316	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.19	0.19	0.11	0.11	0.29	0.29	0.08	0.26	0.04
Crit Moves:		****			****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.12	0.31	0.31	0.09	0.28	0.28
Volume/Cap:	0.16	0.56	0.56	0.80	0.80	0.47	0.91	0.94	0.94	0.89	0.91	0.13
Delay/Veh:	36.9	41.5	41.5	48.8	48.8	40.5	90.3	55.3	55.3	94.2	53.3	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	41.5	41.5	48.8	48.8	40.5	90.3	55.3	55.3	94.2	53.3	32.2
LOS by Move:	D	D	D	D	D	D	F	E	E	F	D	C
HCM2kAvgQ:	2	8	8	14	14	6	10	24	24	8	21	2

****

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

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Horseshoe Grande Property
Existing
Morning Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.8
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2	0 1		1 0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	26	529	196	56	272	16	18	92	39	120	66	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:	26	529	196	56	272	16	18	92	39	120	66	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	0.85	0.85	0.85	0.81	0.81	0.81	0.83	0.83	0.83
PHF Volume:	27	541	200	66	320	19	22	114	48	145	80	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	541	200	66	320	19	22	114	48	145	80	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	541	200	66	320	19	22	114	48	145	80	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.91	0.91	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.40	0.60	1.00	1.48	0.52
Final Sat.:	1805	3610	1615	1805	3382	199	1805	2421	1026	1805	2573	897
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.12	0.04	0.09	0.09	0.01	0.05	0.05	0.08	0.03	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.11	0.32	0.32	0.11	0.32	0.32
Volume/Cap:	0.13	0.55	0.46	0.32	0.35	0.35	0.11	0.15	0.15	0.71	0.10	0.10
Delay/Veh:	35.4	28.0	27.3	36.8	25.9	25.9	35.2	21.5	21.5	48.3	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:	35.4	28.0	27.3	36.8	25.9	25.9	35.2	21.5	21.5	48.3	21.1	21.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	7	5	2	4	4	1	2	2	5	1	1

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.7
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	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2	0	1	1 0 1	1	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	35	253	200	104	438	10	10	133	35	299	146	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:	35	253	200	104	438	10	10	133	35	299	146	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:	0.91	0.91	0.91	0.90	0.90	0.90	0.87	0.87	0.87	0.83	0.83	0.83
PHF Volume:	38	278	220	116	489	11	11	152	40	360	176	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	278	220	116	489	11	11	152	40	360	176	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:	38	278	220	116	489	11	11	152	40	360	176	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.92	0.92	0.95	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	1.58	0.42	1.00	1.24	0.76
Final Sat.:	1805	3610	1615	1805	3519	80	1805	2769	729	1805	2106	1298
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.14	0.06	0.14	0.14	0.01	0.06	0.06	0.20	0.08	0.08
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.23	0.23	0.10	0.23	0.23	0.14	0.27	0.27	0.26	0.39	0.39
Volume/Cap:	0.22	0.34	0.60	0.68	0.61	0.61	0.05	0.21	0.21	0.78	0.22	0.22
Delay/Veh:	44.6	34.1	38.8	56.1	37.6	37.6	39.3	30.0	30.0	44.2	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	34.1	38.8	56.1	37.6	37.6	39.3	30.0	30.0	44.2	21.7	21.7
LOS by Move:	D	C	D	E	D	D	D	C	C	D	C	C
HCM2kAvgQ:	1	4	7	5	8	8	0	3	3	13	3	3

****

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

****

Horseshoe Grande Property
Existing
Morning Peak Hour

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

****
Intersection #11 Ramona Expressway (NS) at 7th Street (EW)
****
Average Delay (sec/veh): 2.5 Worst Case Level Of Service: E[39.5]
****

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:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	75	743	6	23	399	55	37	1	62	2	3	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:	75	743	6	23	399	55	37	1	62	2	3	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:	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83	0.50	0.50	0.50
PHF Volume:	87	858	7	25	428	59	44	1	74	4	6	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	87	858	7	25	428	59	44	1	74	4	6	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	487	xxxx	xxxxx	865	xxxx	xxxxx	1083	1516	214	1295	1568	429
Potent Cap.:	1086	xxxx	xxxxx	787	xxxx	xxxxx	174	121	797	122	112	580
Move Cap.:	1086	xxxx	xxxxx	787	xxxx	xxxxx	152	108	797	100	100	580
Volume/Cap:	0.08	xxxx	xxxx	0.03	xxxx	xxxx	0.29	0.01	0.09	0.04	0.06	0.00
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	10.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	A	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	xxxx	xxxxx	xxxx	116	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	39.0	xxxx	xxxxx	xxxxx	39.5	xxxxx
Shared LOS:	*	*	*	*	*	*	E	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			21.0			39.5		
ApproachLOS:	*			*			C			E		

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

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****
Intersection #11 Ramona Expressway (NS) at 7th Street (EW)
****
Average Delay (sec/veh): 6.4 Worst Case Level Of Service: D[34.1]
****

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:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	422	1	41	767	36	57	1	182	3	1	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:	60	422	1	41	767	36	57	1	182	3	1	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:	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.58	0.58	0.58
PHF Volume:	69	487	1	45	844	40	70	1	222	5	2	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	69	487	1	45	844	40	70	1	222	5	2	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	883	xxxx	xxxxx	488	xxxx	xxxxx	1317	1560	422	1138	1599	243
Potent Cap.:	774	xxxx	xxxxx	1086	xxxx	xxxxx	117	113	586	159	107	763
Move Cap.:	774	xxxx	xxxxx	1086	xxxx	xxxxx	104	99	586	88	94	763
Volume/Cap:	0.09	xxxx	xxxx	0.04	xxxx	xxxx	0.67	0.01	0.38	0.06	0.02	0.01
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	1.8	xxxx	xxxx	xxxxx
Control Del:	10.1	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	14.9	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	103	xxxx	xxxxx	xxxx	160	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	94.4	xxxx	xxxxx	xxxxx	29.6	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			34.1			29.6		
ApproachLOS:	*			*			D			D		

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

Horseshoe Grande Property
Existing
Morning Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
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:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	24		0	0	24		24	21		0	21	0		0	0
Lanes:	1 0	1 0		0	0 0	1 0		1	1 0		0 0	1	0 0		0 0	0
Volume Module:																
Base Vol:	152	603		0	0	314		93	207		0	80	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	152	603		0	0	314		93	207		0	80	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.92	0.92		0.92	0.88	0.88		0.88	0.78		0.78	0.78	1.00		1.00	1.00
PHF Volume:	165	655		0	0	358		106	265		0	103	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	165	655		0	0	358		106	265		0	103	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	165	655		0	0	358		106	265		0	103	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95	1.00		1.00	1.00	1.00		0.85	0.77		1.00	0.85	1.00		1.00	1.00
Lanes:	1.00	1.00		0.00	0.00	1.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1805	1900		0	0	1900		1615	1461		0	1615	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.09	0.34		0.00	0.00	0.19		0.07	0.18		0.00	0.06	0.00		0.00	0.00
Crit Moves:	****					****			****							
Green/Cycle:	0.15	0.51		0.00	0.00	0.36		0.36	0.31		0.00	0.31	0.00		0.00	0.00
Volume/Cap:	0.61	0.68		0.00	0.00	0.53		0.18	0.58		0.00	0.20	0.00		0.00	0.00
Delay/Veh:	30.8	14.4		0.0	0.0	17.8		14.9	21.2		0.0	17.1	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	30.8	14.4		0.0	0.0	17.8		14.9	21.2		0.0	17.1	0.0		0.0	0.0
LOS by Move:	C	B		A	A	B		B	C		A	B	A		A	A
HCM2kAvgQ:	4	11		0	0	6		2	5		0	2	0		0	0

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
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:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	24		0	0	24		24	21		0	21	0		0	0
Lanes:	1 0	1 0		0	0 0	1 0		1	1 0	0 0		1	0 0	0 0		0
Volume Module:																
Base Vol:	160	313		0	0	679		269	167		0	236	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	160	313		0	0	679		269	167		0	236	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.82	0.82		0.82	0.84	0.84		0.84	0.84		0.84	0.84	1.00		1.00	1.00
PHF Volume:	195	381		0	0	805		319	199		0	281	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	195	381		0	0	805		319	199		0	281	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	195	381		0	0	805		319	199		0	281	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95	1.00		1.00	1.00	1.00		0.85	0.77		1.00	0.85	1.00		1.00	1.00
Lanes:	1.00	1.00		0.00	0.00	1.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1805	1900		0	0	1900		1615	1461		0	1615	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.11	0.20		0.00	0.00	0.42		0.20	0.14		0.00	0.17	0.00		0.00	0.00
Crit Moves:	****					****						****				
Green/Cycle:	0.13	0.63		0.00	0.00	0.50		0.50	0.23		0.00	0.23	0.00		0.00	0.00
Volume/Cap:	0.84	0.32		0.00	0.00	0.84		0.39	0.58		0.00	0.75	0.00		0.00	0.00
Delay/Veh:	61.2	7.7		0.0	0.0	25.8		14.1	33.2		0.0	39.9	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	61.2	7.7		0.0	0.0	25.8		14.1	33.2		0.0	39.9	0.0		0.0	0.0
LOS by Move:	E	A		A	A	C		B	C		A	D	A		A	A
HCM2kAvgQ:	8	5		0	0	22		6	6		0	9	0		0	0

****

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

****

Horseshoe Grande Property
Existing
Morning Peak Hour

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

****
Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)
****
Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C[22.0]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	80	0	10	0	0	0	0	238	45	31	363	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:	80	0	10	0	0	0	0	238	45	31	363	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:	0.66	0.66	0.66	1.00	1.00	1.00	0.73	0.73	0.73	0.82	0.82	0.82
PHF Volume:	121	0	15	0	0	0	0	326	62	38	442	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	121	0	15	0	0	0	0	326	62	38	442	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	875	xxxx	357	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	388	xxxx	xxxxx
Potent Cap.:	322	xxxx	691	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1181	xxxx	xxxxx
Move Cap.:	314	xxxx	691	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1181	xxxx	xxxxx
Volume/Cap:	0.38	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.7	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	23.4	xxxx	10.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		22.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

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

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****
Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)
****
Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[20.8]
****

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	57	0	23	0	0	0	0	542	100	18	308	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:	57	0	23	0	0	0	0	542	100	18	308	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:	0.83	0.83	0.83	1.00	1.00	1.00	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	68	0	28	0	0	0	0	574	106	21	359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	68	0	28	0	0	0	0	574	106	21	359	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1028	xxxx	627	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	680	xxxx	xxxxx
Potent Cap.:	262	xxxx	487	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	922	xxxx	xxxxx
Move Cap.:	257	xxxx	487	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	922	xxxx	xxxxx
Volume/Cap:	0.27	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	24.0	xxxx	12.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		20.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

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

Horseshoe Grande Property
Existing
Morning Peak Hour

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

****
Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)
****
Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[15.4]
****

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:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	16	0	11	0	0	0	0	540	8	6	296	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:	16	0	11	0	0	0	0	540	8	6	296	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:	0.68	0.68	0.68	1.00	1.00	1.00	0.96	0.96	0.96	0.90	0.90	0.90
PHF Volume:	24	0	16	0	0	0	0	564	8	7	329	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	0	16	0	0	0	0	564	8	7	329	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	906	xxxx	564	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	572	xxxx	xxxxx
Potent Cap.:	309	xxxx	529	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1011	xxxx	xxxxx
Move Cap.:	307	xxxx	529	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1011	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	17.7	xxxx	12.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		15.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

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

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****
Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)
****
Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[16.0]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	14	0	9	0	0	0	0	324	42	14	509	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:	14	0	9	0	0	0	0	324	42	14	509	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:	0.64	0.64	0.64	1.00	1.00	1.00	0.81	0.81	0.81	0.91	0.91	0.91
PHF Volume:	22	0	14	0	0	0	0	400	52	15	561	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	0	14	0	0	0	0	400	52	15	561	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	991	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	452	xxxx	xxxxx
Potent Cap.:	275	xxxx	654	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1119	xxxx	xxxxx
Move Cap.:	272	xxxx	654	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1119	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	19.4	xxxx	10.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

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

Horseshoe Grande Property
Existing
Morning Peak Hour

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

****

Intersection #15 Soboba Road (NS) at Chabella Drive (EW)

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[12.3]

****

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:	1 0 0 1 0			1 0 1 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	8	257	2	4	174	8	6	1	32	8	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	257	2	4	174	8	6	1	32	8	1	5
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	0.85	0.85	0.85	0.79	0.79	0.79	0.65	0.65	0.65
PHF Volume:	9	289	2	5	206	9	8	1	40	12	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	289	2	5	206	9	8	1	40	12	2	8
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	215	xxxx	xxxxx	291	xxxx	xxxxx	528	524	206	549	533	290
Potent Cap.:	1367	xxxx	xxxxx	1282	xxxx	xxxxx	464	461	840	450	456	754
Move Cap.:	1367	xxxx	xxxxx	1282	xxxx	xxxxx	455	456	840	424	451	754
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.00	0.05	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.0
Control Del:	7.7	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	9.8
LOS by Move:	A	*	*	A	*	*	*	*	A	*	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	455	xxxx	xxxxx	427	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.1	xxxx	xxxxx	13.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	B	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1			12.3		
ApproachLOS:	*			*			B			B		

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****
Intersection #15 Soboba Road (NS) at Chabella Drive (EW)
****
Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[12.7]
****

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:	1 0 0	1	0	1 0	1	1	0 1	0	1	0 1	0	1
Volume Module:												
Base Vol:	26	186	8	5	299	9	3	1	13	3	1	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:	26	186	8	5	299	9	3	1	13	3	1	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:	0.90	0.90	0.90	0.92	0.92	0.92	0.80	0.80	0.80	0.75	0.75	0.75
PHF Volume:	29	206	9	5	325	10	4	1	16	4	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	206	9	5	325	10	4	1	16	4	1	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	334	xxxx	xxxxx	215	xxxx	xxxxx	606	608	325	617	614	211
Potent Cap.:	1236	xxxx	xxxxx	1367	xxxx	xxxxx	412	413	721	405	410	835
Move Cap.:	1236	xxxx	xxxxx	1367	xxxx	xxxxx	401	402	721	387	399	835
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.00	0.02	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.0
Control Del:	8.0	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	10.1	xxxxx	xxxx	9.3
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	401	xxxx	xxxxx	390	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.1	xxxx	xxxxx	14.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	B	*	*
ApproachDel:	xxxxxx			xxxxxx			11.0			12.7		
ApproachLOS:	*			*			B			B		

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

Horseshoe Grande Property
Existing
Morning Peak Hour

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.7
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 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	160	18	1	1	66	59	63	1	248	1	1	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:	160	18	1	1	66	59	63	1	248	1	1	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:	0.93	0.93	0.93	0.82	0.82	0.82	0.85	0.85	0.85	1.00	1.00	1.00
PHF Volume:	173	19	1	1	80	72	74	1	290	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	19	1	1	80	72	74	1	290	1	1	1
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:	173	19	1	1	80	72	74	1	290	1	1	1
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:	0.89	0.10	0.01	0.01	0.52	0.47	0.98	0.02	1.00	0.34	0.33	0.33
Final Sat.:	602	68	4	6	378	338	590	9	748	214	214	214
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.21	0.21	0.21	0.13	0.13	0.39	0.00	0.00	0.00
Crit Moves:			****		****				****	****		
Delay/Veh:	10.0	10.0	10.0	8.9	8.9	8.9	9.3	9.3	10.1	8.2	8.2	8.2
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:	10.0	10.0	10.0	8.9	8.9	8.9	9.3	9.3	10.1	8.2	8.2	8.2
LOS by Move:	B	B	B	A	A	A	A	A	B	A	A	A
ApproachDel:		10.0			8.9			9.9			8.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			8.9			9.9			8.2	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.2	0.2	0.1	0.1	0.6	0.0	0.0	0.0

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
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 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	285	79	1	1	116	132	79	1	322	1	1	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:	285	79	1	1	116	132	79	1	322	1	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91	1.00	1.00	1.00
PHF Volume:	301	83	1	1	122	138	87	1	353	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	83	1	1	122	138	87	1	353	1	1	1
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:	301	83	1	1	122	138	87	1	353	1	1	1
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:	0.78	0.21	0.01	0.01	0.46	0.53	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	490	136	2	3	301	343	518	7	635	161	161	161
Capacity Analysis Module:												
Vol/Sat:	0.61	0.61	0.61	0.40	0.40	0.40	0.17	0.17	0.56	0.01	0.01	0.01
Crit Moves:		****			****				****	****		
Delay/Veh:	16.4	16.4	16.4	11.6	11.6	11.6	10.6	10.6	14.2	9.3	9.3	9.3
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:	16.4	16.4	16.4	11.6	11.6	11.6	10.6	10.6	14.2	9.3	9.3	9.3
LOS by Move:	C	C	C	B	B	B	B	B	B	A	A	A
ApproachDel:		16.4			11.6			13.5			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.4			11.6			13.5			9.3	
LOS by Appr:		C			B			B			A	
AllWayAvgQ:	1.4	1.4	1.4	0.6	0.6	0.6	0.2	0.2	1.1	0.0	0.0	0.0

****

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

****

Opening Year (2010) Without Project – No Action

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.468
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.2
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:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0 2	0 1		2 0 2	0 1		2 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	35	470	7	219	315	158	333	197	22	3	223	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	470	7	219	315	158	333	197	22	3	223	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	39	518	8	241	347	174	374	221	25	3	252	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	518	8	241	347	174	374	221	25	3	252	316
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:	39	518	8	241	347	174	374	221	25	3	252	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.00	0.07	0.10	0.11	0.11	0.06	0.02	0.00	0.07	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.29	0.41	0.11	0.29	0.43	0.14	0.32	0.42	0.11	0.29	0.40
Volume/Cap:	0.10	0.49	0.01	0.65	0.33	0.25	0.78	0.19	0.04	0.01	0.24	0.49
Delay/Veh:	38.6	27.9	16.7	45.0	26.3	17.4	47.7	23.6	16.1	37.4	25.5	21.9
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:	38.6	27.9	16.7	45.0	26.3	17.4	47.7	23.6	16.1	37.4	25.5	21.9
LOS by Move:	D	C	B	D	C	B	D	C	B	D	C	C
HCM2kAvgQ:	1	7	0	5	4	3	7	2	0	0	3	7

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.0
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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	44	372	9	401	697	429	230	327	55	4	228	260
Growth Adj:	1.00	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	372	9	401	697	429	230	327	55	4	228	260
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	0.95	0.95	0.95	0.97	0.97	0.97	0.76	0.76	0.76
PHF Volume:	48	405	10	422	734	452	238	339	57	5	300	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	405	10	422	734	452	238	339	57	5	300	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	405	10	422	734	452	238	339	57	5	300	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.01	0.12	0.20	0.28	0.07	0.09	0.04	0.00	0.08	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.28	0.38	0.18	0.34	0.44	0.10	0.28	0.40	0.10	0.28	0.46
Volume/Cap:	0.11	0.40	0.02	0.67	0.60	0.64	0.67	0.33	0.09	0.01	0.30	0.46
Delay/Veh:	39.3	29.5	19.3	41.2	28.3	23.8	48.4	28.7	18.6	40.6	28.4	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	29.5	19.3	41.2	28.3	23.8	48.4	28.7	18.6	40.6	28.4	19.0
LOS by Move:	D	C	B	D	C	C	D	C	B	D	C	B
HCM2kAvgQ:	1	5	0	7	10	11	5	4	1	0	4	7

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Average Delay (sec/veh): 9.9 Worst Case Level Of Service: F[68.9]

****

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:	1 0 0	1 0		1 0 0	1 0		0 0	1! 0	0	0 1 0	0	1
Volume Module:												
Base Vol:	1	550	14	118	200	1	1	1	1	14	1	291
Growth Adj:	1.00	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	550	14	118	200	1	1	1	1	14	1	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.86	0.86	0.86	1.00	1.00	1.00	0.88	0.88	0.88
PHF Volume:	1	716	18	137	232	1	1	1	1	16	1	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	716	18	137	232	1	1	1	1	16	1	332
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	233	xxxx	xxxxx	734	xxxx	xxxxx	1400	1243	232	1235	1234	725
Potent Cap.:	1347	xxxx	xxxxx	880	xxxx	xxxxx	119	176	812	155	178	428
Move Cap.:	1347	xxxx	xxxxx	880	xxxx	xxxxx	23	149	812	135	150	428
Volume/Cap:	0.00	xxxx	xxxx	0.16	xxxx	xxxx	0.04	0.01	0.00	0.12	0.01	0.77
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	6.7
Control Del:	7.7	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	36.9
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	E
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	59	xxxxx	136	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	68.9	xxxxx	35.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	E	*	*
ApproachDel:	xxxxxx			xxxxxx			68.9			36.8		
ApproachLOS:	*			*			F			E		

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: F[55.6]

****

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:	1 0 0	1 0		1 0 0	1 0		0 0	1! 0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	1	370	13	302	526	1	1	1	2	20	2	192
Growth Adj:	1.00	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	370	13	302	526	1	1	1	2	20	2	192
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	0.92	0.92	0.92	0.38	0.38	0.38	0.85	0.85	0.85
PHF Volume:	1	416	15	328	570	1	3	3	5	24	2	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	416	15	328	570	1	3	3	5	24	2	226
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	572	xxxx	xxxxx	430	xxxx	xxxxx	1765	1659	571	1655	1652	423
Potent Cap.:	1011	xxxx	xxxxx	1140	xxxx	xxxxx	66	99	524	79	100	635
Move Cap.:	1011	xxxx	xxxxx	1140	xxxx	xxxxx	32	70	524	59	71	635
Volume/Cap:	0.00	xxxx	xxxx	0.29	xxxx	xxxx	0.08	0.04	0.01	0.40	0.03	0.36
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.6
Control Del:	8.6	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.8
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	82	xxxxx	60	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	1.6	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	55.6	xxxxx	104.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			55.6			23.1		
ApproachLOS:	*			*			F			C		

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
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:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	10		18		18		10		18		18		18		18		18		18		18		18	
Lanes:	1	0	0	1	0		1	0	0	1	0		0	0	1!	0	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	1		550		14		118		200		1		1		1		1		14		1		291	
Growth Adj:	1.00		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		550		14		118		200		1		1		1		1		14		1		291	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.77		0.77		0.77		0.86		0.86		0.86		1.00		1.00		1.00		0.88		0.88		0.88	
PHF Volume:	1		716		18		137		232		1		1		1		1		16		1		332	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	1		716		18		137		232		1		1		1		1		16		1		332	
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		716		18		137		232		1		1		1		1		16		1		332	
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		1.00		0.92		0.92		0.92		0.85		0.85		0.85	
Lanes:	1.00		0.98		0.02		1.00		0.99		0.01		0.34		0.33		0.33		0.93		0.07		1.00	
Final Sat.:	1805		1845		47		1805		1889		9		584		584		584		1511		108		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.39		0.39		0.08		0.12		0.12		0.00		0.00		0.00		0.01		0.01		0.21	
Crit Moves:			****				****																****	
Green/Cycle:	0.21		0.47		0.47		0.13		0.39		0.39		0.25		0.25		0.25		0.25		0.25		0.25	
Volume/Cap:	0.00		0.82		0.82		0.61		0.32		0.32		0.01		0.01		0.01		0.04		0.04		0.82	
Delay/Veh:	24.7		24.1		24.1		37.8		17.5		17.5		22.5		22.5		22.5		22.7		22.7		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:	24.7		24.1		24.1		37.8		17.5		17.5		22.5		22.5		22.5		22.7		22.7		40.6	
LOS by Move:	C		C		C		D		B		B		C		C		C		C		C		D	
HCM2kAvgQ:	0		18		18		4		4		4		0		0		0		0		0		10	

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

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Horseshoe Grande Property
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
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:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	10		18		18		10		18		18		18		18		18		18		18		18	
Lanes:	1	0	0	1	0		1	0	0	1	0		0	0	1!	0	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	1		370		13		302		526		1		1		1		2		20		2		192	
Growth Adj:	1.00		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		370		13		302		526		1		1		1		2		20		2		192	
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		0.92		0.92		0.92		0.38		0.38		0.38		0.85		0.85		0.85	
PHF Volume:	1		416		15		328		570		1		3		3		5		24		2		226	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	1		416		15		328		570		1		3		3		5		24		2		226	
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		416		15		328		570		1		3		3		5		24		2		226	
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		1.00		0.90		0.90		0.90		0.83		0.83		0.85	
Lanes:	1.00		0.97		0.03		1.00		0.99		0.01		0.25		0.25		0.50		0.91		0.09		1.00	
Final Sat.:	1805		1826		64		1805		1896		4		428		428		855		1427		143		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.23		0.23		0.18		0.30		0.30		0.01		0.01		0.01		0.02		0.02		0.14	
Crit Moves:	****								****														****	
Green/Cycle:	0.13		0.34		0.34		0.26		0.47		0.47		0.24		0.24		0.24		0.24		0.24		0.24	
Volume/Cap:	0.00		0.67		0.67		0.70		0.64		0.64		0.03		0.03		0.03		0.07		0.07		0.58	
Delay/Veh:	28.2		23.7		23.7		30.0		16.9		16.9		21.8		21.8		21.8		22.1		22.1		27.4	
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:	28.2		23.7		23.7		30.0		16.9		16.9		21.8		21.8		21.8		22.1		22.1		27.4	
LOS by Move:	C		C		C		C		B		B		C		C		C		C		C		C	
HCM2kAvgQ:	0		10		10		8		11		11		0		0		0		0		0		5	

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0
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	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	249	467	64	76	310	41	117	186	277	158	334	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	467	64	76	310	41	117	186	277	158	334	213
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:	0.79	0.79	0.79	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88
PHF Volume:	316	592	81	83	338	45	128	203	303	181	382	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	592	81	83	338	45	128	203	303	181	382	243
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:	316	592	81	83	338	45	128	203	303	181	382	243
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	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3118	427	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.19	0.05	0.09	0.03	0.07	0.06	0.19	0.10	0.11	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.20	0.36	0.36	0.13	0.28	0.28	0.10	0.24	0.24	0.12	0.25	0.25
Volume/Cap:	0.86	0.53	0.53	0.36	0.33	0.10	0.68	0.23	0.78	0.86	0.42	0.60
Delay/Veh:	56.4	26.0	26.0	40.9	28.8	26.8	52.5	30.7	45.4	71.4	31.6	35.4
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:	56.4	26.0	26.0	40.9	28.8	26.8	52.5	30.7	45.4	71.4	31.6	35.4
LOS by Move:	E	C	C	D	C	C	D	C	D	E	C	D
HCM2kAvgQ:	12	9	9	3	4	1	5	3	11	8	5	7

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 16 (Y+R=4.0 sec) 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	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	277	513	70	199	508	52	91	465	377	145	258	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	513	70	199	508	52	91	465	377	145	258	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.88	0.88	0.88	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	290	535	73	225	575	59	97	496	402	168	299	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	535	73	225	575	59	97	496	402	168	299	124
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:	290	535	73	225	575	59	97	496	402	168	299	124
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	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3119	426	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.17	0.12	0.16	0.04	0.05	0.14	0.25	0.09	0.08	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.19	0.31	0.31	0.14	0.27	0.27	0.12	0.29	0.29	0.11	0.28	0.28
Volume/Cap:	0.86	0.56	0.56	0.87	0.60	0.14	0.46	0.48	0.86	0.86	0.30	0.27
Delay/Veh:	61.7	31.0	31.0	68.7	34.6	29.4	44.9	31.2	50.9	77.0	29.9	29.9
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:	61.7	31.0	31.0	68.7	34.6	29.4	44.9	31.2	50.9	77.0	29.9	29.9
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	12	9	9	10	9	1	3	7	15	8	4	3

****

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

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Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		1 0 1	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	56	282	75	79	217	125	116	624	65	46	725	59
Growth Adj:	1.00	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	282	75	79	217	125	116	624	65	46	725	59
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	0.88	0.88	0.88	0.86	0.86	0.86	0.95	0.95	0.95
PHF Volume:	60	301	80	90	247	142	135	727	76	48	761	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	301	80	90	247	142	135	727	76	48	761	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	301	80	90	247	142	135	727	76	48	761	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.92	0.92	0.50	1.00	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.81	0.19	1.00	1.85	0.15
Final Sat.:	946	2763	735	946	1900	1615	1805	3224	336	1805	3302	269
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.10	0.13	0.09	0.07	0.23	0.23	0.03	0.23	0.23
Crit Moves:					****		****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.13	0.36	0.36	0.13	0.36	0.36
Volume/Cap:	0.18	0.30	0.30	0.26	0.36	0.25	0.58	0.63	0.63	0.21	0.64	0.64
Delay/Veh:	17.4	18.1	18.1	18.1	18.8	17.8	35.8	21.7	21.7	30.9	21.9	21.9
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:	17.4	18.1	18.1	18.1	18.8	17.8	35.8	21.7	21.7	30.9	21.9	21.9
LOS by Move:	B	B	B	B	B	B	D	C	C	C	C	C
HCM2kAvgQ:	1	4	4	2	5	2	4	9	9	1	10	10

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.4
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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		1 0 1	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	75	234	79	112	287	206	102	1070	94	91	1034	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	234	79	112	287	206	102	1070	94	91	1034	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.94	0.94	0.94	0.95	0.95	0.95	0.96	0.96	0.96
PHF Volume:	85	265	89	119	305	219	108	1131	99	95	1076	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	265	89	119	305	219	108	1131	99	95	1076	80
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:	85	265	89	119	305	219	108	1131	99	95	1076	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.91	0.91	0.48	1.00	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.50	0.50	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.86	0.14
Final Sat.:	665	2596	877	916	1900	1615	1805	3279	288	1805	3326	248
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.13	0.16	0.14	0.06	0.34	0.34	0.05	0.32	0.32
Crit Moves:					****			****		****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.14	0.47	0.47	0.11	0.44	0.44
Volume/Cap:	0.43	0.35	0.35	0.44	0.54	0.46	0.42	0.73	0.73	0.50	0.74	0.74
Delay/Veh:	28.6	26.5	26.5	28.3	29.2	28.0	38.3	21.7	21.7	42.2	24.2	24.2
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:	28.6	26.5	26.5	28.3	29.2	28.0	38.3	21.7	21.7	42.2	24.2	24.2
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	4	4	3	8	6	3	16	16	3	16	16

****

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

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Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.5
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	235	231	41	15	333	21	13	125	243	24	91	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	231	41	15	333	21	13	125	243	24	91	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93
PHF Volume:	272	267	47	18	406	26	15	148	288	26	98	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	267	47	18	406	26	15	148	288	26	98	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
FinalVolume:	272	267	47	18	406	26	15	148	288	26	98	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.95	0.99	0.99	0.97	0.97	0.85	0.92	0.92	0.92
Lanes:	1.30	0.59	0.11	1.00	0.94	0.06	0.09	0.91	1.00	0.19	0.72	0.09
Final Sat.:	2387	1088	193	1805	1771	112	174	1676	1615	333	1262	153
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.25	0.01	0.23	0.23	0.09	0.09	0.18	0.08	0.08	0.08
Crit Moves:		****			****				****			
Green/Cycle:	0.29	0.29	0.29	0.27	0.27	0.27	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.39	0.85	0.85	0.04	0.85	0.85	0.32	0.32	0.64	0.28	0.28	0.28
Delay/Veh:	21.5	34.7	34.7	20.2	38.4	38.4	21.7	21.7	26.6	21.4	21.4	21.4
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:	21.5	34.7	34.7	20.2	38.4	38.4	21.7	21.7	26.6	21.4	21.4	21.4
LOS by Move:	C	C	C	C	D	D	C	C	C	C	C	C
HCM2kAvgQ:	4	13	13	0	12	12	3	3	7	3	3	3

****

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

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Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.956
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.2
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			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	315	268	84	40	321	35	36	192	315	88	165	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	268	84	40	321	35	36	192	315	88	165	27
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:	0.79	0.79	0.79	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92
PHF Volume:	398	338	106	45	361	39	39	206	338	96	180	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	338	106	45	361	39	39	206	338	96	180	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	398	338	106	45	361	39	39	206	338	96	180	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.95	0.99	0.99	0.90	0.90	0.85	0.65	0.65	0.65
Lanes:	1.31	0.53	0.16	1.00	0.90	0.10	0.16	0.84	1.00	0.31	0.59	0.10
Final Sat.:	2384	958	300	1805	1688	184	270	1438	1615	391	733	120
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.35	0.02	0.21	0.21	0.14	0.14	0.21	0.25	0.25	0.25
Crit Moves:			****		****						****	
Green/Cycle:	0.36	0.36	0.36	0.23	0.23	0.23	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.46	0.97	0.97	0.11	0.95	0.95	0.55	0.55	0.80	0.93	0.93	0.93
Delay/Veh:	19.7	49.6	49.6	24.8	62.1	62.1	26.8	26.8	37.6	61.8	61.8	61.8
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:	19.7	49.6	49.6	24.8	62.1	62.1	26.8	26.8	37.6	61.8	61.8	61.8
LOS by Move:	B	D	D	C	E	E	C	C	D	E	E	E
HCM2kAvgQ:	6	22	22	1	15	15	6	6	10	12	12	12

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 2	0 1		1 0 1	1 0		1 0 2	0 1		1 0 1	1 0	
Volume Module:												
Base Vol:	120	363	84	99	353	114	81	326	165	96	388	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	363	84	99	353	114	81	326	165	96	388	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	363	84	99	353	114	81	326	165	96	388	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.84	0.84	0.84	0.83	0.83	0.83
PHF Volume:	128	387	90	114	407	131	97	389	197	116	469	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	387	90	114	407	131	97	389	197	116	469	89
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:	128	387	90	114	407	131	97	389	197	116	469	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.91	0.91	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.51	0.49	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	2628	849	1805	3610	1615	1805	2959	564
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.06	0.06	0.15	0.15	0.05	0.11	0.12	0.06	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30
Volume/Cap:	0.65	0.35	0.18	0.58	0.51	0.51	0.49	0.35	0.40	0.59	0.52	0.52
Delay/Veh:	46.9	25.1	23.7	43.4	26.7	26.7	40.5	25.1	25.9	43.8	26.9	26.9
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:	46.9	25.1	23.7	43.4	26.7	26.7	40.5	25.1	25.9	43.8	26.9	26.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	5	2	4	7	7	3	5	5	4	7	7

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.6
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	201	578	139	180	532	103	140	520	198	160	430	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	578	139	180	532	103	140	520	198	160	430	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	578	139	180	532	103	140	520	198	160	430	82
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	0.98	0.98	0.98	0.97	0.97	0.97	0.93	0.93	0.93
PHF Volume:	211	607	146	184	543	105	144	536	204	172	462	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	607	146	184	543	105	144	536	204	172	462	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
FinalVolume:	211	607	146	184	543	105	144	536	204	172	462	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	2952	572	1805	3610	1615	1805	2959	564
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.09	0.10	0.18	0.18	0.08	0.15	0.13	0.10	0.16	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.32	0.32	0.12	0.28	0.28	0.11	0.28	0.28	0.13	0.30	0.30
Volume/Cap:	0.76	0.53	0.28	0.88	0.66	0.66	0.75	0.53	0.45	0.76	0.52	0.52
Delay/Veh:	51.9	28.4	25.8	75.4	33.4	33.4	58.3	31.0	30.4	56.0	29.6	29.6
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:	51.9	28.4	25.8	75.4	33.4	33.4	58.3	31.0	30.4	56.0	29.6	29.6
LOS by Move:	D	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	8	8	3	8	10	10	6	8	5	7	8	8

****

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

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Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 0	1 0		1 0 1	0 1	
Volume Module:												
Base Vol:	59	399	39	30	458	76	62	217	75	45	283	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	399	39	30	458	76	62	217	75	45	283	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.91	0.91	0.91	0.87	0.87	0.87	0.92	0.92	0.92
PHF Volume:	76	513	50	33	504	84	71	249	86	49	307	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	513	50	33	504	84	71	249	86	49	307	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	513	50	33	504	84	71	249	86	49	307	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.48	0.96	0.96	0.45	1.00	0.85
Lanes:	1.00	1.82	0.18	1.00	1.72	0.28	1.00	0.74	0.26	1.00	1.00	1.00
Final Sat.:	1805	3246	317	1805	3031	503	916	1357	469	861	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.02	0.17	0.17	0.08	0.18	0.18	0.06	0.16	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.26	0.26	0.15	0.26	0.26	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.29	0.60	0.60	0.12	0.63	0.63	0.19	0.45	0.45	0.14	0.39	0.10
Delay/Veh:	26.4	22.9	22.9	25.4	23.4	23.4	13.0	14.8	14.8	12.7	14.4	12.3
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:	26.4	22.9	22.9	25.4	23.4	23.4	13.0	14.8	14.8	12.7	14.4	12.3
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	2	6	6	1	7	7	1	5	5	1	5	1

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.9
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 0	1 0		1 0 1	0 1	
Volume Module:												
Base Vol:	87	667	74	54	561	92	123	310	84	57	224	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	667	74	54	561	92	123	310	84	57	224	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.90	0.90	0.90	0.82	0.82	0.82	0.95	0.95	0.95
PHF Volume:	101	777	86	60	625	103	150	378	102	60	236	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	777	86	60	625	103	150	378	102	60	236	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:	101	777	86	60	625	103	150	378	102	60	236	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.53	0.97	0.97	0.26	1.00	0.85
Lanes:	1.00	1.80	0.20	1.00	1.72	0.28	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1805	3201	355	1805	3036	498	1013	1447	392	488	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.03	0.21	0.21	0.15	0.26	0.26	0.12	0.12	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.17	0.35	0.35	0.13	0.30	0.30	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.33	0.70	0.70	0.27	0.68	0.68	0.39	0.70	0.70	0.33	0.33	0.11
Delay/Veh:	29.9	24.1	24.1	32.3	26.1	26.1	19.0	24.2	24.2	18.8	18.1	16.3
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:	29.9	24.1	24.1	32.3	26.1	26.1	19.0	24.2	24.2	18.8	18.1	16.3
LOS by Move:	C	C	C	C	C	C	B	C	C	B	B	B
HCM2kAvgQ:	2	11	11	2	9	9	3	11	11	1	4	1

****

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

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Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	56	412	47	40	485	57	40	42	41	72	127	47
Growth Adj:	1.00	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	412	47	40	485	57	40	42	41	72	127	47
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:	0.78	0.78	0.78	0.91	0.91	0.91	0.65	0.65	0.65	0.76	0.76	0.76
PHF Volume:	72	528	60	44	533	63	62	65	64	94	166	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	528	60	44	533	63	62	65	64	94	166	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	528	60	44	533	63	62	65	64	94	166	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.56	1.00	0.85	0.72	0.96	0.96
Lanes:	1.00	1.80	0.20	1.00	1.79	0.21	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1805	3192	364	1805	3179	374	1072	1900	1615	1360	1331	493
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.02	0.17	0.17	0.06	0.03	0.04	0.07	0.12	0.12
Crit Moves:	****				****						****	
Green/Cycle:	0.14	0.28	0.28	0.15	0.29	0.29	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.28	0.60	0.60	0.16	0.59	0.59	0.14	0.09	0.10	0.17	0.31	0.31
Delay/Veh:	27.4	23.1	23.1	26.0	22.4	22.4	13.5	13.1	13.2	13.7	14.6	14.6
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:	27.4	23.1	23.1	26.0	22.4	22.4	13.5	13.1	13.2	13.7	14.6	14.6
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	2	7	7	1	7	7	1	1	1	1	3	3

****

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

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Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 1	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	43	701	118	56	620	39	72	109	45	68	67	57
Growth Adj:	1.00	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	701	118	56	620	39	72	109	45	68	67	57
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:	0.85	0.85	0.85	0.91	0.91	0.91	0.85	0.85	0.85	0.95	0.95	0.95
PHF Volume:	51	825	139	61	680	43	84	128	53	72	70	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	825	139	61	680	43	84	128	53	72	70	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	825	139	61	680	43	84	128	53	72	70	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.64	1.00	0.85	0.64	0.93	0.93
Lanes:	1.00	1.71	0.29	1.00	1.88	0.12	1.00	1.00	1.00	1.00	0.54	0.46
Final Sat.:	1805	3022	509	1805	3366	212	1216	1900	1615	1222	956	813
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.03	0.20	0.20	0.07	0.07	0.03	0.06	0.07	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.20	0.47	0.47	0.11	0.38	0.38	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.14	0.58	0.58	0.32	0.53	0.53	0.24	0.23	0.11	0.20	0.25	0.25
Delay/Veh:	31.6	18.6	18.6	40.4	23.2	23.2	25.7	25.5	24.5	25.4	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	18.6	18.6	40.4	23.2	23.2	25.7	25.5	24.5	25.4	25.8	25.8
LOS by Move:	C	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	11	11	2	9	9	2	3	1	2	3	3

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 47.7
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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		1 1 0	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	70	239	67	142	222	130	174	578	37	85	917	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	239	67	142	222	130	174	578	37	85	917	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
PHF Volume:	80	274	77	172	269	158	184	610	39	90	972	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	274	77	172	269	158	184	610	39	90	972	187
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:	80	274	77	172	269	158	184	610	39	90	972	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.98	0.98	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1805	2727	764	1864	1864	1615	1805	3362	215	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.09	0.14	0.10	0.10	0.18	0.18	0.05	0.27	0.12
Crit Moves:		****			****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.11	0.29	0.29	0.11	0.29	0.29
Volume/Cap:	0.19	0.43	0.43	0.40	0.62	0.42	0.93	0.62	0.62	0.47	0.93	0.40
Delay/Veh:	37.1	39.6	39.6	39.1	42.9	39.8	96.9	37.6	37.6	52.4	55.1	34.7
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:	37.1	39.6	39.6	39.1	42.9	39.8	96.9	37.6	37.6	52.4	55.1	34.7
LOS by Move:	D	D	D	D	D	D	F	D	D	D	E	C
HCM2kAvgQ:	2	6	6	5	10	5	10	11	11	4	22	6

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 67.5
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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	68	322	126	397	312	180	194	960	94	150	982	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	322	126	397	312	180	194	960	94	150	982	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	76	361	141	426	335	193	212	1047	103	156	1022	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	361	141	426	335	193	212	1047	103	156	1022	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
FinalVolume:	76	361	141	426	335	193	212	1047	103	156	1022	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.44	0.56	1.12	0.88	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1805	2486	973	2070	1627	1615	1805	3245	318	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.21	0.21	0.12	0.12	0.32	0.32	0.09	0.28	0.04
Crit Moves:		****			****			****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.12	0.32	0.32	0.08	0.28	0.28
Volume/Cap:	0.18	0.62	0.62	0.88	0.88	0.51	1.00	1.02	1.02	1.02	1.00	0.15
Delay/Veh:	37.0	42.8	42.8	55.0	55.0	41.3	115.0	73.8	73.8	133.9	71.4	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:	37.0	42.8	42.8	55.0	55.0	41.3	115.0	73.8	73.8	133.9	71.4	32.4
LOS by Move:	D	D	D	E	E	D	F	E	E	F	E	C
HCM2kAvgQ:	2	9	9	17	17	7	12	30	30	10	26	2

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.8
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		2 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	70	239	67	142	222	130	174	578	37	85	917	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	239	67	142	222	130	174	578	37	85	917	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	239	67	142	222	130	174	578	37	85	917	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
PHF Volume:	80	274	77	172	269	158	184	610	39	90	972	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	274	77	172	269	158	184	610	39	90	972	187
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:	80	274	77	172	269	158	184	610	39	90	972	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.92	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.56	0.44	2.00	1.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1805	2727	764	3502	1900	1615	1805	3362	215	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.05	0.14	0.10	0.10	0.18	0.18	0.05	0.27	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.28	0.28	0.10	0.28	0.28	0.13	0.34	0.34	0.12	0.33	0.33
Volume/Cap:	0.44	0.36	0.36	0.49	0.51	0.35	0.81	0.53	0.53	0.41	0.81	0.35
Delay/Veh:	44.1	29.0	29.0	43.7	31.0	29.2	61.3	27.2	27.2	41.9	34.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	29.0	29.0	43.7	31.0	29.2	61.3	27.2	27.2	41.9	34.5	25.5
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	3	5	5	3	7	4	8	9	9	3	16	4

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 44.8
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0	1	1 0	2 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	68	322	126	397	312	180	194	960	94	150	982	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	322	126	397	312	180	194	960	94	150	982	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	322	126	397	312	180	194	960	94	150	982	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	76	361	141	426	335	193	212	1047	103	156	1022	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	361	141	426	335	193	212	1047	103	156	1022	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
FinalVolume:	76	361	141	426	335	193	212	1047	103	156	1022	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.44	0.56	2.00	1.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1805	2486	973	3502	1900	1615	1805	3245	318	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.12	0.18	0.12	0.12	0.32	0.32	0.09	0.28	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.24	0.24	0.14	0.28	0.28	0.14	0.38	0.38	0.10	0.34	0.34
Volume/Cap:	0.42	0.60	0.60	0.86	0.62	0.42	0.84	0.86	0.86	0.86	0.84	0.12
Delay/Veh:	50.0	39.7	39.7	62.4	38.1	34.1	70.0	39.0	39.0	82.4	40.8	26.5
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:	50.0	39.7	39.7	62.4	38.1	34.1	70.0	39.0	39.0	82.4	40.8	26.5
LOS by Move:	D	D	D	E	D	C	E	D	D	F	D	C
HCM2kAvgQ:	3	9	9	10	11	6	10	22	22	8	20	2

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****
Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)
****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.0
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	32	587	224	64	302	20	22	117	48	137	84	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	587	224	64	302	20	22	117	48	137	84	26
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	0.85	0.85	0.85	0.81	0.81	0.81	0.83	0.83	0.83
PHF Volume:	33	600	229	75	355	24	27	144	59	165	101	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	600	229	75	355	24	27	144	59	165	101	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:	33	600	229	75	355	24	27	144	59	165	101	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.91	0.91	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	1.42	0.58	1.00	1.53	0.47
Final Sat.:	1805	3610	1615	1805	3355	222	1805	2447	1004	1805	2660	823
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.14	0.04	0.11	0.11	0.02	0.06	0.06	0.09	0.04	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.12	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.16	0.62	0.53	0.37	0.40	0.40	0.13	0.19	0.19	0.69	0.12	0.12
Delay/Veh:	36.6	30.3	29.5	38.3	27.3	27.3	35.9	22.8	22.8	45.2	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	30.3	29.5	38.3	27.3	27.3	35.9	22.8	22.8	45.2	21.2	21.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	9	6	2	5	5	1	2	2	6	1	1

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

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.0
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	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	43	281	229	118	486	12	12	169	43	342	185	102
Growth Adj:	1.00	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	281	229	118	486	12	12	169	43	342	185	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.90	0.90	0.90	0.87	0.87	0.87	0.83	0.83	0.83
PHF Volume:	47	309	252	132	542	13	14	194	49	412	223	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	309	252	132	542	13	14	194	49	412	223	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	309	252	132	542	13	14	194	49	412	223	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.92	0.92	0.95	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	1.00	1.59	0.41	1.00	1.29	0.71
Final Sat.:	1805	3610	1615	1805	3509	87	1805	2791	710	1805	2204	1215
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.16	0.07	0.15	0.15	0.01	0.07	0.07	0.23	0.10	0.10
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.23	0.23	0.10	0.23	0.23	0.14	0.27	0.27	0.26	0.39	0.39
Volume/Cap:	0.27	0.37	0.68	0.77	0.68	0.68	0.06	0.26	0.26	0.89	0.26	0.26
Delay/Veh:	45.0	34.5	42.2	64.8	39.2	39.2	39.4	30.5	30.5	55.8	22.1	22.1
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:	45.0	34.5	42.2	64.8	39.2	39.2	39.4	30.5	30.5	55.8	22.1	22.1
LOS by Move:	D	C	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	2	5	9	6	10	10	0	3	3	16	4	4

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: F[54.2]

****

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:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	86	819	7	26	440	63	43	1	71	2	4	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:	86	819	7	26	440	63	43	1	71	2	4	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:	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83	0.50	0.50	0.50
PHF Volume:	99	946	8	28	472	68	52	1	85	4	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	99	946	8	28	472	68	52	1	85	4	8	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	540	xxxx	xxxxx	954	xxxx	xxxxx	1203	1680	236	1437	1740	473
Potent Cap.:	1039	xxxx	xxxxx	729	xxxx	xxxxx	142	96	772	96	88	543
Move Cap.:	1039	xxxx	xxxxx	729	xxxx	xxxxx	118	83	772	76	76	543
Volume/Cap:	0.10	xxxx	xxxx	0.04	xxxx	xxxx	0.44	0.01	0.11	0.05	0.10	0.00
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	8.8	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	116	xxxx	xxxxx	xxxx	87	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.0	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	59.3	xxxx	xxxxx	xxxxx	54.2	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			29.0			54.2		
ApproachLOS:	*			*			D			F		

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Average Delay (sec/veh): 11.7 Worst Case Level Of Service: F[63.7]

****

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:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	69	465	1	47	846	42	66	1	209	3	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	465	1	47	846	42	66	1	209	3	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.58	0.58	0.58
PHF Volume:	80	536	1	52	931	46	81	1	256	5	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	536	1	52	931	46	81	1	256	5	2	9
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	977	xxxx	xxxxx	537	xxxx	xxxxx	1462	1731	465	1265	1776	268
Potent Cap.:	714	xxxx	xxxxx	1041	xxxx	xxxxx	92	89	549	128	84	736
Move Cap.:	714	xxxx	xxxxx	1041	xxxx	xxxxx	78	75	549	60	71	736
Volume/Cap:	0.11	xxxx	xxxx	0.05	xxxx	xxxx	1.03	0.02	0.47	0.09	0.02	0.01
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	2.4	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	17.1	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	C	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	78	xxxx	xxxxx	xxxx	126	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.8	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	209.2	xxxx	xxxxx	xxxxx	37.4	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			63.7			37.4		
ApproachLOS:	*			*			F			E		

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Cycle (sec): 119 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
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:	18	18	18	18	18	18	28	28	28	28	28	28
Lanes:	1 0 2	0 1		1 0 2	0 1		0 1 0	0 1		0 0 1!	0 0	
Volume Module:												
Base Vol:	86	819	7	26	440	63	43	1	71	2	4	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:	86	819	7	26	440	63	43	1	71	2	4	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:	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83	0.50	0.50	0.50
PHF Volume:	99	946	8	28	472	68	52	1	85	4	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	946	8	28	472	68	52	1	85	4	8	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:	99	946	8	28	472	68	52	1	85	4	8	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.95	0.85	0.27	0.95	0.85	0.75	0.75	0.85	0.94	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.98	0.02	1.00	0.29	0.57	0.14
Final Sat.:	887	3610	1615	509	3610	1615	1385	32	1615	509	1018	255
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.01	0.05	0.13	0.04	0.04	0.04	0.05	0.01	0.01	0.01
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.70	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.16	0.38	0.01	0.08	0.19	0.06	0.16	0.16	0.22	0.03	0.03	0.03
Delay/Veh:	6.3	7.5	5.5	5.9	6.3	5.7	36.4	36.4	37.0	35.1	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	7.5	5.5	5.9	6.3	5.7	36.4	36.4	37.0	35.1	35.1	35.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	7	0	0	3	1	2	2	3	0	0	0

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	28	28	28	28	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	69	465	1	47	846	42	66	1	209	3	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	465	1	47	846	42	66	1	209	3	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.58	0.58	0.58
PHF Volume:	80	536	1	52	931	46	81	1	256	5	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	536	1	52	931	46	81	1	256	5	2	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:	80	536	1	52	931	46	81	1	256	5	2	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.95	0.85	0.42	0.95	0.85	0.74	0.74	0.85	0.88	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.99	0.01	1.00	0.33	0.11	0.56
Final Sat.:	458	3610	1615	800	3610	1615	1385	21	1615	557	186	928
Capacity Analysis Module:												
Vol/Sat:	0.17	0.15	0.00	0.06	0.26	0.03	0.06	0.06	0.16	0.01	0.01	0.01
Crit Moves:					****				****			
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.32	0.27	0.00	0.12	0.47	0.05	0.17	0.17	0.45	0.03	0.03	0.03
Delay/Veh:	10.5	9.6	8.1	8.8	11.1	8.4	18.1	18.1	20.7	17.1	17.1	17.1
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:	10.5	9.6	8.1	8.8	11.1	8.4	18.1	18.1	20.7	17.1	17.1	17.1
LOS by Move:	B	A	A	A	B	A	B	B	C	B	B	B
HCM2kAvgQ:	1	4	0	1	7	1	1	1	5	0	0	0

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 12 (Y+R=4.0 sec) 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:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	24		0	0	24		24	21		0	21	0		0	0
Lanes:	1	0 1	0	0	0	0 1	0	1	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	167	664		0	0	346		102	228		0	88	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	167	664		0	0	346		102	228		0	88	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.92	0.92		0.92	0.88	0.88		0.88	0.78		0.78	0.78	1.00		1.00	1.00
PHF Volume:	181	721		0	0	395		116	292		0	113	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	181	721		0	0	395		116	292		0	113	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	181	721		0	0	395		116	292		0	113	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95	1.00		1.00	1.00	1.00		0.85	0.77		1.00	0.85	1.00		1.00	1.00
Lanes:	1.00	1.00		0.00	0.00	1.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1805	1900		0	0	1900		1615	1461		0	1615	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.10	0.38		0.00	0.00	0.21		0.07	0.20		0.00	0.07	0.00		0.00	0.00
Crit Moves:	****					****			****							
Green/Cycle:	0.15	0.51		0.00	0.00	0.36		0.36	0.31		0.00	0.31	0.00		0.00	0.00
Volume/Cap:	0.67	0.75		0.00	0.00	0.58		0.20	0.64		0.00	0.22	0.00		0.00	0.00
Delay/Veh:	33.5	16.4		0.0	0.0	18.7		15.0	22.7		0.0	17.2	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	33.5	16.4		0.0	0.0	18.7		15.0	22.7		0.0	17.2	0.0		0.0	0.0
LOS by Move:	C	B		A	A	B		B	C		A	B	A		A	A
HCM2kAvgQ:	5	13		0	0	7		2	6		0	2	0		0	0

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.2
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:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	24		0	0	24		24	21		0	21	0		0	0
Lanes:	1 0	1 0		0	0 0	1 0		1	1 0	0 0		1	0 0	0 0		0
Volume Module:																
Base Vol:	176	344		0	0	747		296	184		0	260	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	176	344		0	0	747		296	184		0	260	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.82	0.82		0.82	0.84	0.84		0.84	0.84		0.84	0.84	1.00		1.00	1.00
PHF Volume:	214	419		0	0	886		351	219		0	310	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	214	419		0	0	886		351	219		0	310	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	214	419		0	0	886		351	219		0	310	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95	1.00		1.00	1.00	1.00		0.85	0.77		1.00	0.85	1.00		1.00	1.00
Lanes:	1.00	1.00		0.00	0.00	1.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1805	1900		0	0	1900		1615	1461		0	1615	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.12	0.22		0.00	0.00	0.47		0.22	0.15		0.00	0.19	0.00		0.00	0.00
Crit Moves:	****					****						****				
Green/Cycle:	0.13	0.65		0.00	0.00	0.52		0.52	0.22		0.00	0.22	0.00		0.00	0.00
Volume/Cap:	0.90	0.34		0.00	0.00	0.90		0.42	0.68		0.00	0.87	0.00		0.00	0.00
Delay/Veh:	72.7	7.5		0.0	0.0	31.2		14.3	39.6		0.0	55.1	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	72.7	7.5		0.0	0.0	31.2		14.3	39.6		0.0	55.1	0.0		0.0	0.0
LOS by Move:	E	A		A	A	C		B	D		A	E	A		A	A
HCM2kAvgQ:	9	5		0	0	27		6	7		0	12	0		0	0

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: D[31.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	99	0	12	0	0	0	0	262	56	38	400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	12	0	0	0	0	262	56	38	400	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:	0.66	0.66	0.66	1.00	1.00	1.00	0.73	0.73	0.73	0.82	0.82	0.82
PHF Volume:	150	0	18	0	0	0	0	359	77	46	487	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	150	0	18	0	0	0	0	359	77	46	487	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	978	xxxx	398	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	436	xxxx	xxxxx
Potent Cap.:	280	xxxx	656	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx
Move Cap.:	271	xxxx	656	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx
Volume/Cap:	0.55	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.1	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	33.4	xxxx	10.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	D	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		31.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		D			*			*			*	

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: D[26.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	71	0	28	0	0	0	0	597	124	22	339	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:	71	0	28	0	0	0	0	597	124	22	339	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:	0.83	0.83	0.83	1.00	1.00	1.00	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	85	0	34	0	0	0	0	632	131	26	395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	85	0	34	0	0	0	0	632	131	26	395	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1144	xxxx	698	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	764	xxxx	xxxxx
Potent Cap.:	223	xxxx	444	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	858	xxxx	xxxxx
Move Cap.:	218	xxxx	444	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	858	xxxx	xxxxx
Volume/Cap:	0.39	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.7	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	31.8	xxxx	13.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	D	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		26.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		D			*			*			*	

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
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:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	99	0	12	0	0	0	0	262	56	38	400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	12	0	0	0	0	262	56	38	400	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:	0.66	0.66	0.66	1.00	1.00	1.00	0.73	0.73	0.73	0.82	0.82	0.82
PHF Volume:	150	0	18	0	0	0	0	359	77	46	487	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	0	18	0	0	0	0	359	77	46	487	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:	150	0	18	0	0	0	0	359	77	46	487	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.98	0.98	0.94	0.94	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.82	0.18	0.09	0.91	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1528	327	155	1631	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.01	0.00	0.00	0.00	0.00	0.24	0.24	0.30	0.30	0.00
Crit Moves:	****										****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.63	0.00
Volume/Cap:	0.40	0.00	0.04	0.00	0.00	0.00	0.00	0.37	0.37	0.48	0.48	0.00
Delay/Veh:	22.2	0.0	19.6	0.0	0.0	0.0	0.0	6.5	6.5	7.2	7.2	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:	22.2	0.0	19.6	0.0	0.0	0.0	0.0	6.5	6.5	7.2	7.2	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	0	0	0	0	0	5	5	6	6	0

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
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:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	71	0	28	0	0	0	0	597	124	22	339	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:	71	0	28	0	0	0	0	597	124	22	339	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:	0.83	0.83	0.83	1.00	1.00	1.00	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	85	0	34	0	0	0	0	632	131	26	395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	34	0	0	0	0	632	131	26	395	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:	85	0	34	0	0	0	0	632	131	26	395	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.98	0.98	0.94	0.94	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.83	0.17	0.06	0.94	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1537	319	109	1675	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.02	0.00	0.00	0.00	0.00	0.41	0.41	0.24	0.24	0.00
Crit Moves:	****							****				
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.75	0.75	0.75	0.75	0.00
Volume/Cap:	0.34	0.00	0.12	0.00	0.00	0.00	0.00	0.55	0.55	0.31	0.31	0.00
Delay/Veh:	39.1	0.0	37.0	0.0	0.0	0.0	0.0	5.9	5.9	4.3	4.3	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:	39.1	0.0	37.0	0.0	0.0	0.0	0.0	5.9	5.9	4.3	4.3	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	1	0	0	0	0	11	11	4	4	0

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****
Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)
****
Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[16.9]
****

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:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	18	0	12	0	0	0	0	595	9	7	326	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:	18	0	12	0	0	0	0	595	9	7	326	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:	0.68	0.68	0.68	1.00	1.00	1.00	0.96	0.96	0.96	0.90	0.90	0.90
PHF Volume:	27	0	18	0	0	0	0	621	9	8	363	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	0	18	0	0	0	0	621	9	8	363	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	999	xxxx	621	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	630	xxxx	xxxxx
Potent Cap.:	272	xxxx	491	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	962	xxxx	xxxxx
Move Cap.:	270	xxxx	491	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	962	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	19.8	xxxx	12.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

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

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[17.5]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	15	0	10	0	0	0	0	357	46	15	561	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:	15	0	10	0	0	0	0	357	46	15	561	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:	0.64	0.64	0.64	1.00	1.00	1.00	0.81	0.81	0.81	0.91	0.91	0.91
PHF Volume:	23	0	16	0	0	0	0	441	57	17	618	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	16	0	0	0	0	441	57	17	618	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1092	xxxx	441	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	498	xxxx	xxxxx
Potent Cap.:	240	xxxx	621	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1077	xxxx	xxxxx
Move Cap.:	237	xxxx	621	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1077	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	21.9	xxxx	10.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		17.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****
Intersection #15 Soboba Road (NS) at Chabella Drive (EW)
****
Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[12.9]
****

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:	1 0 0	1	0	1 0	1	1	0 1 0	0	1	0 1 0	0	1
Volume Module:												
Base Vol:	9	283	3	5	191	9	7	1	36	10	1	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:	9	283	3	5	191	9	7	1	36	10	1	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:	0.89	0.89	0.89	0.85	0.85	0.85	0.79	0.79	0.79	0.65	0.65	0.65
PHF Volume:	10	318	3	6	226	11	9	1	45	15	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	318	3	6	226	11	9	1	45	15	2	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	237	xxxx	xxxxx	321	xxxx	xxxxx	584	579	226	606	588	320
Potent Cap.:	1342	xxxx	xxxxx	1250	xxxx	xxxxx	426	429	818	412	424	726
Move Cap.:	1342	xxxx	xxxxx	1250	xxxx	xxxxx	415	424	818	384	419	726
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.00	0.06	0.04	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.0
Control Del:	7.7	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	10.0
LOS by Move:	A	*	*	A	*	*	*	*	A	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	416	xxxx	xxxxx	387	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.9	xxxx	xxxxx	14.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	B	*	*
ApproachDel:	xxxxxx			xxxxxx			10.4			12.9		
ApproachLOS:	*			*			B			B		

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

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #15 Soboba Road (NS) at Chabella Drive (EW)

****

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.2]

****

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:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	29	205	10	7	329	10	3	1	15	4	1	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:	29	205	10	7	329	10	3	1	15	4	1	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:	0.90	0.90	0.90	0.92	0.92	0.92	0.80	0.80	0.80	0.75	0.75	0.75
PHF Volume:	32	227	11	8	357	11	4	1	19	5	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	227	11	8	357	11	4	1	19	5	1	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	368	xxxx	xxxxx	238	xxxx	xxxxx	672	675	357	685	680	233
Potent Cap.:	1202	xxxx	xxxxx	1340	xxxx	xxxxx	372	378	691	365	375	811
Move Cap.:	1202	xxxx	xxxxx	1340	xxxx	xxxxx	360	366	691	345	363	811
Volume/Cap:	0.03	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.03	0.02	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.0
Control Del:	8.1	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	10.4	xxxxx	xxxx	9.5
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	362	xxxx	xxxxx	349	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.1	xxxx	xxxxx	15.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	C	*	*
ApproachDel:	xxxxxx			xxxxxx			11.4			13.2		
ApproachLOS:	*			*			B			B		

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.9
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 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	187	23	1	1	84	79	85	1	290	1	1	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:	187	23	1	1	84	79	85	1	290	1	1	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:	0.93	0.93	0.93	0.82	0.82	0.82	0.85	0.85	0.85	1.00	1.00	1.00
PHF Volume:	202	25	1	1	102	96	100	1	340	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	25	1	1	102	96	100	1	340	1	1	1
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:	202	25	1	1	102	96	100	1	340	1	1	1
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:	0.88	0.11	0.01	0.01	0.51	0.48	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	569	70	3	4	351	330	570	7	713	195	195	195
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.29	0.29	0.29	0.17	0.17	0.48	0.01	0.01	0.01
Crit Moves:	****			****					****	****		
Delay/Veh:	11.1	11.1	11.1	9.8	9.8	9.8	10.0	10.0	11.6	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:	11.1	11.1	11.1	9.8	9.8	9.8	10.0	10.0	11.6	8.5	8.5	8.5
LOS by Move:	B	B	B	A	A	A	A	A	B	A	A	A
ApproachDel:	11.1			9.8			11.3			8.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.1			9.8			11.3			8.5		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	0.5	0.5	0.5	0.4	0.4	0.4	0.2	0.2	0.8	0.0	0.0	0.0

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 0 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:	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	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	333	101	1	1	148	177	106	1	377	1	1	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:	333	101	1	1	148	177	106	1	377	1	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91	1.00	1.00	1.00
PHF Volume:	351	107	1	1	155	186	116	1	414	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	107	1	1	155	186	116	1	414	1	1	1
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:	351	107	1	1	155	186	116	1	414	1	1	1
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:	0.76	0.23	0.01	0.01	0.45	0.54	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	450	137	1	2	273	327	489	5	591	139	139	139
Capacity Analysis Module:												
Vol/Sat:	0.78	0.78	0.78	0.57	0.57	0.57	0.24	0.24	0.70	0.01	0.01	0.01
Crit Moves:		****			****				****	****		
Delay/Veh:	26.1	26.1	26.1	15.5	15.5	15.5	12.0	12.0	20.3	10.2	10.2	10.2
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:	26.1	26.1	26.1	15.5	15.5	15.5	12.0	12.0	20.3	10.2	10.2	10.2
LOS by Move:	D	D	D	C	C	C	B	B	C	B	B	B
ApproachDel:		26.1			15.5			18.4			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		26.1			15.5			18.4			10.2	
LOS by Appr:		D			C			C			B	
AllWayAvgQ:	2.8	2.8	2.8	1.1	1.1	1.1	0.3	0.3	1.9	0.0	0.0	0.0

****

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

****

Horseshoe Grande Property
Opening Year (2010) Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	18	18	18	18	18	18
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	187	23	1	1	84	79	85	1	290	1	1	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:	187	23	1	1	84	79	85	1	290	1	1	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:	0.93	0.93	0.93	0.82	0.82	0.82	0.85	0.85	0.85	1.00	1.00	1.00
PHF Volume:	202	25	1	1	102	96	100	1	340	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	25	1	1	102	96	100	1	340	1	1	1
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:	202	25	1	1	102	96	100	1	340	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.63	0.63	0.93	0.93	0.93	0.75	0.75	0.85	0.92	0.92	0.92
Lanes:	0.88	0.11	0.01	0.01	0.51	0.48	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	1053	130	6	11	909	855	1414	17	1615	585	585	585
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.11	0.11	0.11	0.07	0.07	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.46	0.46	0.46	0.27	0.27	0.27	0.16	0.16	0.46	0.00	0.00	0.00
Delay/Veh:	13.5	13.5	13.5	11.8	11.8	11.8	9.8	9.8	11.8	9.0	9.0	9.0
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:	13.5	13.5	13.5	11.8	11.8	11.8	9.8	9.8	11.8	9.0	9.0	9.0
LOS by Move:	B	B	B	B	B	B	A	A	B	A	A	A
HCM2kAvgQ:	4	4	4	3	3	3	1	1	5	0	0	0

****

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

****

Horseshoe Grande Property
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	18		18	18	18		18	18	18		18	18	18	
Lanes:	0	0 1!	0	0	0	0 1!	0	0	0	1 0	0	1	0	0 1!	0	0
Volume Module:																
Base Vol:	333	101		1	1	148		177	106		1	377	1	1		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:	333	101		1	1	148		177	106		1	377	1	1		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:	0.95	0.95		0.95	0.95	0.95		0.95	0.91		0.91	0.91	1.00	1.00		1.00
PHF Volume:	351	107		1	1	155		186	116		1	414	1	1		1
Reduct Vol:	0	0		0	0	0		0	0		0	0	0	0		0
Reduced Vol:	351	107		1	1	155		186	116		1	414	1	1		1
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:	351	107		1	1	155		186	116		1	414	1	1		1
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900	1900		1900
Adjustment:	0.57	0.57		0.57	0.93	0.93		0.93	0.73		0.73	0.85	0.91	0.91		0.91
Lanes:	0.76	0.23		0.01	0.01	0.45		0.54	0.99		0.01	1.00	0.34	0.33		0.33
Final Sat.:	826	251		2	5	799		955	1365		13	1615	579	579		579
Capacity Analysis Module:																
Vol/Sat:	0.43	0.43		0.43	0.19	0.19		0.19	0.09		0.09	0.26	0.00	0.00		0.00
Crit Moves:		****										****				
Green/Cycle:	0.54	0.54		0.54	0.54	0.54		0.54	0.33		0.33	0.33	0.33	0.33		0.33
Volume/Cap:	0.79	0.79		0.79	0.36	0.36		0.36	0.26		0.26	0.79	0.01	0.01		0.01
Delay/Veh:	18.0	18.0		18.0	8.1	8.1		8.1	15.2		15.2	26.0	13.7	13.7		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:	18.0	18.0		18.0	8.1	8.1		8.1	15.2		15.2	26.0	13.7	13.7		13.7
LOS by Move:	B	B		B	A	A		A	B		B	C	B	B		B
HCM2kAvgQ:	9	9		9	4	4		4	2		2	9	0	0		0

****

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

****

Opening Year (2010) With Project – Proposed Action "A"

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.9
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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	35	470	7	219	315	158	333	197	22	3	223	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	470	7	219	315	158	333	197	22	3	223	280
Added Vol:	0	0	0	36	0	0	0	36	0	0	16	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	470	7	255	315	158	333	233	22	3	239	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	39	518	8	281	347	174	374	262	25	3	270	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	518	8	281	347	174	374	262	25	3	270	334
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:	39	518	8	281	347	174	374	262	25	3	270	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.00	0.08	0.10	0.11	0.11	0.07	0.02	0.00	0.07	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.29	0.41	0.11	0.29	0.43	0.14	0.32	0.42	0.11	0.29	0.40
Volume/Cap:	0.10	0.49	0.01	0.76	0.33	0.25	0.78	0.23	0.04	0.01	0.25	0.52
Delay/Veh:	38.6	27.9	16.7	50.3	26.3	17.4	47.7	23.9	16.1	37.4	25.7	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	27.9	16.7	50.3	26.3	17.4	47.7	23.9	16.1	37.4	25.7	22.3
LOS by Move:	D	C	B	D	C	B	D	C	B	D	C	C
HCM2kAvgQ:	1	7	0	6	4	3	7	3	0	0	3	8

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.5
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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	44	372	9	401	697	429	230	327	55	4	228	260
Growth Adj:	1.00	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	372	9	401	697	429	230	327	55	4	228	260
Added Vol:	0	0	0	47	0	0	0	47	0	0	42	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	372	9	448	697	429	230	374	55	4	270	302
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	0.95	0.95	0.95	0.97	0.97	0.97	0.76	0.76	0.76
PHF Volume:	48	405	10	472	734	452	238	388	57	5	355	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	405	10	472	734	452	238	388	57	5	355	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	405	10	472	734	452	238	388	57	5	355	397
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.01	0.13	0.20	0.28	0.07	0.11	0.04	0.00	0.10	0.25
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.28	0.38	0.18	0.34	0.44	0.10	0.28	0.40	0.10	0.28	0.46
Volume/Cap:	0.11	0.40	0.02	0.75	0.60	0.64	0.68	0.38	0.09	0.02	0.35	0.53
Delay/Veh:	39.3	29.5	19.3	43.8	28.3	23.8	48.8	29.3	18.7	40.6	29.0	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	29.5	19.3	43.8	28.3	23.8	48.8	29.3	18.7	40.6	29.0	20.1
LOS by Move:	D	C	B	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	1	5	0	9	10	11	5	5	1	0	5	9

****

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

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

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

****

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:	1 0 0 1 0			1 0 0 1 0			0 0 1! 0 0			0 1 0 0 1		
Volume Module:												
Base Vol:	1	550	14	118	200	1	1	1	1	14	1	291
Growth Adj:	1.00	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	550	14	118	200	1	1	1	1	14	1	291
Added Vol:	0	0	0	213	0	0	0	0	0	0	0	96
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	550	14	331	200	1	1	1	1	14	1	387
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.86	0.86	0.86	1.00	1.00	1.00	0.88	0.88	0.88
PHF Volume:	1	716	18	384	232	1	1	1	1	16	1	441
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	716	18	384	232	1	1	1	1	16	1	441
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	233	xxxx	xxxxx	734	xxxx	xxxxx	1948	1736	232	1728	1728	725
Potent Cap.:	1347	xxxx	xxxxx	880	xxxx	xxxxx	49	88	812	70	89	428
Move Cap.:	1347	xxxx	xxxxx	880	xxxx	xxxxx	0	50	812	46	50	428
Volume/Cap:	0.00	xxxx	xxxx	0.44	xxxx	xxxx	xxxx	0.02	0.00	0.35	0.02	1.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	13.7
Control Del:	7.7	xxxx	xxxxx	12.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	83.0
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	F
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	46	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	124.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			84.6		
ApproachLOS:	*			*			F			F		

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Average Delay (sec/veh): 28.5 Worst Case Level Of Service: F[1425.7]

****

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:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	1	370	13	302	526	1	1	1	2	20	2	192
Growth Adj:	1.00	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	370	13	302	526	1	1	1	2	20	2	192
Added Vol:	0	0	0	285	0	0	0	0	0	0	0	251
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	370	13	587	526	1	1	1	2	20	2	443
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	0.92	0.92	0.92	0.38	0.38	0.38	0.85	0.85	0.85
PHF Volume:	1	416	15	637	570	1	3	3	5	24	2	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	416	15	637	570	1	3	3	5	24	2	521
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	572	xxxx	xxxxx	430	xxxx	xxxxx	2531	2277	571	2274	2270	423
Potent Cap.:	1011	xxxx	xxxxx	1140	xxxx	xxxxx	19	41	524	29	41	635
Move Cap.:	1011	xxxx	xxxxx	1140	xxxx	xxxxx	2	18	524	14	18	635
Volume/Cap:	0.00	xxxx	xxxx	0.56	xxxx	xxxx	1.55	0.15	0.01	1.65	0.13	0.82
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	3.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	8.5
Control Del:	8.6	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	31.2
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	D
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	6	xxxxx	15	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx	3.9	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1426	xxxxx	905.1	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			1425.7			72.6		
ApproachLOS:	*			*			F			F		

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	550	14	118	200	1	1	1	1	14	1	291
Growth Adj:	1.00	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	550	14	118	200	1	1	1	1	14	1	291
Added Vol:	0	0	0	213	0	0	0	0	0	0	0	96
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	550	14	331	200	1	1	1	1	14	1	387
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.86	0.86	0.86	1.00	1.00	1.00	0.88	0.88	0.88
PHF Volume:	1	716	18	384	232	1	1	1	1	16	1	441
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	716	18	384	232	1	1	1	1	16	1	441
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	716	18	384	232	1	1	1	1	16	1	441
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	1.00	0.92	0.92	0.92	0.83	0.83	0.85
Lanes:	1.00	0.98	0.02	1.00	0.99	0.01	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1805	1845	47	1805	1889	9	582	582	582	1472	105	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.21	0.12	0.12	0.00	0.00	0.00	0.01	0.01	0.27
Crit Moves:		****		****							****	
Green/Cycle:	0.26	0.46	0.46	0.25	0.46	0.46	0.17	0.17	0.17	0.17	0.17	0.42
Volume/Cap:	0.00	0.84	0.84	0.84	0.27	0.27	0.01	0.01	0.01	0.06	0.06	0.64
Delay/Veh:	29.2	32.2	32.2	50.4	17.7	17.7	36.1	36.1	36.1	36.5	36.5	26.1
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:	29.2	32.2	32.2	50.4	17.7	17.7	36.1	36.1	36.1	36.5	36.5	26.1
LOS by Move:	C	C	C	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	0	23	23	14	5	5	0	0	0	0	0	12

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour - With Improvements

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

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
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:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Ovl					
Min. Green:	10		18		18		10		18		18		18		18		18		18		18		18	
Lanes:	1	0	0	1	0		1	0	0	1	0		0	0	1!	0	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	1		370		13		302		526		1		1		1		2		20		2		192	
Growth Adj:	1.00		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		370		13		302		526		1		1		1		2		20		2		192	
Added Vol:	0		0		0		285		0		0		0		0		0		0		0		251	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	1		370		13		587		526		1		1		1		2		20		2		443	
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		0.92		0.92		0.92		0.38		0.38		0.38		0.85		0.85		0.85	
PHF Volume:	1		416		15		637		570		1		3		3		5		24		2		521	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	1		416		15		637		570		1		3		3		5		24		2		521	
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		416		15		637		570		1		3		3		5		24		2		521	
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		1.00		0.90		0.90		0.90		0.80		0.80		0.85	
Lanes:	1.00		0.97		0.03		1.00		0.99		0.01		0.25		0.25		0.50		0.91		0.09		1.00	
Final Sat.:	1805		1826		64		1805		1896		4		426		426		853		1384		138		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.23		0.23		0.35		0.30		0.30		0.01		0.01		0.01		0.02		0.02		0.32	
Crit Moves:			****				****														****			
Green/Cycle:	0.17		0.29		0.29		0.44		0.56		0.56		0.16		0.16		0.16		0.16		0.16		0.61	
Volume/Cap:	0.00		0.80		0.80		0.80		0.54		0.54		0.04		0.04		0.04		0.10		0.10		0.53	
Delay/Veh:	38.0		44.6		44.6		32.1		15.9		15.9		38.8		38.8		38.8		39.3		39.3		13.2	
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:	38.0		44.6		44.6		32.1		15.9		15.9		38.8		38.8		38.8		39.3		39.3		13.2	
LOS by Move:	D		D		D		C		B		B		D		D		D		D		D		B	
HCM2kAvgQ:	0		15		15		20		12		12		0		0		0		1		1		10	

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

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.9
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	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	249	467	64	76	310	41	117	186	277	158	334	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	467	64	76	310	41	117	186	277	158	334	213
Added Vol:	0	0	0	0	0	0	0	71	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	467	64	76	310	41	117	257	277	158	366	213
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:	0.79	0.79	0.79	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88
PHF Volume:	316	592	81	83	338	45	128	281	303	181	418	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	592	81	83	338	45	128	281	303	181	418	243
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:	316	592	81	83	338	45	128	281	303	181	418	243
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	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3118	427	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.19	0.05	0.09	0.03	0.07	0.08	0.19	0.10	0.12	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.20	0.36	0.36	0.13	0.28	0.28	0.10	0.24	0.24	0.12	0.25	0.25
Volume/Cap:	0.86	0.53	0.53	0.36	0.33	0.10	0.68	0.32	0.78	0.86	0.46	0.60
Delay/Veh:	56.4	26.0	26.0	40.9	28.8	26.8	52.5	31.5	45.4	71.4	32.0	35.4
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:	56.4	26.0	26.0	40.9	28.8	26.8	52.5	31.5	45.4	71.4	32.0	35.4
LOS by Move:	E	C	C	D	C	C	D	C	D	E	C	D
HCM2kAvgQ:	12	9	9	3	4	1	5	4	11	8	6	7

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

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.5
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	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	277	513	70	199	508	52	91	465	377	145	258	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	513	70	199	508	52	91	465	377	145	258	107
Added Vol:	0	0	0	0	0	0	0	95	0	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	513	70	199	508	52	91	560	377	145	342	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.88	0.88	0.88	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	290	535	73	225	575	59	97	597	402	168	396	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	535	73	225	575	59	97	597	402	168	396	124
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:	290	535	73	225	575	59	97	597	402	168	396	124
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	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3119	426	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.17	0.12	0.16	0.04	0.05	0.17	0.25	0.09	0.11	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.19	0.31	0.31	0.14	0.27	0.27	0.12	0.29	0.29	0.11	0.28	0.28
Volume/Cap:	0.86	0.56	0.56	0.87	0.60	0.14	0.46	0.57	0.86	0.86	0.39	0.27
Delay/Veh:	61.7	31.0	31.0	68.7	34.6	29.4	44.9	32.7	50.9	77.0	30.9	29.9
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:	61.7	31.0	31.0	68.7	34.6	29.4	44.9	32.7	50.9	77.0	30.9	29.9
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	12	9	9	10	9	1	3	9	15	8	6	3

****

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

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Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		1 0 1	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	56	282	75	79	217	125	116	624	65	46	725	59
Growth Adj:	1.00	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	282	75	79	217	125	116	624	65	46	725	59
Added Vol:	0	0	36	0	0	0	0	169	0	16	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	282	111	79	217	125	116	793	65	62	796	59
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	0.88	0.88	0.88	0.86	0.86	0.86	0.95	0.95	0.95
PHF Volume:	60	301	118	90	247	142	135	924	76	65	835	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	301	118	90	247	142	135	924	76	65	835	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	301	118	90	247	142	135	924	76	65	835	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.91	0.91	0.46	1.00	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.44	0.56	1.00	1.00	1.00	1.00	1.85	0.15	1.00	1.86	0.14
Final Sat.:	933	2482	977	880	1900	1615	1805	3300	270	1805	3327	247
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.10	0.13	0.09	0.07	0.28	0.28	0.04	0.25	0.25
Crit Moves:					****		****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.13	0.37	0.37	0.13	0.38	0.38
Volume/Cap:	0.18	0.35	0.35	0.29	0.37	0.25	0.60	0.76	0.76	0.27	0.67	0.67
Delay/Veh:	18.3	19.4	19.4	19.4	19.8	18.8	37.5	24.8	24.8	31.9	22.2	22.2
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:	18.3	19.4	19.4	19.4	19.8	18.8	37.5	24.8	24.8	31.9	22.2	22.2
LOS by Move:	B	B	B	B	B	B	D	C	C	C	C	C
HCM2kAvgQ:	1	4	4	2	5	3	4	13	13	2	11	11

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		1 0 1	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	75	234	79	112	287	206	102	1070	94	91	1034	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	234	79	112	287	206	102	1070	94	91	1034	77
Added Vol:	0	0	47	0	0	0	0	225	0	42	198	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	234	126	112	287	206	102	1295	94	133	1232	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.94	0.94	0.94	0.95	0.95	0.95	0.96	0.96	0.96
PHF Volume:	85	265	143	119	305	219	108	1369	99	138	1282	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	265	143	119	305	219	108	1369	99	138	1282	80
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:	85	265	143	119	305	219	108	1369	99	138	1282	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.90	0.90	0.43	1.00	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.30	0.70	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.88	0.12
Final Sat.:	623	2224	1198	808	1900	1615	1805	3332	242	1805	3367	210
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.15	0.16	0.14	0.06	0.41	0.41	0.08	0.38	0.38
Crit Moves:					****			****		****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.12	0.50	0.50	0.10	0.48	0.48
Volume/Cap:	0.49	0.43	0.43	0.53	0.57	0.48	0.48	0.82	0.82	0.77	0.80	0.80
Delay/Veh:	32.1	29.7	29.7	32.7	32.4	30.8	42.3	24.4	24.4	61.6	25.1	25.1
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:	32.1	29.7	29.7	32.7	32.4	30.8	42.3	24.4	24.4	61.6	25.1	25.1
LOS by Move:	C	C	C	C	C	C	D	C	C	E	C	C
HCM2kAvgQ:	3	6	6	4	9	6	4	22	22	6	20	20

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec):	90	Critical Vol./Cap.(X):	1.055
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	64.9
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	235	231	41	15	333	21	13	125	243	24	91	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	231	41	15	333	21	13	125	243	24	91	11
Added Vol:	0	0	275	71	0	0	0	0	0	119	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	231	316	86	333	21	13	125	243	143	91	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93
PHF Volume:	272	267	365	105	406	26	15	148	288	154	98	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	267	365	105	406	26	15	148	288	154	98	46
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:	272	267	365	105	406	26	15	148	288	154	98	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.99	0.99	0.97	0.97	0.85	0.63	0.63	0.63
Lanes:	1.18	0.35	0.47	1.00	0.94	0.06	0.09	0.91	1.00	0.52	0.33	0.15
Final Sat.:	2068	611	836	1805	1771	112	173	1662	1615	622	396	187
Capacity Analysis Module:												
Vol/Sat:	0.13	0.44	0.44	0.06	0.23	0.23	0.09	0.09	0.18	0.25	0.25	0.25
Crit Moves:			****		****						****	
Green/Cycle:	0.41	0.41	0.41	0.22	0.22	0.22	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.32	1.05	1.05	0.27	1.05	1.05	0.38	0.38	0.76	1.05	1.05	1.05
Delay/Veh:	17.8	72.6	72.6	29.7	95.0	95.0	29.4	29.4	40.5	103.1	103	103.1
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:	17.8	72.6	72.6	29.7	95.0	95.0	29.4	29.4	40.5	103.1	103	103.1
LOS by Move:	B	E	E	C	F	F	C	C	D	F	F	F
HCM2kAvgQ:	4	32	32	3	20	20	4	4	9	15	15	15

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec):	120	Critical Vol./Cap.(X):	1.722
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	250.3
Optimal Cycle: OPTIMIZED		Level Of Service:	F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	315	268	84	40	321	35	36	192	315	88	165	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	268	84	40	321	35	36	192	315	88	165	27
Added Vol:	0	0	368	95	0	0	0	0	0	323	0	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	268	452	135	321	35	36	192	315	411	165	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:	0.79	0.79	0.79	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92
PHF Volume:	398	338	571	152	361	39	39	206	338	447	180	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	338	571	152	361	39	39	206	338	447	180	121
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:	398	338	571	152	361	39	39	206	338	447	180	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.99	0.99	0.88	0.88	0.85	0.56	0.56	0.56
Lanes:	1.18	0.31	0.51	1.00	0.90	0.10	0.16	0.84	1.00	0.60	0.24	0.16
Final Sat.:	2062	534	900	1805	1688	184	263	1402	1615	637	256	172
Capacity Analysis Module:												
Vol/Sat:	0.19	0.63	0.63	0.08	0.21	0.21	0.15	0.15	0.21	0.70	0.70	0.70
Crit Moves:			****		****						****	
Green/Cycle:	0.36	0.36	0.36	0.15	0.15	0.15	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.54	1.78	1.78	0.56	1.43	1.43	0.37	0.37	0.53	1.78	1.78	1.78
Delay/Veh:	31.1	396	395.7	50.0	262	262.4	26.2	26.2	28.7	397.4	397	397.4
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:	31.1	396	395.7	50.0	262	262.4	26.2	26.2	28.7	397.4	397	397.4
LOS by Move:	C	F	F	D	F	F	C	C	C	F	F	F
HCM2kAvgQ:	10	100	100	6	31	31	6	6	10	68	68	68

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec):	74	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.7
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0 1	0 1		1 0 1	1 0		0 1 0	0 1		2 0 0	1 0	
Volume Module:												
Base Vol:	235	231	41	15	333	21	13	125	243	24	91	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	231	41	15	333	21	13	125	243	24	91	11
Added Vol:	0	0	275	71	0	0	0	0	0	119	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	231	316	86	333	21	13	125	243	143	91	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93
PHF Volume:	272	267	365	105	406	26	15	148	288	154	98	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	267	365	105	406	26	15	148	288	154	98	46
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:	272	267	365	105	406	26	15	148	288	154	98	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	0.97	0.97	0.85	0.41	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.88	0.12	0.09	0.91	1.00	2.00	0.68	0.32
Final Sat.:	1805	1900	1615	1805	3365	212	174	1675	1615	1563	1228	580
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.23	0.06	0.12	0.12	0.09	0.09	0.18	0.10	0.08	0.08
Crit Moves:	****				****				****			
Green/Cycle:	0.31	0.31	0.31	0.24	0.24	0.24	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.48	0.45	0.73	0.24	0.50	0.50	0.31	0.31	0.63	0.35	0.28	0.28
Delay/Veh:	21.3	21.0	28.0	22.8	24.5	24.5	21.2	21.2	25.9	21.5	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	21.0	28.0	22.8	24.5	24.5	21.2	21.2	25.9	21.5	20.9	20.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	5	9	2	5	5	3	3	7	2	3	3

****

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

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec):	115	Critical Vol./Cap.(X):	0.964
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	49.1
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			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0 1	0 1		1 0 1	1 0		0 1	0 0 1		2 0	0 1 0	
Volume Module:												
Base Vol:	315	268	84	40	321	35	36	192	315	88	165	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	268	84	40	321	35	36	192	315	88	165	27
Added Vol:	0	0	368	95	0	0	0	0	0	323	0	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	268	452	135	321	35	36	192	315	411	165	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:	0.79	0.79	0.79	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92
PHF Volume:	398	338	571	152	361	39	39	206	338	447	180	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	338	571	152	361	39	39	206	338	447	180	121
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:	398	338	571	152	361	39	39	206	338	447	180	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	0.91	0.91	0.85	0.30	0.94	0.94
Lanes:	1.00	1.00	1.00	1.00	1.80	0.20	0.16	0.84	1.00	2.00	0.60	0.40
Final Sat.:	1805	1900	1615	1805	3206	350	272	1453	1615	1124	1068	718
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.35	0.08	0.11	0.11	0.14	0.14	0.21	0.40	0.17	0.17
Crit Moves:			****		****					****		
Green/Cycle:	0.35	0.35	0.35	0.16	0.16	0.16	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.63	0.51	1.02	0.54	0.72	0.72	0.36	0.36	0.53	1.02	0.43	0.43
Delay/Veh:	33.5	30.4	79.6	46.7	50.6	50.6	25.1	25.1	27.8	82.1	26.0	26.0
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:	33.5	30.4	79.6	46.7	50.6	50.6	25.1	25.1	27.8	82.1	26.0	26.0
LOS by Move:	C	C	E	D	D	D	C	C	C	F	C	C
HCM2kAvgQ:	12	10	27	6	9	9	6	6	9	13	8	8

****

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

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Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	120	363	84	99	353	114	81	326	165	96	388	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	363	84	99	353	114	81	326	165	96	388	74
Added Vol:	0	240	0	0	103	16	36	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	603	84	99	456	130	117	326	165	96	388	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.84	0.84	0.84	0.83	0.83	0.83
PHF Volume:	128	643	90	114	525	150	139	389	197	116	469	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	643	90	114	525	150	139	389	197	116	469	89
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:	128	643	90	114	525	150	139	389	197	116	469	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.56	0.44	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	2716	774	1805	3610	1615	1805	2959	564
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.06	0.06	0.19	0.19	0.08	0.11	0.12	0.06	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30
Volume/Cap:	0.65	0.59	0.18	0.58	0.64	0.64	0.71	0.35	0.40	0.59	0.52	0.52
Delay/Veh:	46.9	27.9	23.7	43.4	28.9	28.9	51.1	25.1	25.9	43.8	26.9	26.9
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:	46.9	27.9	23.7	43.4	28.9	28.9	51.1	25.1	25.9	43.8	26.9	26.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	9	2	4	9	9	5	5	5	4	7	7

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 42.6
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	201	578	139	180	532	103	140	520	198	160	430	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	578	139	180	532	103	140	520	198	160	430	82
Added Vol:	0	320	0	0	281	42	47	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	898	139	180	813	145	187	520	198	160	430	82
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	0.98	0.98	0.98	0.97	0.97	0.97	0.93	0.93	0.93
PHF Volume:	211	943	146	184	830	148	193	536	204	172	462	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	943	146	184	830	148	193	536	204	172	462	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
FinalVolume:	211	943	146	184	830	148	193	536	204	172	462	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	2993	534	1805	3610	1615	1805	2959	564
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.09	0.10	0.28	0.28	0.11	0.15	0.13	0.10	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.33	0.33	0.13	0.32	0.32	0.12	0.29	0.29	0.10	0.27	0.27
Volume/Cap:	0.86	0.79	0.27	0.81	0.86	0.86	0.86	0.52	0.44	0.93	0.59	0.59
Delay/Veh:	70.0	35.5	26.1	63.3	40.4	40.4	72.5	31.7	31.2	92.3	34.4	34.4
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:	70.0	35.5	26.1	63.3	40.4	40.4	72.5	31.7	31.2	92.3	34.4	34.4
LOS by Move:	E	D	C	E	D	D	E	C	C	F	C	C
HCM2kAvgQ:	9	16	4	8	19	19	9	8	6	9	9	9

****

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

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Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 12 (Y+R=4.0 sec) 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	59	399	39	30	458	76	62	217	75	45	283	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	399	39	30	458	76	62	217	75	45	283	62
Added Vol:	0	240	0	0	103	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	639	39	30	561	76	62	217	75	45	283	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.91	0.91	0.91	0.87	0.87	0.87	0.92	0.92	0.92
PHF Volume:	76	821	50	33	618	84	71	249	86	49	307	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	821	50	33	618	84	71	249	86	49	307	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	821	50	33	618	84	71	249	86	49	307	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.43	0.96	0.96	0.40	1.00	0.85
Lanes:	1.00	1.88	0.12	1.00	1.76	0.24	1.00	0.74	0.26	1.00	1.00	1.00
Final Sat.:	1805	3372	206	1805	3122	423	821	1357	469	756	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.02	0.20	0.20	0.09	0.18	0.18	0.06	0.16	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.18	0.38	0.38	0.13	0.32	0.32	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.24	0.65	0.65	0.15	0.62	0.62	0.25	0.52	0.52	0.18	0.46	0.12
Delay/Veh:	28.6	21.8	21.8	31.5	24.0	24.0	19.0	21.5	21.5	18.4	20.7	17.7
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:	28.6	21.8	21.8	31.5	24.0	24.0	19.0	21.5	21.5	18.4	20.7	17.7
LOS by Move:	C	C	C	C	C	C	B	C	C	B	C	B
HCM2kAvgQ:	2	10	10	1	8	8	1	7	7	1	6	1

****

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

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Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 0	1 0		1 0 1	0 1	
Volume Module:												
Base Vol:	87	667	74	54	561	92	123	310	84	57	224	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	667	74	54	561	92	123	310	84	57	224	63
Added Vol:	0	320	0	0	281	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	987	74	54	842	92	123	310	84	57	224	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.90	0.90	0.90	0.82	0.82	0.82	0.95	0.95	0.95
PHF Volume:	101	1150	86	60	939	103	150	378	102	60	236	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1150	86	60	939	103	150	378	102	60	236	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:	101	1150	86	60	939	103	150	378	102	60	236	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.51	0.97	0.97	0.20	1.00	0.85
Lanes:	1.00	1.86	0.14	1.00	1.80	0.20	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1805	3325	249	1805	3206	350	960	1447	392	371	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.03	0.29	0.29	0.16	0.26	0.26	0.16	0.12	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.15	0.41	0.41	0.12	0.38	0.38	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.37	0.84	0.84	0.28	0.78	0.78	0.47	0.79	0.79	0.49	0.38	0.12
Delay/Veh:	33.2	27.0	27.0	35.0	26.2	26.2	23.8	33.0	33.0	25.9	22.2	20.0
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:	33.2	27.0	27.0	35.0	26.2	26.2	23.8	33.0	33.0	25.9	22.2	20.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	18	18	2	14	14	4	13	13	2	5	1

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	56	412	47	40	485	57	40	42	41	72	127	47
Growth Adj:	1.00	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	412	47	40	485	57	40	42	41	72	127	47
Added Vol:	0	240	0	0	103	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	652	47	40	588	57	40	42	41	72	127	47
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:	0.78	0.78	0.78	0.91	0.91	0.91	0.65	0.65	0.65	0.76	0.76	0.76
PHF Volume:	72	836	60	44	646	63	62	65	64	94	166	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	836	60	44	646	63	62	65	64	94	166	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	836	60	44	646	63	62	65	64	94	166	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.52	1.00	0.85	0.72	0.96	0.96
Lanes:	1.00	1.87	0.13	1.00	1.82	0.18	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1805	3334	240	1805	3248	315	980	1900	1615	1360	1331	493
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.02	0.20	0.20	0.06	0.03	0.04	0.07	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.19	0.41	0.41	0.12	0.34	0.34	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.21	0.61	0.61	0.21	0.58	0.58	0.19	0.10	0.12	0.21	0.38	0.38
Delay/Veh:	29.4	20.4	20.4	34.4	23.8	23.8	20.7	19.9	20.0	20.8	22.2	22.2
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:	29.4	20.4	20.4	34.4	23.8	23.8	20.7	19.9	20.0	20.8	22.2	22.2
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	C
HCM2kAvgQ:	2	10	10	1	9	9	1	1	1	2	5	5

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 1	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	43	701	118	56	620	39	72	109	45	68	67	57
Growth Adj:	1.00	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	701	118	56	620	39	72	109	45	68	67	57
Added Vol:	0	320	0	0	281	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1021	118	56	901	39	72	109	45	68	67	57
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:	0.85	0.85	0.85	0.91	0.91	0.91	0.85	0.85	0.85	0.95	0.95	0.95
PHF Volume:	51	1201	139	61	988	43	84	128	53	72	70	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1201	139	61	988	43	84	128	53	72	70	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1201	139	61	988	43	84	128	53	72	70	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.59	1.00	0.85	0.60	0.93	0.93
Lanes:	1.00	1.79	0.21	1.00	1.92	0.08	1.00	1.00	1.00	1.00	0.54	0.46
Final Sat.:	1805	3184	368	1805	3439	149	1127	1900	1615	1134	956	813
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.03	0.29	0.29	0.07	0.07	0.03	0.06	0.07	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.58	0.58	0.08	0.52	0.52	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.19	0.65	0.65	0.41	0.56	0.56	0.32	0.29	0.14	0.27	0.32	0.32
Delay/Veh:	44.9	17.4	17.4	54.0	20.0	20.0	38.8	38.2	36.6	38.2	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	17.4	17.4	54.0	20.0	20.0	38.8	38.2	36.6	38.2	38.5	38.5
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	17	17	3	13	13	3	4	2	2	4	4

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 85.8
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	70	239	67	142	222	130	174	578	37	85	917	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	239	67	142	222	130	174	578	37	85	917	176
Added Vol:	0	36	0	0	16	87	204	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	275	67	142	238	217	378	578	37	85	917	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
PHF Volume:	80	315	77	172	288	263	399	610	39	90	972	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	315	77	172	288	263	399	610	39	90	972	187
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:	80	315	77	172	288	263	399	610	39	90	972	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.98	0.98	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.61	0.39	1.00	1.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1805	2819	687	1866	1866	1615	1805	3362	215	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.09	0.15	0.16	0.22	0.18	0.18	0.05	0.27	0.12
Crit Moves:		****			****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.17	0.29	0.29	0.11	0.23	0.23
Volume/Cap:	0.19	0.48	0.48	0.40	0.66	0.70	1.33	0.62	0.62	0.47	1.15	0.50
Delay/Veh:	37.1	40.2	40.2	39.1	44.1	47.8	217.7	37.6	37.6	52.4	129	40.9
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:	37.1	40.2	40.2	39.1	44.1	47.8	217.7	37.6	37.6	52.4	129	40.9
LOS by Move:	D	D	D	D	D	D	F	D	D	D	F	D
HCM2kAvgQ:	2	7	7	5	11	10	29	11	11	4	30	6

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.158
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 126.0
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	68	322	126	397	312	180	194	960	94	150	982	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	322	126	397	312	180	194	960	94	150	982	65
Added Vol:	0	47	0	0	42	239	273	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	369	126	397	354	419	467	960	94	150	982	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	76	413	141	426	380	450	509	1047	103	156	1022	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	413	141	426	380	450	509	1047	103	156	1022	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
FinalVolume:	76	413	141	426	380	450	509	1047	103	156	1022	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.49	0.51	1.06	0.94	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1805	2589	884	1957	1745	1615	1805	3245	318	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.22	0.22	0.28	0.28	0.32	0.32	0.09	0.28	0.04
Crit Moves:		****				****	****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.17	0.32	0.32	0.08	0.23	0.23
Volume/Cap:	0.18	0.68	0.68	0.93	0.93	1.19	1.69	1.02	1.02	1.02	1.21	0.18
Delay/Veh:	37.0	44.4	44.4	61.9	61.9	156.6	375.8	73.8	73.8	133.9	153	37.0
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	44.4	44.4	61.9	61.9	156.6	375.8	73.8	73.8	133.9	153	37.0
LOS by Move:	D	D	D	E	E	F	F	E	E	F	F	D
HCM2kAvgQ:	2	11	11	19	19	28	45	30	30	10	34	2

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.9
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			Ovl			Include			Include		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		2 0 1	0 1		1 0 1	1 0		1 0 2	1 0	
Volume Module:												
Base Vol:	70	239	67	142	222	130	174	578	37	85	917	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	239	67	142	222	130	174	578	37	85	917	176
Added Vol:	0	36	0	0	16	87	204	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	275	67	142	238	217	378	578	37	85	917	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
PHF Volume:	80	315	77	172	288	263	399	610	39	90	972	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	315	77	172	288	263	399	610	39	90	972	187
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:	80	315	77	172	288	263	399	610	39	90	972	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.92	1.00	0.85	0.95	0.94	0.94	0.95	0.89	0.89
Lanes:	1.00	1.61	0.39	2.00	1.00	1.00	1.00	1.88	0.12	1.00	2.52	0.48
Final Sat.:	1805	2819	687	3502	1900	1615	1805	3362	215	1805	4247	815
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.05	0.15	0.16	0.22	0.18	0.18	0.05	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.24	0.24	0.09	0.24	0.50	0.26	0.39	0.39	0.14	0.27	0.27
Volume/Cap:	0.51	0.46	0.46	0.57	0.62	0.32	0.85	0.46	0.46	0.36	0.85	0.85
Delay/Veh:	53.0	37.4	37.4	52.9	41.5	17.1	53.9	26.3	26.3	45.7	44.9	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	37.4	37.4	52.9	41.5	17.1	53.9	26.3	26.3	45.7	44.9	44.9
LOS by Move:	D	D	D	D	D	B	D	C	C	D	D	D
HCM2kAvgQ:	3	6	6	4	10	5	16	9	9	3	17	17

****

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

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec):	117	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.2
Optimal Cycle:	111	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			Ovl			Include			Include		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	2 0	1 0	1	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	68	322	126	397	312	180	194	960	94	150	982	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	322	126	397	312	180	194	960	94	150	982	65
Added Vol:	0	47	0	0	42	239	273	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	369	126	397	354	419	467	960	94	150	982	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	76	413	141	426	380	450	509	1047	103	156	1022	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	413	141	426	380	450	509	1047	103	156	1022	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
FinalVolume:	76	413	141	426	380	450	509	1047	103	156	1022	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.99	0.99	0.95	0.99	0.99
Lanes:	1.00	1.49	0.51	2.00	1.00	1.00	1.00	1.82	0.18	1.00	2.81	0.19
Final Sat.:	1805	2725	931	3610	1900	1615	1805	3416	334	1805	5298	351
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.12	0.20	0.28	0.28	0.31	0.31	0.09	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.24	0.24	0.11	0.26	0.53	0.27	0.40	0.40	0.11	0.24	0.24
Volume/Cap:	0.45	0.63	0.63	1.04	0.77	0.52	1.04	0.77	0.77	0.77	0.81	0.81
Delay/Veh:	52.2	41.4	41.4	107.3	47.3	18.4	94.3	33.1	33.1	66.8	45.6	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	41.4	41.4	107.3	47.3	18.4	94.3	33.1	33.1	66.8	45.6	45.6
LOS by Move:	D	D	D	F	D	B	F	C	C	E	D	D
HCM2kAvgQ:	3	10	10	13	14	11	26	19	19	7	14	14

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.2
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2	0 1		1 0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	32	587	224	64	302	20	22	117	48	137	84	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	587	224	64	302	20	22	117	48	137	84	26
Added Vol:	0	0	77	71	0	0	0	346	0	38	152	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	587	301	135	302	20	22	463	48	175	236	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:	0.98	0.98	0.98	0.85	0.85	0.85	0.81	0.81	0.81	0.83	0.83	0.83
PHF Volume:	33	600	308	159	355	24	27	572	59	211	285	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	600	308	159	355	24	27	572	59	211	285	70
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:	33	600	308	159	355	24	27	572	59	211	285	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.94	0.94	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	1.81	0.19	1.00	1.61	0.39
Final Sat.:	1805	3610	1615	1805	3355	222	1805	3225	334	1805	2811	691
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.19	0.09	0.11	0.11	0.02	0.18	0.18	0.12	0.10	0.10
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.12	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.16	0.62	0.71	0.79	0.40	0.40	0.13	0.57	0.57	0.88	0.31	0.31
Delay/Veh:	36.6	30.3	35.5	57.9	27.3	27.3	35.9	26.7	26.7	66.6	22.8	22.8
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:	36.6	30.3	35.5	57.9	27.3	27.3	35.9	26.7	26.7	66.6	22.8	22.8
LOS by Move:	D	C	D	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	1	9	9	6	5	5	1	8	8	9	4	4

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 1.002
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 59.8
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	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2	0 1		1 0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	43	281	229	118	486	12	12	169	43	342	185	102
Growth Adj:	1.00	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	281	229	118	486	12	12	169	43	342	185	102
Added Vol:	0	0	103	95	0	0	0	462	0	92	407	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	281	332	213	486	12	12	631	43	434	592	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.90	0.90	0.90	0.87	0.87	0.87	0.83	0.83	0.83
PHF Volume:	47	309	365	238	542	13	14	723	49	522	712	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	309	365	238	542	13	14	723	49	522	712	224
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	309	365	238	542	13	14	723	49	522	712	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.94	0.94	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	1.00	1.87	0.13	1.00	1.52	0.48
Final Sat.:	1805	3610	1615	1805	3509	87	1805	3346	228	1805	2648	832
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.23	0.13	0.15	0.15	0.01	0.22	0.22	0.29	0.27	0.27
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.22	0.22	0.13	0.24	0.24	0.13	0.24	0.24	0.28	0.39	0.39
Volume/Cap:	0.26	0.40	1.05	1.05	0.64	0.64	0.06	0.89	0.89	1.05	0.69	0.69
Delay/Veh:	48.6	39.0	106.4	123.2	40.8	40.8	44.3	52.9	52.9	95.0	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	39.0	106.4	123.2	40.8	40.8	44.3	52.9	52.9	95.0	30.5	30.5
LOS by Move:	D	D	F	F	D	D	D	D	D	F	C	C
HCM2kAvgQ:	2	5	20	14	10	10	0	17	17	26	15	15

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.1
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	32	587	224	64	302	20	22	117	48	137	84	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	587	224	64	302	20	22	117	48	137	84	26
Added Vol:	0	0	77	71	0	0	0	346	0	38	152	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	587	301	135	302	20	22	463	48	175	236	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:	0.98	0.98	0.98	0.85	0.85	0.85	0.81	0.81	0.81	0.83	0.83	0.83
PHF Volume:	33	600	308	159	355	24	27	572	59	211	285	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	600	308	159	355	24	27	572	59	211	285	70
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:	33	600	308	159	355	24	27	572	59	211	285	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.94	0.94	0.95	0.94	0.94	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	1.81	0.19	1.00	1.61	0.39
Final Sat.:	1805	3610	1615	3502	3355	222	1805	3225	334	1805	2811	691
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.19	0.05	0.11	0.11	0.02	0.18	0.18	0.12	0.10	0.10
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.12	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.16	0.62	0.71	0.41	0.40	0.40	0.13	0.57	0.57	0.88	0.31	0.31
Delay/Veh:	36.6	30.3	35.5	37.9	27.3	27.3	35.9	26.7	26.7	66.6	22.8	22.8
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:	36.6	30.3	35.5	37.9	27.3	27.3	35.9	26.7	26.7	66.6	22.8	22.8
LOS by Move:	D	C	D	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	1	9	9	3	5	5	1	8	8	9	4	4

****

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

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 50.2
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	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2 0 1			2 0 1 1 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	43	281	229	118	486	12	12	169	43	342	185	102
Growth Adj:	1.00	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	281	229	118	486	12	12	169	43	342	185	102
Added Vol:	0	0	103	95	0	0	0	462	0	92	407	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	281	332	213	486	12	12	631	43	434	592	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.90	0.90	0.90	0.87	0.87	0.87	0.83	0.83	0.83
PHF Volume:	47	309	365	238	542	13	14	723	49	522	712	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	309	365	238	542	13	14	723	49	522	712	224
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	309	365	238	542	13	14	723	49	522	712	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.95	0.95	0.95	0.94	0.94	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	2.00	1.95	0.05	1.00	1.87	0.13	1.00	1.52	0.48
Final Sat.:	1805	3610	1615	3502	3509	87	1805	3346	228	1805	2648	832
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.23	0.07	0.15	0.15	0.01	0.22	0.22	0.29	0.27	0.27
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.23	0.23	0.09	0.23	0.23	0.13	0.24	0.24	0.30	0.41	0.41
Volume/Cap:	0.28	0.37	0.97	0.78	0.69	0.69	0.06	0.89	0.89	0.97	0.66	0.66
Delay/Veh:	49.4	37.3	82.5	63.7	43.2	43.2	43.7	52.9	52.9	71.4	28.6	28.6
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:	49.4	37.3	82.5	63.7	43.2	43.2	43.7	52.9	52.9	71.4	28.6	28.6
LOS by Move:	D	D	F	E	D	D	D	D	D	D	E	C	C
HCM2kAvgQ:	2	5	18	6	11	11	0	17	17	24	15	15

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[66.4]

****

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:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	86	819	7	26	440	63	43	1	71	2	4	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:	86	819	7	26	440	63	43	1	71	2	4	1
Added Vol:	0	74	0	0	35	3	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	893	7	26	475	66	46	1	71	2	4	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:	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83	0.50	0.50	0.50
PHF Volume:	99	1031	8	28	510	71	55	1	85	4	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	99	1031	8	28	510	71	55	1	85	4	8	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	580	xxxx	xxxxx	1039	xxxx	xxxxx	1284	1803	255	1541	1866	516
Potent Cap.:	1004	xxxx	xxxxx	677	xxxx	xxxxx	124	80	751	80	73	510
Move Cap.:	1004	xxxx	xxxxx	677	xxxx	xxxxx	100	69	751	63	63	510
Volume/Cap:	0.10	xxxx	xxxx	0.04	xxxx	xxxx	0.55	0.02	0.11	0.06	0.13	0.00
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	99	xxxx	xxxxx	xxxx	72	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	80.8	xxxx	xxxxx	xxxxx	66.4	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			38.4			66.4		
ApproachLOS:	*			*			E			F		

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Average Delay (sec/veh): 18.8 Worst Case Level Of Service: F[115.8]

****

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:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	69	465	1	47	846	42	66	1	209	3	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	465	1	47	846	42	66	1	209	3	1	5
Added Vol:	0	99	0	0	88	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	564	1	47	934	46	70	1	209	3	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.58	0.58	0.58
PHF Volume:	80	651	1	52	1028	51	86	1	256	5	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	651	1	52	1028	51	86	1	256	5	2	9
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1078	xxxx	xxxxx	652	xxxx	xxxxx	1616	1942	514	1427	1991	325
Potent Cap.:	654	xxxx	xxxxx	944	xxxx	xxxxx	70	66	511	97	61	676
Move Cap.:	654	xxxx	xxxxx	944	xxxx	xxxxx	59	55	511	42	51	676
Volume/Cap:	0.12	xxxx	xxxx	0.05	xxxx	xxxx	1.45	0.02	0.50	0.12	0.03	0.01
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	2.8	xxxx	xxxx	xxxxx
Control Del:	11.3	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	18.9	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	59	xxxx	xxxxx	xxxx	91	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	401.2	xxxx	xxxxx	xxxxx	52.6	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			115.8			52.6		
ApproachLOS:	*			*			F			F		

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
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:	18	18	18	18	18	18	28	28	28	28	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	86	819	7	26	440	63	43	1	71	2	4	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:	86	819	7	26	440	63	43	1	71	2	4	1
Added Vol:	0	74	0	0	35	3	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	893	7	26	475	66	46	1	71	2	4	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:	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83	0.50	0.50	0.50
PHF Volume:	99	1031	8	28	510	71	55	1	85	4	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1031	8	28	510	71	55	1	85	4	8	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:	99	1031	8	28	510	71	55	1	85	4	8	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.95	0.85	0.24	0.95	0.85	0.74	0.74	0.85	0.94	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.98	0.02	1.00	0.29	0.57	0.14
Final Sat.:	849	3610	1615	456	3610	1615	1378	30	1615	509	1018	255
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.01	0.06	0.14	0.04	0.04	0.04	0.05	0.01	0.01	0.01
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.70	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.17	0.41	0.01	0.09	0.20	0.06	0.17	0.17	0.23	0.03	0.03	0.03
Delay/Veh:	6.2	7.7	5.4	5.9	6.3	5.7	37.0	37.0	37.5	35.6	35.6	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:	6.2	7.7	5.4	5.9	6.3	5.7	37.0	37.0	37.5	35.6	35.6	35.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	8	0	0	3	1	2	2	3	0	0	0

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour - With Improvements

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

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	28	28	28	28	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	69	465	1	47	846	42	66	1	209	3	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	465	1	47	846	42	66	1	209	3	1	5
Added Vol:	0	99	0	0	88	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	564	1	47	934	46	70	1	209	3	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.58	0.58	0.58
PHF Volume:	80	651	1	52	1028	51	86	1	256	5	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	651	1	52	1028	51	86	1	256	5	2	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:	80	651	1	52	1028	51	86	1	256	5	2	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.95	0.85	0.36	0.95	0.85	0.73	0.73	0.85	0.88	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.99	0.01	1.00	0.33	0.11	0.56
Final Sat.:	407	3610	1615	688	3610	1615	1369	20	1615	555	185	926
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.00	0.08	0.28	0.03	0.06	0.06	0.16	0.01	0.01	0.01
Crit Moves:					****				****			
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.34	0.31	0.00	0.13	0.49	0.05	0.19	0.19	0.48	0.03	0.03	0.03
Delay/Veh:	10.3	9.4	7.6	8.4	10.8	7.9	20.6	20.6	23.4	19.3	19.3	19.3
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:	10.3	9.4	7.6	8.4	10.8	7.9	20.6	20.6	23.4	19.3	19.3	19.3
LOS by Move:	B	A	A	A	B	A	C	C	C	B	B	B
HCM2kAvgQ:	1	5	0	1	9	1	2	2	6	0	0	0

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

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
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:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	0	0	24	24	21	0	21	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	167	664	0	0	346	102	228	0	88	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	664	0	0	346	102	228	0	88	0	0	0
Added Vol:	0	71	0	0	32	3	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	735	0	0	378	105	231	0	88	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.88	0.88	0.88	0.78	0.78	0.78	1.00	1.00	1.00
PHF Volume:	181	798	0	0	431	120	296	0	113	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	798	0	0	431	120	296	0	113	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	798	0	0	431	120	296	0	113	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.00	0.00	0.23	0.07	0.20	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.15	0.51	0.00	0.00	0.36	0.36	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.67	0.83	0.00	0.00	0.63	0.21	0.65	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	33.5	20.0	0.0	0.0	19.8	15.1	23.0	0.0	17.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	20.0	0.0	0.0	19.8	15.1	23.0	0.0	17.2	0.0	0.0	0.0
LOS by Move:	C	C	A	A	B	B	C	A	B	A	A	A
HCM2kAvgQ:	5	17	0	0	8	2	6	0	2	0	0	0

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 37.1
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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	0	0	24	24	21	0	21	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	176	344	0	0	747	296	184	0	260	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	344	0	0	747	296	184	0	260	0	0	0
Added Vol:	0	95	0	0	84	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	439	0	0	831	300	188	0	260	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.84	0.84	0.84	0.84	0.84	0.84	1.00	1.00	1.00
PHF Volume:	214	535	0	0	986	356	224	0	310	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	535	0	0	986	356	224	0	310	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	535	0	0	986	356	224	0	310	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.00	0.00	0.52	0.22	0.15	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.12	0.67	0.00	0.00	0.55	0.55	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.95	0.42	0.00	0.00	0.95	0.40	0.73	0.00	0.91	0.00	0.00	0.00
Delay/Veh:	89.8	7.8	0.0	0.0	39.0	13.6	45.4	0.0	66.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	7.8	0.0	0.0	39.0	13.6	45.4	0.0	66.5	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D	B	D	A	E	A	A	A
HCM2kAvgQ:	10	8	0	0	34	6	8	0	13	0	0	0

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Average Delay (sec/veh): 11.0 Worst Case Level Of Service: F[61.5]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	99	0	12	0	0	0	0	262	56	38	400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	12	0	0	0	0	262	56	38	400	0
Added Vol:	36	0	0	0	0	0	0	16	16	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	12	0	0	0	0	278	72	38	436	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:	0.66	0.66	0.66	1.00	1.00	1.00	0.73	0.73	0.73	0.82	0.82	0.82
PHF Volume:	204	0	18	0	0	0	0	381	99	46	531	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	204	0	18	0	0	0	0	381	99	46	531	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1054	xxxx	431	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	480	xxxx	xxxxx
Potent Cap.:	252	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1093	xxxx	xxxxx
Move Cap.:	244	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1093	xxxx	xxxxx
Volume/Cap:	0.84	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	6.6	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	66.0	xxxx	10.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	F	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		61.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F			*			*			*	

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: F[59.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	71	0	28	0	0	0	0	597	124	22	339	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:	71	0	28	0	0	0	0	597	124	22	339	0
Added Vol:	47	0	0	0	0	0	0	42	42	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	0	28	0	0	0	0	639	166	22	386	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:	0.83	0.83	0.83	1.00	1.00	1.00	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	142	0	34	0	0	0	0	677	176	26	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	142	0	34	0	0	0	0	677	176	26	450	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1266	xxxx	765	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	853	xxxx	xxxxx
Potent Cap.:	188	xxxx	407	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	795	xxxx	xxxxx
Move Cap.:	184	xxxx	407	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	795	xxxx	xxxxx
Volume/Cap:	0.77	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	5.1	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	70.4	xxxx	14.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	F	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		59.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F		*			*			*		

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	99	0	12	0	0	0	0	262	56	38	400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	12	0	0	0	0	262	56	38	400	0
Added Vol:	36	0	0	0	0	0	0	16	16	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	12	0	0	0	0	278	72	38	436	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:	0.66	0.66	0.66	1.00	1.00	1.00	0.73	0.73	0.73	0.82	0.82	0.82
PHF Volume:	204	0	18	0	0	0	0	381	99	46	531	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	0	18	0	0	0	0	381	99	46	531	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:	204	0	18	0	0	0	0	381	99	46	531	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.94	0.94	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.79	0.21	0.08	0.92	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1467	380	143	1646	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.01	0.00	0.00	0.00	0.00	0.26	0.26	0.32	0.32	0.00
Crit Moves:	****										****	
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.60	0.60	0.60	0.60	0.00
Volume/Cap:	0.50	0.00	0.04	0.00	0.00	0.00	0.00	0.43	0.43	0.54	0.54	0.00
Delay/Veh:	20.8	0.0	17.2	0.0	0.0	0.0	0.0	7.3	7.3	8.2	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:	20.8	0.0	17.2	0.0	0.0	0.0	0.0	7.3	7.3	8.2	8.2	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	5	5	7	7	0

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	71	0	28	0	0	0	0	597	124	22	339	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:	71	0	28	0	0	0	0	597	124	22	339	0
Added Vol:	47	0	0	0	0	0	0	42	42	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	0	28	0	0	0	0	639	166	22	386	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:	0.83	0.83	0.83	1.00	1.00	1.00	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	142	0	34	0	0	0	0	677	176	26	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	0	34	0	0	0	0	677	176	26	450	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:	142	0	34	0	0	0	0	677	176	26	450	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.94	0.94	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.79	0.21	0.05	0.95	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1466	381	96	1690	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.02	0.00	0.00	0.00	0.00	0.46	0.46	0.27	0.27	0.00
Crit Moves:	****							****				
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.73	0.73	0.73	0.73	0.00
Volume/Cap:	0.51	0.00	0.11	0.00	0.00	0.00	0.00	0.64	0.64	0.37	0.37	0.00
Delay/Veh:	36.2	0.0	32.0	0.0	0.0	0.0	0.0	7.6	7.6	5.0	5.0	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:	36.2	0.0	32.0	0.0	0.0	0.0	0.0	7.6	7.6	5.0	5.0	0.0
LOS by Move:	D	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	1	0	0	0	0	13	13	5	5	0

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: E[43.5]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	18	0	12	0	0	0	0	595	9	7	326	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:	18	0	12	0	0	0	0	595	9	7	326	0
Added Vol:	0	0	0	0	0	0	0	494	0	0	222	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	12	0	0	0	0	1089	9	7	548	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:	0.68	0.68	0.68	1.00	1.00	1.00	0.96	0.96	0.96	0.90	0.90	0.90
PHF Volume:	27	0	18	0	0	0	0	1137	9	8	610	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	0	18	0	0	0	0	1137	9	8	610	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1762	xxxx	1137	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1146	xxxx	xxxxx
Potent Cap.:	94	xxxx	248	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	617	xxxx	xxxxx
Move Cap.:	93	xxxx	248	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	617	xxxx	xxxxx
Volume/Cap:	0.29	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	58.7	xxxx	20.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx
LOS by Move:	F	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		43.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		E			*			*			*	

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: F[188.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	15	0	10	0	0	0	0	357	46	15	561	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:	15	0	10	0	0	0	0	357	46	15	561	0
Added Vol:	0	0	0	0	0	0	0	660	0	0	583	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	10	0	0	0	0	1017	46	15	1144	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:	0.64	0.64	0.64	1.00	1.00	1.00	0.81	0.81	0.81	0.91	0.91	0.91
PHF Volume:	23	0	16	0	0	0	0	1256	57	17	1260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	16	0	0	0	0	1256	57	17	1260	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2549	xxxx	1256	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1312	xxxx	xxxxx
Potent Cap.:	30	xxxx	211	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	534	xxxx	xxxxx
Move Cap.:	29	xxxx	211	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	534	xxxx	xxxxx
Volume/Cap:	0.80	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.6	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	298.9	xxxx	23.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx
LOS by Move:	F	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	188.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[22.5]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	18	0	12	0	0	0	0	595	9	7	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	12	0	0	0	0	595	9	7	0	0
Added Vol:	0	0	0	0	0	0	0	494	0	0	222	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	-222	0
Initial Fut:	18	0	12	0	0	0	0	1089	9	7	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	1.00	1.00	1.00	0.96	0.96	0.96	0.90	0.90	0.90
PHF Volume:	27	0	18	0	0	0	0	1137	9	8	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	0	18	0	0	0	0	1137	9	8	0	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1152	xxxx	1137	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1146	xxxx	xxxxx
Potent Cap.:	220	xxxx	248	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	617	xxxx	xxxxx
Move Cap.:	218	xxxx	248	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	617	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	23.8	xxxx	20.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx
LOS by Move:	C	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	22.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: D[26.3]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:																				
Base Vol:	15		0		10	0		0		0	0		357		46	15		0		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	15		0		10	0		0		0	0		357		46	15		0		0
Added Vol:	0		0		0	0		0		0	0		660		0	0		583		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		-583		0
Initial Fut:	15		0		10	0		0		0	0		1017		46	15		0		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.64		0.64		0.64	1.00		1.00		1.00	0.81		0.81		0.81	0.91		0.91		0.91
PHF Volume:	23		0		16	0		0		0	0		1256		57	17		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	23		0		16	0		0		0	0		1256		57	17		0		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1289	xxxx			1256	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1312	xxxx	xxxxx		
Potent Cap.:	183	xxxx			211	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			534	xxxx	xxxxx		
Move Cap.:	178	xxxx			211	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			534	xxxx	xxxxx		
Volume/Cap:	0.13	xxxx			0.07	xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.03	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.4	xxxx			0.2	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	28.2	xxxx			23.4	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			12.0	xxxx	xxxxx		
LOS by Move:	D	*			C	*	*	*			*	*	*			B	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx			xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx			xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*			*	*	*	*			*	*	*			*	*	*		
ApproachDel:		26.3				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		D				*					*					*				

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
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					Protected					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	18		0		18	0		0		0	0		18		18	18		18		0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:																				
Base Vol:	18		0		12	0		0		0	0		595		9	7		326		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:	18		0		12	0		0		0	0		595		9	7		326		0
Added Vol:	0		0		0	0		0		0	0		494		0	0		222		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	18		0		12	0		0		0	0		1089		9	7		548		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:	0.68		0.68		0.68	1.00		1.00		1.00	0.96		0.96		0.96	0.90		0.90		0.90
PHF Volume:	27		0		18	0		0		0	0		1137		9	8		610		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	27		0		18	0		0		0	0		1137		9	8		610		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	27		0		18	0		0		0	0		1137		9	8		610		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.82		1.00		0.85	1.00		1.00		1.00	1.00		1.00		0.85	0.15		1.00		1.00
Lanes:	1.00		0.00		1.00	0.00		0.00		0.00	0.00		1.00		1.00	1.00		1.00		0.00
Final Sat.:	1560		0		1615	0		0		0	0		1900		1615	285		1900		0
Capacity Analysis Module:																				
Vol/Sat:	0.02		0.00		0.01	0.00		0.00		0.00	0.00		0.60		0.01	0.03		0.32		0.00
Crit Moves:	****												****							
Green/Cycle:	0.15		0.00		0.30	0.00		0.00		0.00	0.00		0.78		0.78	0.78		0.78		0.00
Volume/Cap:	0.11		0.00		0.04	0.00		0.00		0.00	0.00		0.76		0.01	0.03		0.41		0.00
Delay/Veh:	44.3		0.0		29.8	0.0		0.0		0.0	0.0		9.4		2.8	3.0		4.3		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:	44.3		0.0		29.8	0.0		0.0		0.0	0.0		9.4		2.8	3.0		4.3		0.0
LOS by Move:	D		A		C	A		A		A	A		A		A	A		A		A
HCM2kAvgQ:	1		0		0	0		0		0	0		23		0	0		7		0

****

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

****

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Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour - With Improvements

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

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	15	0	10	0	0	0	0	357	46	15	561	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:	15	0	10	0	0	0	0	357	46	15	561	0
Added Vol:	0	0	0	0	0	0	0	660	0	0	583	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	10	0	0	0	0	1017	46	15	1144	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:	0.64	0.64	0.64	1.00	1.00	1.00	0.81	0.81	0.81	0.91	0.91	0.91
PHF Volume:	23	0	16	0	0	0	0	1256	57	17	1260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	16	0	0	0	0	1256	57	17	1260	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:	23	0	16	0	0	0	0	1256	57	17	1260	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	0.10	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1573	0	1615	0	0	0	0	1900	1615	181	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.66	0.04	0.09	0.66	0.00
Crit Moves:	****										****	
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.78	0.78	0.78	0.78	0.00
Volume/Cap:	0.10	0.00	0.06	0.00	0.00	0.00	0.00	0.84	0.04	0.12	0.85	0.00
Delay/Veh:	44.2	0.0	43.9	0.0	0.0	0.0	0.0	12.9	2.9	3.5	13.1	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:	44.2	0.0	43.9	0.0	0.0	0.0	0.0	12.9	2.9	3.5	13.1	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	1	0	1	0	0	0	0	31	0	0	32	0

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

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #15 Soboba Road (NS) at Chabella Drive (EW)

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[18.2]

****

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:	1 0 0 1 0			1 0 1 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	9	283	3	5	191	9	7	1	36	10	1	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:	9	283	3	5	191	9	7	1	36	10	1	7
Added Vol:	0	96	0	0	213	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	379	3	5	404	9	7	1	36	10	1	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:	0.89	0.89	0.89	0.85	0.85	0.85	0.79	0.79	0.79	0.65	0.65	0.65
PHF Volume:	10	426	3	6	478	11	9	1	45	15	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	426	3	6	478	11	9	1	45	15	2	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	489	xxxx	xxxxx	429	xxxx	xxxxx	944	939	478	966	948	428
Potent Cap.:	1085	xxxx	xxxxx	1141	xxxx	xxxxx	244	266	591	236	263	631
Move Cap.:	1085	xxxx	xxxxx	1141	xxxx	xxxxx	236	262	591	215	259	631
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.04	0.00	0.08	0.07	0.01	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.1
Control Del:	8.3	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	11.6	xxxxx	xxxx	10.8
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	239	xxxx	xxxxx	218	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.7	xxxx	xxxxx	22.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	C	*	*
ApproachDel:	xxxxxx			xxxxxx			13.2			18.2		
ApproachLOS:	*			*			B			C		

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #15 Soboba Road (NS) at Chabella Drive (EW)

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[24.3]

****

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:	1 0 0	1	0	1 0	1	1	0 1	0	1	0 1	0	1
Volume Module:												
Base Vol:	29	205	10	7	329	10	3	1	15	4	1	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:	29	205	10	7	329	10	3	1	15	4	1	3
Added Vol:	0	251	0	0	285	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	456	10	7	614	10	3	1	15	4	1	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:	0.90	0.90	0.90	0.92	0.92	0.92	0.80	0.80	0.80	0.75	0.75	0.75
PHF Volume:	32	506	11	8	667	11	4	1	19	5	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	506	11	8	667	11	4	1	19	5	1	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	678	xxxx	xxxxx	517	xxxx	xxxxx	1260	1263	667	1273	1268	511
Potent Cap.:	924	xxxx	xxxxx	1060	xxxx	xxxxx	149	171	463	146	170	567
Move Cap.:	924	xxxx	xxxxx	1060	xxxx	xxxxx	142	164	463	135	163	567
Volume/Cap:	0.03	xxxx	xxxx	0.01	xxxx	xxxx	0.03	0.01	0.04	0.04	0.01	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.0
Control Del:	9.0	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	13.1	xxxxx	xxxx	11.4
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT - LTR		RT	LT - LTR		RT	LT - LTR		RT	LT - LTR		RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	147	xxxx	xxxxx	139	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	30.4	xxxx	xxxxx	32.1	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	D	*	*	D	*	*
ApproachDel:	xxxxxx			xxxxxx			16.7			24.3		
ApproachLOS:	*			*			C			C		

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #16 Soboba Road (NS) at Project North Entrance (NS)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
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:	Protected					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	10		18		0	0		18		18	18		0		18	0		0		0
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0		108		0	0		163		0	0		0		0	0		0		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		108		0	0		163		0	0		0		0	0		0		0
Added Vol:	242		31		0	0		52		161	66		0		98	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	242		139		0	0		215		161	66		0		98	0		0		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	255		146		0	0		226		169	69		0		103	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	255		146		0	0		226		169	69		0		103	0		0		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	255		146		0	0		226		169	69		0		103	0		0		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.95		1.00		1.00	1.00		1.00		0.85	0.80		1.00		0.85	1.00		1.00		1.00
Lanes:	1.00		1.00		0.00	0.00		1.00		1.00	1.00		0.00		1.00	0.00		0.00		0.00
Final Sat.:	1805		1900		0	0		1900		1615	1520		0		1615	0		0		0
Capacity Analysis Module:																				
Vol/Sat:	0.14		0.08		0.00	0.00		0.12		0.10	0.05		0.00		0.06	0.00		0.00		0.00
Crit Moves:	****							****							****					
Green/Cycle:	0.26		0.54		0.00	0.00		0.28		0.28	0.28		0.00		0.28	0.00		0.00		0.00
Volume/Cap:	0.54		0.14		0.00	0.00		0.43		0.38	0.17		0.00		0.23	0.00		0.00		0.00
Delay/Veh:	21.9		7.6		0.0	0.0		19.9		19.5	18.0		0.0		18.4	0.0		0.0		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	21.9		7.6		0.0	0.0		19.9		19.5	18.0		0.0		18.4	0.0		0.0		0.0
LOS by Move:	C		A		A	A		B		B	B		A		B	A		A		A
HCM2kAvgQ:	5		1		0	0		4		3	1		0		2	0		0		0

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour - With Improvements

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

Intersection #16 Soboba Road (NS) at Project North Entrance (NS)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
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:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	0	0	18	18	18	0	18	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	207	0	0	325	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	207	0	0	325	0	0	0	0	0	0	0
Added Vol:	320	65	0	0	72	213	187	0	280	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	272	0	0	397	213	187	0	280	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	337	286	0	0	418	224	197	0	295	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	286	0	0	418	224	197	0	295	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	337	286	0	0	418	224	197	0	295	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.00	0.00	0.22	0.14	0.13	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.25	0.54	0.00	0.00	0.29	0.29	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.75	0.28	0.00	0.00	0.76	0.48	0.49	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	29.8	8.3	0.0	0.0	26.8	19.7	20.6	0.0	24.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	8.3	0.0	0.0	26.8	19.7	20.6	0.0	24.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	B	C	A	C	A	A	A
HCM2kAvgQ:	8	3	0	0	10	4	4	0	6	0	0	0

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

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Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #17 Soboba Road (NS) at Project South Entrance (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
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:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	0	0	18	18	18	0	18	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	108	0	0	163	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	108	0	0	163	0	0	0	0	0	0	0
Added Vol:	322	239	0	0	70	81	33	0	131	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	347	0	0	233	81	33	0	131	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	339	365	0	0	245	85	35	0	138	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	365	0	0	245	85	35	0	138	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	365	0	0	245	85	35	0	138	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.84	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1590	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.00	0.00	0.13	0.05	0.02	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.31	0.57	0.00	0.00	0.26	0.26	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.60	0.34	0.00	0.00	0.50	0.21	0.08	0.00	0.33	0.00	0.00	0.00
Delay/Veh:	22.0	8.1	0.0	0.0	23.0	20.6	19.8	0.0	21.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	8.1	0.0	0.0	23.0	20.6	19.8	0.0	21.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	B	A	C	A	A	A
HCM2kAvgQ:	7	4	0	0	5	2	1	0	3	0	0	0

****

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

****

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Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour - With Improvements

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

Intersection #17 Soboba Road (NS) at Project South Entrance (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 40.8
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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	0	0	18	18	18	0	18	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	207	0	0	325	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	207	0	0	325	0	0	0	0	0	0	0
Added Vol:	426	291	0	0	245	107	93	0	373	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	498	0	0	570	107	93	0	373	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	448	524	0	0	600	113	98	0	393	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	524	0	0	600	113	98	0	393	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	524	0	0	600	113	98	0	393	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1469	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.28	0.00	0.00	0.32	0.07	0.07	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.27	0.61	0.00	0.00	0.34	0.34	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.93	0.46	0.00	0.00	0.93	0.21	0.26	0.00	0.93	0.00	0.00	0.00
Delay/Veh:	57.2	9.9	0.0	0.0	49.1	21.3	26.7	0.0	59.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	9.9	0.0	0.0	49.1	21.3	26.7	0.0	59.8	0.0	0.0	0.0
LOS by Move:	E	A	A	A	D	C	C	A	E	A	A	A
HCM2kAvgQ:	17	8	0	0	21	2	2	0	15	0	0	0

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

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.446
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 113.4
Optimal Cycle: 0 Level Of Service: F

****

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	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	187	23	1	1	84	79	85	1	290	1	1	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:	187	23	1	1	84	79	85	1	290	1	1	1
Added Vol:	-8	-2	0	0	-29	230	564	0	-70	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	21	1	1	55	309	649	1	220	1	1	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:	0.93	0.93	0.93	0.82	0.82	0.82	0.85	0.85	0.85	1.00	1.00	1.00
PHF Volume:	193	23	1	1	67	376	760	1	258	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	23	1	1	67	376	760	1	258	1	1	1
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:	193	23	1	1	67	376	760	1	258	1	1	1
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:	0.89	0.10	0.01	0.01	0.15	0.84	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	471	55	3	2	95	533	526	1	638	151	151	151
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.71	0.71	0.71	1.45	1.45	0.40	0.01	0.01	0.01
Crit Moves:		****			****		****			****		
Delay/Veh:	14.2	14.2	14.2	21.0	21.0	21.0	230.2	230	12.1	10.1	10.1	10.1
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:	14.2	14.2	14.2	21.0	21.0	21.0	230.2	230	12.1	10.1	10.1	10.1
LOS by Move:	B	B	B	C	C	C	F	F	B	B	B	B
ApproachDel:		14.2			21.0			175.1			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.2			21.0			175.1			10.1	
LOS by Appr:		B			C			F			B	
AllWayAvgQ:	0.7	0.7	0.7	2.2	2.2	2.2	32.3	32.3	0.7	0.0	0.0	0.0

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.980
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 293.0
Optimal Cycle: 0 Level Of Service: F

****

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	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	333	101	1	1	148	177	106	1	377	1	1	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:	333	101	1	1	148	177	106	1	377	1	1	1
Added Vol:	-71	-29	0	0	-35	653	746	0	-86	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	72	1	1	113	830	852	1	291	1	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91	1.00	1.00	1.00
PHF Volume:	276	76	1	1	118	870	935	1	319	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	76	1	1	118	870	935	1	319	1	1	1
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:	276	76	1	1	118	870	935	1	319	1	1	1
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:	0.78	0.21	0.01	0.01	0.12	0.87	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	401	110	2	1	72	528	472	1	561	135	135	135
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	1.65	1.65	1.65	1.98	1.98	0.57	0.01	0.01	0.01
Crit Moves:		****			****			****		****		
Delay/Veh:	24.1	24.1	24.1	314.9	315	314.9	466.2	466	17.2	11.4	11.4	11.4
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:	24.1	24.1	24.1	314.9	315	314.9	466.2	466	17.2	11.4	11.4	11.4
LOS by Move:	C	C	C	F	F	F	F	F	C	B	B	B
ApproachDel:		24.1			314.9			352.0			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.1			314.9			352.0			11.4	
LOS by Appr:		C			F			F			B	
AllWayAvgQ:	2.0	2.0	2.0	51.0	51.0	51.0	59.9	59.9	1.3	0.0	0.0	0.0

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Proposed Action "A"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	0 1	0 0	2	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	187	23	1	1	84	79	85	1	290	1	1	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:	187	23	1	1	84	79	85	1	290	1	1	1
Added Vol:	-8	-2	0	0	-29	230	564	0	-70	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	21	1	1	55	309	649	1	220	1	1	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:	0.93	0.93	0.93	0.82	0.82	0.82	0.85	0.85	0.85	1.00	1.00	1.00
PHF Volume:	193	23	1	1	67	376	760	1	258	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	23	1	1	67	376	760	1	258	1	1	1
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:	193	23	1	1	67	376	760	1	258	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.99	0.99	1.00	1.00	0.75	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	0.95	0.05	0.02	0.98	2.00	1.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	1355	1801	86	34	1862	2842	3612	6	1615	595	595	595
Capacity Analysis Module:												
Vol/Sat:	0.14	0.01	0.01	0.04	0.04	0.13	0.21	0.21	0.16	0.00	0.00	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.34	0.34	0.34	0.23	0.23	0.23
Volume/Cap:	0.61	0.05	0.05	0.15	0.15	0.57	0.61	0.61	0.47	0.01	0.01	0.01
Delay/Veh:	31.1	23.9	23.9	24.6	24.6	28.4	22.8	22.8	21.2	24.1	24.1	24.1
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:	31.1	23.9	23.9	24.6	24.6	28.4	22.8	22.8	21.2	24.1	24.1	24.1
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	0	0	1	1	5	9	9	5	0	0	0

****

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

****

Horseshoe Grande Property - Proposed Action "A"
Existing
Evening Peak Hour - With Improvements

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

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.3
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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	18	18	18	18	18	18
Lanes:	1 0 0	1 0		0 1 0	0 2		1 1 0	0 1		0 0 1!	0 0	
Volume Module:												
Base Vol:	333	101	1	1	148	177	106	1	377	1	1	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:	333	101	1	1	148	177	106	1	377	1	1	1
Added Vol:	-71	-29	0	0	-35	653	746	0	-86	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	72	1	1	113	830	852	1	291	1	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91	1.00	1.00	1.00
PHF Volume:	276	76	1	1	118	870	935	1	319	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	76	1	1	118	870	935	1	319	1	1	1
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:	276	76	1	1	118	870	935	1	319	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	1.00	1.00	1.00	0.75	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	0.99	0.01	0.01	0.99	2.00	1.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	1284	1870	26	17	1881	2842	3613	4	1615	595	595	595
Capacity Analysis Module:												
Vol/Sat:	0.22	0.04	0.04	0.06	0.06	0.31	0.26	0.26	0.20	0.00	0.00	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.31	0.31	0.31	0.17	0.17	0.17
Volume/Cap:	0.59	0.11	0.11	0.17	0.17	0.84	0.84	0.84	0.64	0.01	0.01	0.01
Delay/Veh:	28.8	22.0	22.0	22.6	22.6	36.4	39.3	39.3	33.9	36.1	36.1	36.1
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:	28.8	22.0	22.0	22.6	22.6	36.4	39.3	39.3	33.9	36.1	36.1	36.1
LOS by Move:	C	C	C	C	C	D	D	D	C	D	D	D
HCM2kAvgQ:	8	2	2	3	3	17	17	17	10	0	0	0

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

Opening Year (2010) With Project – Proposed Action "B"

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.9
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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	35	470	7	219	315	158	333	197	22	3	223	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	470	7	219	315	158	333	197	22	3	223	280
Added Vol:	0	0	0	35	0	0	0	35	0	0	16	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	470	7	254	315	158	333	232	22	3	239	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	39	518	8	279	347	174	374	261	25	3	270	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	518	8	279	347	174	374	261	25	3	270	334
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:	39	518	8	279	347	174	374	261	25	3	270	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.00	0.08	0.10	0.11	0.11	0.07	0.02	0.00	0.07	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.29	0.41	0.11	0.29	0.43	0.14	0.32	0.42	0.11	0.29	0.40
Volume/Cap:	0.10	0.49	0.01	0.76	0.33	0.25	0.78	0.23	0.04	0.01	0.25	0.52
Delay/Veh:	38.6	27.9	16.7	50.1	26.3	17.4	47.7	23.9	16.1	37.4	25.7	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	27.9	16.7	50.1	26.3	17.4	47.7	23.9	16.1	37.4	25.7	22.3
LOS by Move:	D	C	B	D	C	B	D	C	B	D	C	C
HCM2kAvgQ:	1	7	0	6	4	3	7	3	0	0	3	8

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

****

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.5
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:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	44	372	9	401	697	429	230	327	55	4	228	260
Growth Adj:	1.00	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	372	9	401	697	429	230	327	55	4	228	260
Added Vol:	0	0	0	46	0	0	0	46	0	0	41	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	372	9	447	697	429	230	373	55	4	269	301
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	0.95	0.95	0.95	0.97	0.97	0.97	0.76	0.76	0.76
PHF Volume:	48	405	10	471	734	452	238	387	57	5	354	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	405	10	471	734	452	238	387	57	5	354	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	405	10	471	734	452	238	387	57	5	354	396
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.01	0.13	0.20	0.28	0.07	0.11	0.04	0.00	0.10	0.25
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.28	0.38	0.18	0.34	0.44	0.10	0.28	0.40	0.10	0.28	0.46
Volume/Cap:	0.11	0.40	0.02	0.75	0.60	0.64	0.68	0.38	0.09	0.02	0.35	0.53
Delay/Veh:	39.3	29.5	19.3	43.7	28.3	23.8	48.8	29.3	18.7	40.6	28.9	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	29.5	19.3	43.7	28.3	23.8	48.8	29.3	18.7	40.6	28.9	20.1
LOS by Move:	D	C	B	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	1	5	0	9	10	11	5	5	1	0	5	9

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

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

****

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:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	1	550	14	118	200	1	1	1	1	14	1	291
Growth Adj:	1.00	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	550	14	118	200	1	1	1	1	14	1	291
Added Vol:	0	0	0	207	0	0	0	0	0	0	0	94
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	550	14	325	200	1	1	1	1	14	1	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.86	0.86	0.86	1.00	1.00	1.00	0.88	0.88	0.88
PHF Volume:	1	716	18	377	232	1	1	1	1	16	1	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	716	18	377	232	1	1	1	1	16	1	439
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	233	xxxx	xxxxx	734	xxxx	xxxxx	1933	1722	232	1714	1714	725
Potent Cap.:	1347	xxxx	xxxxx	880	xxxx	xxxxx	50	90	812	72	91	428
Move Cap.:	1347	xxxx	xxxxx	880	xxxx	xxxxx	0	51	812	47	52	428
Volume/Cap:	0.00	xxxx	xxxx	0.43	xxxx	xxxx	xxxx	0.02	0.00	0.34	0.02	1.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	13.5
Control Del:	7.7	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	81.6
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	F
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	47	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	118.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			83.0		
ApproachLOS:	*			*			F			F		

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Average Delay (sec/veh): 26.6 Worst Case Level Of Service: F[1237.0]

****

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:	1 0 0 1 0			1 0 0 1 0			0 0 1! 0 0			0 1 0 0 1		
Volume Module:												
Base Vol:	1	370	13	302	526	1	1	1	2	20	2	192
Growth Adj:	1.00	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	370	13	302	526	1	1	1	2	20	2	192
Added Vol:	0	0	0	276	0	0	0	0	0	0	0	244
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	370	13	578	526	1	1	1	2	20	2	436
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	0.92	0.92	0.92	0.38	0.38	0.38	0.85	0.85	0.85
PHF Volume:	1	416	15	627	570	1	3	3	5	24	2	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	416	15	627	570	1	3	3	5	24	2	512
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	572	xxxx	xxxxx	430	xxxx	xxxxx	2507	2257	571	2254	2251	423
Potent Cap.:	1011	xxxx	xxxxx	1140	xxxx	xxxxx	20	42	524	30	42	635
Move Cap.:	1011	xxxx	xxxxx	1140	xxxx	xxxxx	2	19	524	15	19	635
Volume/Cap:	0.00	xxxx	xxxx	0.55	xxxx	xxxx	1.37	0.14	0.01	1.57	0.12	0.81
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	8.2
Control Del:	8.6	xxxx	xxxxx	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	30.0
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	D
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	7	xxxxx	15	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx	3.8	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1237	xxxxx	846.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			1237.0			69.2		
ApproachLOS:	*			*			F			F		

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.4
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	550	14	118	200	1	1	1	1	14	1	291
Growth Adj:	1.00	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	550	14	118	200	1	1	1	1	14	1	291
Added Vol:	0	0	0	207	0	0	0	0	0	0	0	94
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	550	14	325	200	1	1	1	1	14	1	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.86	0.86	0.86	1.00	1.00	1.00	0.88	0.88	0.88
PHF Volume:	1	716	18	377	232	1	1	1	1	16	1	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	716	18	377	232	1	1	1	1	16	1	439
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	716	18	377	232	1	1	1	1	16	1	439
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	1.00	0.92	0.92	0.92	0.83	0.83	0.85
Lanes:	1.00	0.98	0.02	1.00	0.99	0.01	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1805	1845	47	1805	1889	9	582	582	582	1472	105	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.21	0.12	0.12	0.00	0.00	0.00	0.01	0.01	0.27
Crit Moves:		****		****							****	
Green/Cycle:	0.26	0.46	0.46	0.25	0.46	0.46	0.17	0.17	0.17	0.17	0.17	0.42
Volume/Cap:	0.00	0.84	0.84	0.84	0.27	0.27	0.01	0.01	0.01	0.06	0.06	0.65
Delay/Veh:	29.2	31.6	31.6	50.1	17.7	17.7	36.1	36.1	36.1	36.5	36.5	26.3
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:	29.2	31.6	31.6	50.1	17.7	17.7	36.1	36.1	36.1	36.5	36.5	26.3
LOS by Move:	C	C	C	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	0	23	23	14	5	5	0	0	0	0	0	12

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.8
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	1	370	13	302	526	1	1	1	2	20	2	192
Growth Adj:	1.00	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	370	13	302	526	1	1	1	2	20	2	192
Added Vol:	0	0	0	276	0	0	0	0	0	0	0	244
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	370	13	578	526	1	1	1	2	20	2	436
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	0.92	0.92	0.92	0.38	0.38	0.38	0.85	0.85	0.85
PHF Volume:	1	416	15	627	570	1	3	3	5	24	2	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	416	15	627	570	1	3	3	5	24	2	512
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	416	15	627	570	1	3	3	5	24	2	512
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	1.00	0.90	0.90	0.90	0.80	0.80	0.85
Lanes:	1.00	0.97	0.03	1.00	0.99	0.01	0.25	0.25	0.50	0.91	0.09	1.00
Final Sat.:	1805	1826	64	1805	1896	4	426	426	853	1389	139	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.35	0.30	0.30	0.01	0.01	0.01	0.02	0.02	0.32
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.28	0.28	0.43	0.54	0.54	0.17	0.17	0.17	0.17	0.17	0.60
Volume/Cap:	0.00	0.80	0.80	0.80	0.55	0.55	0.04	0.04	0.04	0.10	0.10	0.53
Delay/Veh:	36.0	43.7	43.7	32.1	16.4	16.4	36.3	36.3	36.3	36.8	36.8	12.7
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	43.7	43.7	32.1	16.4	16.4	36.3	36.3	36.3	36.8	36.8	12.7
LOS by Move:	D	D	D	C	B	B	D	D	D	D	D	B
HCM2kAvgQ:	0	15	15	19	12	12	0	0	0	1	1	10

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.9
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	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	249	467	64	76	310	41	117	186	277	158	334	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	467	64	76	310	41	117	186	277	158	334	213
Added Vol:	0	0	0	0	0	0	0	69	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	467	64	76	310	41	117	255	277	158	365	213
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:	0.79	0.79	0.79	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88
PHF Volume:	316	592	81	83	338	45	128	279	303	181	417	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	592	81	83	338	45	128	279	303	181	417	243
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:	316	592	81	83	338	45	128	279	303	181	417	243
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	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3118	427	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.19	0.05	0.09	0.03	0.07	0.08	0.19	0.10	0.12	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.20	0.36	0.36	0.13	0.28	0.28	0.10	0.24	0.24	0.12	0.25	0.25
Volume/Cap:	0.86	0.53	0.53	0.36	0.33	0.10	0.68	0.32	0.78	0.86	0.46	0.60
Delay/Veh:	56.4	26.0	26.0	40.9	28.8	26.8	52.5	31.5	45.4	71.4	32.0	35.4
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:	56.4	26.0	26.0	40.9	28.8	26.8	52.5	31.5	45.4	71.4	32.0	35.4
LOS by Move:	E	C	C	D	C	C	D	C	D	E	C	D
HCM2kAvgQ:	12	9	9	3	4	1	5	4	11	8	6	7

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.5
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	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	277	513	70	199	508	52	91	465	377	145	258	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	513	70	199	508	52	91	465	377	145	258	107
Added Vol:	0	0	0	0	0	0	0	92	0	0	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	513	70	199	508	52	91	557	377	145	339	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.88	0.88	0.88	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	290	535	73	225	575	59	97	594	402	168	392	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	535	73	225	575	59	97	594	402	168	392	124
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:	290	535	73	225	575	59	97	594	402	168	392	124
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	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3119	426	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.17	0.12	0.16	0.04	0.05	0.16	0.25	0.09	0.11	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.19	0.31	0.31	0.14	0.27	0.27	0.12	0.29	0.29	0.11	0.28	0.28
Volume/Cap:	0.86	0.56	0.56	0.87	0.60	0.14	0.46	0.57	0.86	0.86	0.39	0.27
Delay/Veh:	61.7	31.0	31.0	68.7	34.6	29.4	44.9	32.6	50.9	77.0	30.9	29.9
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:	61.7	31.0	31.0	68.7	34.6	29.4	44.9	32.6	50.9	77.0	30.9	29.9
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	12	9	9	10	9	1	3	9	15	8	6	3

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		1 0 1	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	56	282	75	79	217	125	116	624	65	46	725	59
Growth Adj:	1.00	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	282	75	79	217	125	116	624	65	46	725	59
Added Vol:	0	0	35	0	0	0	0	164	0	16	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	282	110	79	217	125	116	788	65	62	795	59
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	0.88	0.88	0.88	0.86	0.86	0.86	0.95	0.95	0.95
PHF Volume:	60	301	117	90	247	142	135	918	76	65	834	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	301	117	90	247	142	135	918	76	65	834	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	301	117	90	247	142	135	918	76	65	834	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.91	0.91	0.46	1.00	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.44	0.56	1.00	1.00	1.00	1.00	1.85	0.15	1.00	1.86	0.14
Final Sat.:	933	2488	970	882	1900	1615	1805	3298	272	1805	3327	247
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.10	0.13	0.09	0.07	0.28	0.28	0.04	0.25	0.25
Crit Moves:					****		****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.13	0.37	0.37	0.13	0.38	0.38
Volume/Cap:	0.18	0.35	0.35	0.29	0.37	0.25	0.60	0.76	0.76	0.27	0.67	0.67
Delay/Veh:	18.3	19.4	19.4	19.3	19.8	18.8	37.5	24.7	24.7	31.9	22.2	22.2
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:	18.3	19.4	19.4	19.3	19.8	18.8	37.5	24.7	24.7	31.9	22.2	22.2
LOS by Move:	B	B	B	B	B	B	D	C	C	C	C	C
HCM2kAvgQ:	1	4	4	2	5	3	4	13	13	2	11	11

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0
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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	75	234	79	112	287	206	102	1070	94	91	1034	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	234	79	112	287	206	102	1070	94	91	1034	77
Added Vol:	0	0	46	0	0	0	0	218	0	41	192	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	234	125	112	287	206	102	1288	94	132	1226	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.94	0.94	0.94	0.95	0.95	0.95	0.96	0.96	0.96
PHF Volume:	85	265	142	119	305	219	108	1362	99	137	1276	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	265	142	119	305	219	108	1362	99	137	1276	80
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:	85	265	142	119	305	219	108	1362	99	137	1276	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.90	0.90	0.43	1.00	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.30	0.70	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.88	0.12
Final Sat.:	623	2231	1192	809	1900	1615	1805	3331	243	1805	3366	211
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.15	0.16	0.14	0.06	0.41	0.41	0.08	0.38	0.38
Crit Moves:					****			****		****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.13	0.50	0.50	0.10	0.47	0.47
Volume/Cap:	0.49	0.42	0.42	0.52	0.57	0.48	0.48	0.82	0.82	0.76	0.80	0.80
Delay/Veh:	32.1	29.7	29.7	32.6	32.4	30.8	42.3	24.2	24.2	61.0	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	29.7	29.7	32.6	32.4	30.8	42.3	24.2	24.2	61.0	25.0	25.0
LOS by Move:	C	C	C	C	C	C	D	C	C	E	C	C
HCM2kAvgQ:	3	6	6	4	9	6	4	22	22	6	20	20

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 1.045
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 63.0
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	235	231	41	15	333	21	13	125	243	24	91	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	231	41	15	333	21	13	125	243	24	91	11
Added Vol:	0	0	267	69	0	0	0	0	0	117	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	231	308	84	333	21	13	125	243	141	91	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93
PHF Volume:	272	267	356	102	406	26	15	148	288	152	98	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	267	356	102	406	26	15	148	288	152	98	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:	272	267	356	102	406	26	15	148	288	152	98	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.95	0.99	0.99	0.97	0.97	0.85	0.63	0.63	0.63
Lanes:	1.18	0.35	0.47	1.00	0.94	0.06	0.09	0.91	1.00	0.52	0.33	0.15
Final Sat.:	2074	619	825	1805	1771	112	173	1662	1615	620	400	185
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.43	0.06	0.23	0.23	0.09	0.09	0.18	0.25	0.25	0.25
Crit Moves:		****			****						****	
Green/Cycle:	0.41	0.41	0.41	0.22	0.22	0.22	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.32	1.05	1.05	0.26	1.05	1.05	0.38	0.38	0.76	1.05	1.05	1.05
Delay/Veh:	17.9	69.7	69.7	29.4	91.8	91.8	29.5	29.5	40.6	100.2	100	100.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	69.7	69.7	29.4	91.8	91.8	29.5	29.5	40.6	100.2	100	100.2
LOS by Move:	B	E	E	C	F	F	C	C	D	F	F	F
HCM2kAvgQ:	4	31	31	2	19	19	4	4	9	14	14	14

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.697
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 242.3
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	315	268	84	40	321	35	36	192	315	88	165	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	268	84	40	321	35	36	192	315	88	165	27
Added Vol:	0	0	356	92	0	0	0	0	0	314	0	81
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	268	440	132	321	35	36	192	315	402	165	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:	0.79	0.79	0.79	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92
PHF Volume:	398	338	556	148	361	39	39	206	338	437	180	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	338	556	148	361	39	39	206	338	437	180	118
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:	398	338	556	148	361	39	39	206	338	437	180	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.99	0.99	0.88	0.88	0.85	0.56	0.56	0.56
Lanes:	1.18	0.31	0.51	1.00	0.90	0.10	0.16	0.84	1.00	0.60	0.24	0.16
Final Sat.:	2070	542	891	1805	1688	184	263	1402	1615	634	260	170
Capacity Analysis Module:												
Vol/Sat:	0.19	0.62	0.62	0.08	0.21	0.21	0.15	0.15	0.21	0.69	0.69	0.69
Crit Moves:			****		****						****	
Green/Cycle:	0.36	0.36	0.36	0.15	0.15	0.15	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.54	1.75	1.75	0.55	1.43	1.43	0.37	0.37	0.53	1.75	1.75	1.75
Delay/Veh:	31.0	382	382.4	49.6	262	262.4	26.2	26.2	28.7	384.3	384	384.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	382	382.4	49.6	262	262.4	26.2	26.2	28.7	384.3	384	384.3
LOS by Move:	C	F	F	D	F	F	C	C	C	F	F	F
HCM2kAvgQ:	10	97	97	6	31	31	6	6	10	66	66	66

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.8
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0 1	0 1		1 0 1	1 0		0 1 0	0 1		2 0 0	1 0	
Volume Module:												
Base Vol:	235	231	41	15	333	21	13	125	243	24	91	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	231	41	15	333	21	13	125	243	24	91	11
Added Vol:	0	0	267	69	0	0	0	0	0	117	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	231	308	84	333	21	13	125	243	141	91	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93
PHF Volume:	272	267	356	102	406	26	15	148	288	152	98	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	267	356	102	406	26	15	148	288	152	98	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:	272	267	356	102	406	26	15	148	288	152	98	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	0.98	0.98	0.85	0.41	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.88	0.12	0.09	0.91	1.00	2.00	0.68	0.32
Final Sat.:	1805	1900	1615	1805	3365	212	175	1678	1615	1563	1239	572
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.22	0.06	0.12	0.12	0.09	0.09	0.18	0.10	0.08	0.08
Crit Moves:	****				****				****			
Green/Cycle:	0.42	0.42	0.42	0.23	0.23	0.23	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.36	0.34	0.53	0.25	0.53	0.53	0.26	0.26	0.53	0.29	0.24	0.24
Delay/Veh:	16.3	16.1	18.2	25.6	27.8	27.8	19.5	19.5	22.4	19.8	19.3	19.3
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:	16.3	16.1	18.2	25.6	27.8	27.8	19.5	19.5	22.4	19.8	19.3	19.3
LOS by Move:	B	B	B	C	C	C	B	B	C	B	B	B
HCM2kAvgQ:	5	5	7	2	6	6	3	3	6	2	3	3

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour - With Improvements

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

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

Cycle (sec):	115	Critical Vol./Cap.(X):	0.944
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	46.8
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	0 0	1	2 0	0 1	0
Volume Module:												
Base Vol:	315	268	84	40	321	35	36	192	315	88	165	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	268	84	40	321	35	36	192	315	88	165	27
Added Vol:	0	0	356	92	0	0	0	0	0	314	0	81
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	268	440	132	321	35	36	192	315	402	165	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:	0.79	0.79	0.79	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92
PHF Volume:	398	338	556	148	361	39	39	206	338	437	180	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	338	556	148	361	39	39	206	338	437	180	118
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:	398	338	556	148	361	39	39	206	338	437	180	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	0.91	0.91	0.85	0.30	0.94	0.94
Lanes:	1.00	1.00	1.00	1.00	1.80	0.20	0.16	0.84	1.00	2.00	0.60	0.40
Final Sat.:	1805	1900	1615	1805	3206	350	273	1454	1615	1124	1081	707
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.34	0.08	0.11	0.11	0.14	0.14	0.21	0.39	0.17	0.17
Crit Moves:			****		****					****		
Green/Cycle:	0.35	0.35	0.35	0.16	0.16	0.16	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.64	0.51	0.99	0.53	0.72	0.72	0.36	0.36	0.53	0.99	0.42	0.42
Delay/Veh:	33.6	30.5	73.2	46.4	50.6	50.6	25.1	25.1	27.7	75.4	25.9	25.9
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:	33.6	30.5	73.2	46.4	50.6	50.6	25.1	25.1	27.7	75.4	25.9	25.9
LOS by Move:	C	C	E	D	D	D	C	C	C	E	C	C
HCM2kAvgQ:	12	10	26	5	9	9	6	6	9	12	8	8

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

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.3
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	120	363	84	99	353	114	81	326	165	96	388	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	363	84	99	353	114	81	326	165	96	388	74
Added Vol:	0	233	0	0	101	16	35	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	596	84	99	454	130	116	326	165	96	388	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.84	0.84	0.84	0.83	0.83	0.83
PHF Volume:	128	635	90	114	523	150	138	389	197	116	469	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	635	90	114	523	150	138	389	197	116	469	89
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:	128	635	90	114	523	150	138	389	197	116	469	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	2714	777	1805	3610	1615	1805	2959	564
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.06	0.06	0.19	0.19	0.08	0.11	0.12	0.06	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30
Volume/Cap:	0.65	0.58	0.18	0.58	0.63	0.63	0.70	0.35	0.40	0.59	0.52	0.52
Delay/Veh:	46.9	27.8	23.7	43.4	28.8	28.8	50.6	25.1	25.9	43.8	26.9	26.9
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:	46.9	27.8	23.7	43.4	28.8	28.8	50.6	25.1	25.9	43.8	26.9	26.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	9	2	4	9	9	5	5	5	4	7	7

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 42.3
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	201	578	139	180	532	103	140	520	198	160	430	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	578	139	180	532	103	140	520	198	160	430	82
Added Vol:	0	310	0	0	273	41	46	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	888	139	180	805	144	186	520	198	160	430	82
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	0.98	0.98	0.98	0.97	0.97	0.97	0.93	0.93	0.93
PHF Volume:	211	933	146	184	822	147	192	536	204	172	462	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	933	146	184	822	147	192	536	204	172	462	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
FinalVolume:	211	933	146	184	822	147	192	536	204	172	462	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	2992	535	1805	3610	1615	1805	2959	564
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.09	0.10	0.27	0.27	0.11	0.15	0.13	0.10	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.33	0.33	0.13	0.32	0.32	0.12	0.29	0.29	0.10	0.27	0.27
Volume/Cap:	0.86	0.78	0.27	0.81	0.86	0.86	0.86	0.52	0.44	0.93	0.59	0.59
Delay/Veh:	68.9	35.1	26.1	63.3	40.1	40.1	71.5	31.7	31.2	92.2	34.4	34.4
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:	68.9	35.1	26.1	63.3	40.1	40.1	71.5	31.7	31.2	92.2	34.4	34.4
LOS by Move:	E	D	C	E	D	D	E	C	C	F	C	C
HCM2kAvgQ:	9	16	4	8	18	18	9	8	6	9	9	9

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

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 12 (Y+R=4.0 sec) 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	59	399	39	30	458	76	62	217	75	45	283	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	399	39	30	458	76	62	217	75	45	283	62
Added Vol:	0	233	0	0	101	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	632	39	30	559	76	62	217	75	45	283	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.91	0.91	0.91	0.87	0.87	0.87	0.92	0.92	0.92
PHF Volume:	76	812	50	33	616	84	71	249	86	49	307	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	812	50	33	616	84	71	249	86	49	307	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	812	50	33	616	84	71	249	86	49	307	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.43	0.96	0.96	0.40	1.00	0.85
Lanes:	1.00	1.88	0.12	1.00	1.76	0.24	1.00	0.74	0.26	1.00	1.00	1.00
Final Sat.:	1805	3370	208	1805	3121	424	821	1357	469	756	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.02	0.20	0.20	0.09	0.18	0.18	0.06	0.16	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.18	0.38	0.38	0.13	0.32	0.32	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.24	0.64	0.64	0.15	0.61	0.61	0.25	0.52	0.52	0.18	0.46	0.12
Delay/Veh:	28.6	21.7	21.7	31.5	23.9	23.9	19.0	21.5	21.5	18.4	20.7	17.7
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:	28.6	21.7	21.7	31.5	23.9	23.9	19.0	21.5	21.5	18.4	20.7	17.7
LOS by Move:	C	C	C	C	C	C	B	C	C	B	C	B
HCM2kAvgQ:	2	10	10	1	8	8	1	7	7	1	6	1

****

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

****

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Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	87	667	74	54	561	92	123	310	84	57	224	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	667	74	54	561	92	123	310	84	57	224	63
Added Vol:	0	310	0	0	273	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	977	74	54	834	92	123	310	84	57	224	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.90	0.90	0.90	0.82	0.82	0.82	0.95	0.95	0.95
PHF Volume:	101	1139	86	60	930	103	150	378	102	60	236	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1139	86	60	930	103	150	378	102	60	236	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:	101	1139	86	60	930	103	150	378	102	60	236	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.51	0.97	0.97	0.20	1.00	0.85
Lanes:	1.00	1.86	0.14	1.00	1.80	0.20	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1805	3322	252	1805	3203	353	960	1447	392	371	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.03	0.29	0.29	0.16	0.26	0.26	0.16	0.12	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.15	0.41	0.41	0.12	0.38	0.38	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.37	0.83	0.83	0.28	0.77	0.77	0.47	0.79	0.79	0.49	0.38	0.12
Delay/Veh:	33.2	26.6	26.6	35.0	26.1	26.1	23.8	33.0	33.0	25.9	22.2	20.0
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:	33.2	26.6	26.6	35.0	26.1	26.1	23.8	33.0	33.0	25.9	22.2	20.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	18	18	2	14	14	4	13	13	2	5	1

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	56	412	47	40	485	57	40	42	41	72	127	47
Growth Adj:	1.00	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	412	47	40	485	57	40	42	41	72	127	47
Added Vol:	0	233	0	0	101	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	645	47	40	586	57	40	42	41	72	127	47
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:	0.78	0.78	0.78	0.91	0.91	0.91	0.65	0.65	0.65	0.76	0.76	0.76
PHF Volume:	72	827	60	44	644	63	62	65	64	94	166	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	827	60	44	644	63	62	65	64	94	166	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	827	60	44	644	63	62	65	64	94	166	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.52	1.00	0.85	0.72	0.96	0.96
Lanes:	1.00	1.86	0.14	1.00	1.82	0.18	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1805	3331	243	1805	3247	316	980	1900	1615	1360	1331	493
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.02	0.20	0.20	0.06	0.03	0.04	0.07	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.19	0.41	0.41	0.12	0.34	0.34	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.21	0.60	0.60	0.21	0.58	0.58	0.19	0.10	0.12	0.21	0.38	0.38
Delay/Veh:	29.4	20.3	20.3	34.4	23.8	23.8	20.7	19.9	20.0	20.8	22.2	22.2
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:	29.4	20.3	20.3	34.4	23.8	23.8	20.7	19.9	20.0	20.8	22.2	22.2
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	C
HCM2kAvgQ:	2	10	10	1	9	9	1	1	1	2	5	5

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	43	701	118	56	620	39	72	109	45	68	67	57
Growth Adj:	1.00	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	701	118	56	620	39	72	109	45	68	67	57
Added Vol:	0	310	0	0	273	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1011	118	56	893	39	72	109	45	68	67	57
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:	0.85	0.85	0.85	0.91	0.91	0.91	0.85	0.85	0.85	0.95	0.95	0.95
PHF Volume:	51	1189	139	61	979	43	84	128	53	72	70	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1189	139	61	979	43	84	128	53	72	70	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1189	139	61	979	43	84	128	53	72	70	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.59	1.00	0.85	0.60	0.93	0.93
Lanes:	1.00	1.79	0.21	1.00	1.92	0.08	1.00	1.00	1.00	1.00	0.54	0.46
Final Sat.:	1805	3181	371	1805	3438	150	1127	1900	1615	1134	956	813
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.03	0.28	0.28	0.07	0.07	0.03	0.06	0.07	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.58	0.58	0.08	0.52	0.52	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.19	0.64	0.64	0.41	0.55	0.55	0.32	0.29	0.14	0.27	0.32	0.32
Delay/Veh:	44.8	17.3	17.3	54.0	20.0	20.0	38.8	38.2	36.6	38.2	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	17.3	17.3	54.0	20.0	20.0	38.8	38.2	36.6	38.2	38.5	38.5
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	17	17	3	13	13	3	4	2	2	4	4

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 84.6
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	70	239	67	142	222	130	174	578	37	85	917	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	239	67	142	222	130	174	578	37	85	917	176
Added Vol:	0	35	0	0	16	85	198	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	274	67	142	238	215	372	578	37	85	917	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
PHF Volume:	80	314	77	172	288	261	392	610	39	90	972	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	314	77	172	288	261	392	610	39	90	972	187
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:	80	314	77	172	288	261	392	610	39	90	972	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.98	0.98	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.61	0.39	1.00	1.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1805	2817	689	1866	1866	1615	1805	3362	215	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.09	0.15	0.16	0.22	0.18	0.18	0.05	0.27	0.12
Crit Moves:		****			****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.17	0.29	0.29	0.11	0.23	0.23
Volume/Cap:	0.19	0.48	0.48	0.40	0.66	0.69	1.30	0.62	0.62	0.47	1.15	0.50
Delay/Veh:	37.1	40.1	40.1	39.1	44.1	47.5	209.1	37.6	37.6	52.4	129	40.9
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:	37.1	40.1	40.1	39.1	44.1	47.5	209.1	37.6	37.6	52.4	129	40.9
LOS by Move:	D	D	D	D	D	D	F	D	D	D	F	D
HCM2kAvgQ:	2	7	7	5	11	10	28	11	11	4	30	6

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.146
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 123.2
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	68	322	126	397	312	180	194	960	94	150	982	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	322	126	397	312	180	194	960	94	150	982	65
Added Vol:	0	46	0	0	41	232	264	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	368	126	397	353	412	458	960	94	150	982	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	76	412	141	426	379	443	499	1047	103	156	1022	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	412	141	426	379	443	499	1047	103	156	1022	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
FinalVolume:	76	412	141	426	379	443	499	1047	103	156	1022	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.49	0.51	1.06	0.94	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1805	2587	886	1959	1742	1615	1805	3245	318	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.22	0.22	0.27	0.28	0.32	0.32	0.09	0.28	0.04
Crit Moves:		****				****	****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.17	0.32	0.32	0.08	0.23	0.23
Volume/Cap:	0.18	0.68	0.68	0.93	0.93	1.17	1.66	1.02	1.02	1.02	1.21	0.18
Delay/Veh:	37.0	44.4	44.4	61.7	61.7	149.0	361.5	73.8	73.8	133.9	153	37.0
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	44.4	44.4	61.7	61.7	149.0	361.5	73.8	73.8	133.9	153	37.0
LOS by Move:	D	D	D	E	E	F	F	E	E	F	F	D
HCM2kAvgQ:	2	11	11	19	19	27	44	30	30	10	34	2

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.6
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					Ovl					Include					Include				
Min. Green:	10		28		28	10		28		28	10		28		28	10		28		28
Lanes:	1	0	1	1	0	2	0	1	0	1	1	0	1	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:		70	239		67		142	222		130		174	578		37		85	917		176
Growth Adj:		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00
Initial Bse:		70	239		67		142	222		130		174	578		37		85	917		176
Added Vol:		0	35		0		0	16		85		198	0		0		0	0		0
PasserByVol:		0	0		0		0	0		0		0	0		0		0	0		0
Initial Fut:		70	274		67		142	238		215		372	578		37		85	917		176
User Adj:		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00
PHF Adj:		0.87	0.87		0.87		0.83	0.83		0.83		0.95	0.95		0.95		0.94	0.94		0.94
PHF Volume:		80	314		77		172	288		261		392	610		39		90	972		187
Reduct Vol:		0	0		0		0	0		0		0	0		0		0	0		0
Reduced Vol:		80	314		77		172	288		261		392	610		39		90	972		187
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:		80	314		77		172	288		261		392	610		39		90	972		187
Saturation Flow Module:																				
Sat/Lane:		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900
Adjustment:		0.95	0.92		0.92		0.92	1.00		0.85		0.95	0.94		0.94		0.95	0.89		0.89
Lanes:		1.00	1.61		0.39		2.00	1.00		1.00		1.00	1.88		0.12		1.00	2.52		0.48
Final Sat.:		1805	2817		689		3502	1900		1615		1805	3362		215		1805	4247		815
Capacity Analysis Module:																				
Vol/Sat:		0.04	0.11		0.11		0.05	0.15		0.16		0.22	0.18		0.18		0.05	0.23		0.23
Crit Moves:		****						****				****						****		
Green/Cycle:		0.09	0.24		0.24		0.09	0.24		0.50		0.26	0.39		0.39		0.14	0.27		0.27
Volume/Cap:		0.51	0.46		0.46		0.57	0.62		0.32		0.84	0.46		0.46		0.36	0.84		0.84
Delay/Veh:		53.0	37.4		37.4		52.9	41.5		17.2		53.4	26.3		26.3		45.7	44.4		44.4
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:		53.0	37.4		37.4		52.9	41.5		17.2		53.4	26.3		26.3		45.7	44.4		44.4
LOS by Move:		D	D		D		D	D		B		D	C		C		D	D		D
HCM2kAvgQ:		3	6		6		4	10		5		16	9		9		3	17		17

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 49.2
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			Ovl			Include			Include		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		2 0 1	0 1		1 0 1	1 0		1 0 2	1 0	
Volume Module:												
Base Vol:	68	322	126	397	312	180	194	960	94	150	982	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	322	126	397	312	180	194	960	94	150	982	65
Added Vol:	0	46	0	0	41	232	264	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	368	126	397	353	412	458	960	94	150	982	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	76	412	141	426	379	443	499	1047	103	156	1022	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	412	141	426	379	443	499	1047	103	156	1022	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
FinalVolume:	76	412	141	426	379	443	499	1047	103	156	1022	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.99	0.99	0.95	0.99	0.99
Lanes:	1.00	1.49	0.51	2.00	1.00	1.00	1.00	1.82	0.18	1.00	2.81	0.19
Final Sat.:	1805	2723	932	3610	1900	1615	1805	3416	334	1805	5298	351
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.12	0.20	0.27	0.28	0.31	0.31	0.09	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.23	0.23	0.12	0.26	0.54	0.28	0.40	0.40	0.11	0.23	0.23
Volume/Cap:	0.45	0.65	0.65	0.99	0.77	0.51	0.99	0.76	0.76	0.76	0.83	0.83
Delay/Veh:	53.5	43.3	43.3	92.5	48.2	17.9	79.5	33.5	33.5	67.4	48.1	48.1
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:	53.5	43.3	43.3	92.5	48.2	17.9	79.5	33.5	33.5	67.4	48.1	48.1
LOS by Move:	D	D	D	F	D	B	E	C	C	E	D	D
HCM2kAvgQ:	3	10	10	12	14	10	24	19	19	7	15	15

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.0
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2	0	1	1 0 1	1	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	32	587	224	64	302	20	22	117	48	137	84	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	587	224	64	302	20	22	117	48	137	84	26
Added Vol:	0	0	75	69	0	0	0	336	0	37	148	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	587	299	133	302	20	22	453	48	174	232	57
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	0.85	0.85	0.85	0.81	0.81	0.81	0.83	0.83	0.83
PHF Volume:	33	600	306	156	355	24	27	559	59	210	280	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	600	306	156	355	24	27	559	59	210	280	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	600	306	156	355	24	27	559	59	210	280	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.94	0.94	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	1.81	0.19	1.00	1.61	0.39
Final Sat.:	1805	3610	1615	1805	3355	222	1805	3218	341	1805	2811	691
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.19	0.09	0.11	0.11	0.02	0.17	0.17	0.12	0.10	0.10
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.12	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.16	0.62	0.71	0.78	0.40	0.40	0.13	0.56	0.56	0.87	0.30	0.30
Delay/Veh:	36.6	30.3	35.3	56.5	27.3	27.3	35.9	26.5	26.5	65.7	22.8	22.8
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:	36.6	30.3	35.3	56.5	27.3	27.3	35.9	26.5	26.5	65.7	22.8	22.8
LOS by Move:	D	C	D	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	1	9	9	6	5	5	1	8	8	9	4	4

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 58.6
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	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	43	281	229	118	486	12	12	169	43	342	185	102
Growth Adj:	1.00	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	281	229	118	486	12	12	169	43	342	185	102
Added Vol:	0	0	100	92	0	0	0	448	0	89	395	81
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	281	329	210	486	12	12	617	43	431	580	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.90	0.90	0.90	0.87	0.87	0.87	0.83	0.83	0.83
PHF Volume:	47	309	362	234	542	13	14	707	49	519	698	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	309	362	234	542	13	14	707	49	519	698	220
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	309	362	234	542	13	14	707	49	519	698	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.94	0.94	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	1.00	1.87	0.13	1.00	1.52	0.48
Final Sat.:	1805	3610	1615	1805	3509	87	1805	3341	233	1805	2645	835
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.22	0.13	0.15	0.15	0.01	0.21	0.21	0.29	0.26	0.26
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.22	0.22	0.13	0.24	0.24	0.13	0.24	0.24	0.28	0.39	0.39
Volume/Cap:	0.26	0.40	1.04	1.04	0.64	0.64	0.06	0.87	0.87	1.04	0.67	0.67
Delay/Veh:	48.6	39.0	103.6	120.6	40.9	40.9	44.1	51.1	51.1	92.1	30.3	30.3
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:	48.6	39.0	103.6	120.6	40.9	40.9	44.1	51.1	51.1	92.1	30.3	30.3
LOS by Move:	D	D	F	F	D	D	D	D	D	F	C	C
HCM2kAvgQ:	2	5	19	13	10	10	0	16	16	26	15	15

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.9
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2	0 1		2 0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	32	587	224	64	302	20	22	117	48	137	84	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	587	224	64	302	20	22	117	48	137	84	26
Added Vol:	0	0	75	69	0	0	0	336	0	37	148	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	587	299	133	302	20	22	453	48	174	232	57
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	0.85	0.85	0.85	0.81	0.81	0.81	0.83	0.83	0.83
PHF Volume:	33	600	306	156	355	24	27	559	59	210	280	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	600	306	156	355	24	27	559	59	210	280	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	600	306	156	355	24	27	559	59	210	280	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.94	0.94	0.95	0.94	0.94	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	1.81	0.19	1.00	1.61	0.39
Final Sat.:	1805	3610	1615	3502	3355	222	1805	3218	341	1805	2811	691
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.19	0.04	0.11	0.11	0.02	0.17	0.17	0.12	0.10	0.10
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.12	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.16	0.62	0.71	0.40	0.40	0.40	0.13	0.56	0.56	0.87	0.30	0.30
Delay/Veh:	36.6	30.3	35.3	37.9	27.3	27.3	35.9	26.5	26.5	65.7	22.8	22.8
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:	36.6	30.3	35.3	37.9	27.3	27.3	35.9	26.5	26.5	65.7	22.8	22.8
LOS by Move:	D	C	D	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	1	9	9	3	5	5	1	8	8	9	4	4

****

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

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour - With Improvements

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

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 49.3
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	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2	0 1		2 0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	43	281	229	118	486	12	12	169	43	342	185	102
Growth Adj:	1.00	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	281	229	118	486	12	12	169	43	342	185	102
Added Vol:	0	0	100	92	0	0	0	448	0	89	395	81
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	281	329	210	486	12	12	617	43	431	580	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.90	0.90	0.90	0.87	0.87	0.87	0.83	0.83	0.83
PHF Volume:	47	309	362	234	542	13	14	707	49	519	698	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	309	362	234	542	13	14	707	49	519	698	220
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	309	362	234	542	13	14	707	49	519	698	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.95	0.95	0.95	0.94	0.94	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	2.00	1.95	0.05	1.00	1.87	0.13	1.00	1.52	0.48
Final Sat.:	1805	3610	1615	3502	3509	87	1805	3341	233	1805	2645	835
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.22	0.07	0.15	0.15	0.01	0.21	0.21	0.29	0.26	0.26
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.23	0.23	0.09	0.23	0.23	0.13	0.24	0.24	0.30	0.41	0.41
Volume/Cap:	0.28	0.37	0.96	0.77	0.69	0.69	0.06	0.87	0.87	0.96	0.65	0.65
Delay/Veh:	49.4	37.3	80.5	62.7	43.3	43.3	43.5	51.1	51.1	69.4	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	37.3	80.5	62.7	43.3	43.3	43.5	51.1	51.1	69.4	28.5	28.5
LOS by Move:	D	D	F	E	D	D	D	D	D	D	E	C	C
HCM2kAvgQ:	2	5	17	6	11	11	0	16	16	23	14	14

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[66.0]

****

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:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	86	819	7	26	440	63	43	1	71	2	4	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:	86	819	7	26	440	63	43	1	71	2	4	1
Added Vol:	0	72	0	0	34	3	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	891	7	26	474	66	46	1	71	2	4	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:	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83	0.50	0.50	0.50
PHF Volume:	99	1029	8	28	509	71	55	1	85	4	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	99	1029	8	28	509	71	55	1	85	4	8	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	579	xxxx	xxxxx	1037	xxxx	xxxxx	1281	1800	254	1538	1863	514
Potent Cap.:	1004	xxxx	xxxxx	678	xxxx	xxxxx	125	81	751	80	74	510
Move Cap.:	1004	xxxx	xxxxx	678	xxxx	xxxxx	101	70	751	63	64	510
Volume/Cap:	0.10	xxxx	xxxx	0.04	xxxx	xxxx	0.55	0.02	0.11	0.06	0.13	0.00
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	100	xxxx	xxxxx	xxxx	73	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	80.2	xxxx	xxxxx	xxxxx	66.0	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			38.2			66.0		
ApproachLOS:	*			*			E			F		

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Average Delay (sec/veh): 18.6 Worst Case Level Of Service: F[114.1]

****

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:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	69	465	1	47	846	42	66	1	209	3	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	465	1	47	846	42	66	1	209	3	1	5
Added Vol:	0	96	0	0	85	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	561	1	47	931	46	70	1	209	3	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.58	0.58	0.58
PHF Volume:	80	647	1	52	1024	51	86	1	256	5	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	647	1	52	1024	51	86	1	256	5	2	9
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1075	xxxx	xxxxx	648	xxxx	xxxxx	1611	1935	512	1422	1984	324
Potent Cap.:	656	xxxx	xxxxx	947	xxxx	xxxxx	71	67	512	98	62	678
Move Cap.:	656	xxxx	xxxxx	947	xxxx	xxxxx	59	55	512	42	51	678
Volume/Cap:	0.12	xxxx	xxxx	0.05	xxxx	xxxx	1.44	0.02	0.50	0.12	0.03	0.01
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	2.7	xxxx	xxxx	xxxxx
Control Del:	11.2	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	18.8	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	C	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	59	xxxx	xxxxx	xxxx	92	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	394.4	xxxx	xxxxx	xxxxx	52.0	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			114.1			52.0		
ApproachLOS:	*			*			F			F		

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
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:	18	18	18	18	18	18	28	28	28	28	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	86	819	7	26	440	63	43	1	71	2	4	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:	86	819	7	26	440	63	43	1	71	2	4	1
Added Vol:	0	72	0	0	34	3	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	891	7	26	474	66	46	1	71	2	4	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:	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83	0.50	0.50	0.50
PHF Volume:	99	1029	8	28	509	71	55	1	85	4	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1029	8	28	509	71	55	1	85	4	8	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:	99	1029	8	28	509	71	55	1	85	4	8	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.95	0.85	0.24	0.95	0.85	0.74	0.74	0.85	0.94	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.98	0.02	1.00	0.29	0.57	0.14
Final Sat.:	851	3610	1615	456	3610	1615	1378	30	1615	509	1018	255
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.01	0.06	0.14	0.04	0.04	0.04	0.05	0.01	0.01	0.01
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.70	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.17	0.41	0.01	0.09	0.20	0.06	0.17	0.17	0.23	0.03	0.03	0.03
Delay/Veh:	6.2	7.7	5.4	5.9	6.3	5.7	37.0	37.0	37.5	35.6	35.6	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:	6.2	7.7	5.4	5.9	6.3	5.7	37.0	37.0	37.5	35.6	35.6	35.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	8	0	0	3	1	2	2	3	0	0	0

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour - With Improvements

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

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	28	28	28	28	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	69	465	1	47	846	42	66	1	209	3	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	465	1	47	846	42	66	1	209	3	1	5
Added Vol:	0	96	0	0	85	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	561	1	47	931	46	70	1	209	3	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.58	0.58	0.58
PHF Volume:	80	647	1	52	1024	51	86	1	256	5	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	647	1	52	1024	51	86	1	256	5	2	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:	80	647	1	52	1024	51	86	1	256	5	2	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.95	0.85	0.36	0.95	0.85	0.73	0.73	0.85	0.88	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.99	0.01	1.00	0.33	0.11	0.56
Final Sat.:	409	3610	1615	692	3610	1615	1369	20	1615	555	185	926
Capacity Analysis Module:												
Vol/Sat:	0.19	0.18	0.00	0.07	0.28	0.03	0.06	0.06	0.16	0.01	0.01	0.01
Crit Moves:					****				****			
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.34	0.31	0.00	0.13	0.49	0.05	0.19	0.19	0.48	0.03	0.03	0.03
Delay/Veh:	10.3	9.4	7.6	8.4	10.8	7.9	20.6	20.6	23.4	19.3	19.3	19.3
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:	10.3	9.4	7.6	8.4	10.8	7.9	20.6	20.6	23.4	19.3	19.3	19.3
LOS by Move:	B	A	A	A	B	A	C	C	C	B	B	B
HCM2kAvgQ:	1	5	0	1	8	1	2	2	6	0	0	0

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

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
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:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	0	0	24	24	21	0	21	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	167	664	0	0	346	102	228	0	88	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	664	0	0	346	102	228	0	88	0	0	0
Added Vol:	0	69	0	0	31	3	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	733	0	0	377	105	231	0	88	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.88	0.88	0.88	0.78	0.78	0.78	1.00	1.00	1.00
PHF Volume:	181	796	0	0	430	120	296	0	113	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	796	0	0	430	120	296	0	113	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	796	0	0	430	120	296	0	113	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.00	0.00	0.23	0.07	0.20	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.15	0.51	0.00	0.00	0.36	0.36	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.67	0.83	0.00	0.00	0.63	0.21	0.65	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	33.5	19.9	0.0	0.0	19.8	15.1	23.0	0.0	17.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	19.9	0.0	0.0	19.8	15.1	23.0	0.0	17.2	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B	B	C	A	B	A	A	A
HCM2kAvgQ:	5	17	0	0	8	2	6	0	2	0	0	0

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.940
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.9
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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	0	0	24	24	21	0	21	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	176	344	0	0	747	296	184	0	260	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	344	0	0	747	296	184	0	260	0	0	0
Added Vol:	0	92	0	0	81	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	436	0	0	828	300	188	0	260	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.84	0.84	0.84	0.84	0.84	0.84	1.00	1.00	1.00
PHF Volume:	214	531	0	0	982	356	224	0	310	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	531	0	0	982	356	224	0	310	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	531	0	0	982	356	224	0	310	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.00	0.00	0.52	0.22	0.15	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.67	0.00	0.00	0.54	0.54	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.95	0.42	0.00	0.00	0.95	0.40	0.73	0.00	0.91	0.00	0.00	0.00
Delay/Veh:	88.9	7.8	0.0	0.0	38.5	13.6	45.4	0.0	66.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.9	7.8	0.0	0.0	38.5	13.6	45.4	0.0	66.5	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D	B	D	A	E	A	A	A
HCM2kAvgQ:	10	7	0	0	34	6	8	0	13	0	0	0

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Average Delay (sec/veh): 10.7 Worst Case Level Of Service: F[60.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	99	0	12	0	0	0	0	262	56	38	400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	12	0	0	0	0	262	56	38	400	0
Added Vol:	35	0	0	0	0	0	0	16	16	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	0	12	0	0	0	0	278	72	38	435	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:	0.66	0.66	0.66	1.00	1.00	1.00	0.73	0.73	0.73	0.82	0.82	0.82
PHF Volume:	202	0	18	0	0	0	0	381	99	46	530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	202	0	18	0	0	0	0	381	99	46	530	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1053	xxxx	431	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	480	xxxx	xxxxx
Potent Cap.:	253	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1093	xxxx	xxxxx
Move Cap.:	244	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1093	xxxx	xxxxx
Volume/Cap:	0.83	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	6.5	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	64.7	xxxx	10.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	F	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	60.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

****

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

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Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: F[58.3]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	71		0		28	0		0		0	0		597		124	22		339		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:	71		0		28	0		0		0	0		597		124	22		339		0
Added Vol:	46		0		0	0		0		0	0		41		41	0		46		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	117		0		28	0		0		0	0		638		165	22		385		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:	0.83		0.83		0.83	1.00		1.00		1.00	0.94		0.94		0.94	0.86		0.86		0.86
PHF Volume:	140		0		34	0		0		0	0		676		175	26		449		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	140		0		34	0		0		0	0		676		175	26		449		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1263	xxxx			763	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx			851	xxxx	xxxxx		
Potent Cap.:	189	xxxx			407	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx			796	xxxx	xxxxx		
Move Cap.:	184	xxxx			407	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx			796	xxxx	xxxxx		
Volume/Cap:	0.76	xxxx			0.08	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	xxxx			0.03	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	5.0	xxxx			0.3	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	68.7	xxxx			14.6	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			9.7	xxxx	xxxxx		
LOS by Move:	F	*			B	*	*	*		*	*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx			xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			0.1	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx			xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			9.7	xxxx	xxxxx		
Shared LOS:	*	*			*	*	*	*		*	*	*	*			A	*	*		
ApproachDel:		58.3				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		F					*					*					*			

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
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:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	99	0	12	0	0	0	0	262	56	38	400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	12	0	0	0	0	262	56	38	400	0
Added Vol:	35	0	0	0	0	0	0	16	16	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	0	12	0	0	0	0	278	72	38	435	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:	0.66	0.66	0.66	1.00	1.00	1.00	0.73	0.73	0.73	0.82	0.82	0.82
PHF Volume:	202	0	18	0	0	0	0	381	99	46	530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	0	18	0	0	0	0	381	99	46	530	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:	202	0	18	0	0	0	0	381	99	46	530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.94	0.94	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.79	0.21	0.08	0.92	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1467	380	144	1646	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.01	0.00	0.00	0.00	0.00	0.26	0.26	0.32	0.32	0.00
Crit Moves:	****										****	
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.60	0.60	0.60	0.60	0.00
Volume/Cap:	0.50	0.00	0.04	0.00	0.00	0.00	0.00	0.43	0.43	0.54	0.54	0.00
Delay/Veh:	20.7	0.0	17.2	0.0	0.0	0.0	0.0	7.3	7.3	8.2	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:	20.7	0.0	17.2	0.0	0.0	0.0	0.0	7.3	7.3	8.2	8.2	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	5	5	7	7	0

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
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:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	71	0	28	0	0	0	0	597	124	22	339	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:	71	0	28	0	0	0	0	597	124	22	339	0
Added Vol:	46	0	0	0	0	0	0	41	41	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	0	28	0	0	0	0	638	165	22	385	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:	0.83	0.83	0.83	1.00	1.00	1.00	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	140	0	34	0	0	0	0	676	175	26	449	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	34	0	0	0	0	676	175	26	449	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:	140	0	34	0	0	0	0	676	175	26	449	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.94	0.94	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.79	0.21	0.05	0.95	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1467	379	97	1691	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.02	0.00	0.00	0.00	0.00	0.46	0.46	0.27	0.27	0.00
Crit Moves:	****							****				
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.73	0.73	0.73	0.73	0.00
Volume/Cap:	0.51	0.00	0.11	0.00	0.00	0.00	0.00	0.63	0.63	0.37	0.37	0.00
Delay/Veh:	36.1	0.0	32.0	0.0	0.0	0.0	0.0	7.6	7.6	5.0	5.0	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:	36.1	0.0	32.0	0.0	0.0	0.0	0.0	7.6	7.6	5.0	5.0	0.0
LOS by Move:	D	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	1	0	0	0	0	13	13	5	5	0

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: E[42.1]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	18	0	12	0	0	0	0	595	9	7	326	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:	18	0	12	0	0	0	0	595	9	7	326	0
Added Vol:	0	0	0	0	0	0	0	480	0	0	217	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	12	0	0	0	0	1075	9	7	543	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:	0.68	0.68	0.68	1.00	1.00	1.00	0.96	0.96	0.96	0.90	0.90	0.90
PHF Volume:	27	0	18	0	0	0	0	1122	9	8	604	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	0	18	0	0	0	0	1122	9	8	604	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1742	xxxx	1122	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1132	xxxx	xxxxx
Potent Cap.:	96	xxxx	253	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	625	xxxx	xxxxx
Move Cap.:	96	xxxx	253	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	625	xxxx	xxxxx
Volume/Cap:	0.28	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	56.6	xxxx	20.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx
LOS by Move:	F	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		42.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		E			*			*			*	

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: F[171.5]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	15	0	10	0	0	0	0	357	46	15	561	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:	15	0	10	0	0	0	0	357	46	15	561	0
Added Vol:	0	0	0	0	0	0	0	641	0	0	566	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	10	0	0	0	0	998	46	15	1127	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:	0.64	0.64	0.64	1.00	1.00	1.00	0.81	0.81	0.81	0.91	0.91	0.91
PHF Volume:	23	0	16	0	0	0	0	1232	57	17	1241	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	16	0	0	0	0	1232	57	17	1241	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2506	xxxx	1232	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1289	xxxx	xxxxx
Potent Cap.:	32	xxxx	218	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	545	xxxx	xxxxx
Move Cap.:	31	xxxx	218	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	545	xxxx	xxxxx
Volume/Cap:	0.75	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.5	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	270.6	xxxx	22.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx
LOS by Move:	F	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	171.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[22.1]

****

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:	1 0	0 0	1	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	18	0	12	0	0	0	0	595	9	7	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	12	0	0	0	0	595	9	7	0	0
Added Vol:	0	0	0	0	0	0	0	480	0	0	217	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	-217	0
Initial Fut:	18	0	12	0	0	0	0	1075	9	7	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	1.00	1.00	1.00	0.96	0.96	0.96	0.90	0.90	0.90
PHF Volume:	27	0	18	0	0	0	0	1122	9	8	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	0	18	0	0	0	0	1122	9	8	0	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1138	xxxx	1122	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1132	xxxx	xxxxx
Potent Cap.:	225	xxxx	253	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	625	xxxx	xxxxx
Move Cap.:	223	xxxx	253	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	625	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	23.3	xxxx	20.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx
LOS by Move:	C	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		22.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: D[25.5]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	15	0	10	0	0	0	0	357	46	15	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	10	0	0	0	0	357	46	15	0	0
Added Vol:	0	0	0	0	0	0	0	641	0	0	566	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	-566	0
Initial Fut:	15	0	10	0	0	0	0	998	46	15	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	1.00	1.00	1.00	0.81	0.81	0.81	0.91	0.91	0.91
PHF Volume:	23	0	16	0	0	0	0	1232	57	17	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	16	0	0	0	0	1232	57	17	0	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1265	xxxx	1232	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1289	xxxx	xxxxx
Potent Cap.:	189	xxxx	218	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	545	xxxx	xxxxx
Move Cap.:	184	xxxx	218	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	545	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	27.4	xxxx	22.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx
LOS by Move:	D	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	25.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
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			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	18	0	12	0	0	0	0	595	9	7	326	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:	18	0	12	0	0	0	0	595	9	7	326	0
Added Vol:	0	0	0	0	0	0	0	480	0	0	217	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	12	0	0	0	0	1075	9	7	543	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:	0.68	0.68	0.68	1.00	1.00	1.00	0.96	0.96	0.96	0.90	0.90	0.90
PHF Volume:	27	0	18	0	0	0	0	1122	9	8	604	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	18	0	0	0	0	1122	9	8	604	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	0	18	0	0	0	0	1122	9	8	604	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	0.16	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1560	0	1615	0	0	0	0	1900	1615	298	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.59	0.01	0.03	0.32	0.00
Crit Moves:	****							****				
Green/Cycle:	0.15	0.00	0.30	0.00	0.00	0.00	0.00	0.78	0.78	0.78	0.78	0.00
Volume/Cap:	0.11	0.00	0.04	0.00	0.00	0.00	0.00	0.75	0.01	0.03	0.41	0.00
Delay/Veh:	44.3	0.0	29.8	0.0	0.0	0.0	0.0	9.1	2.8	3.0	4.3	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:	44.3	0.0	29.8	0.0	0.0	0.0	0.0	9.1	2.8	3.0	4.3	0.0
LOS by Move:	D	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	0	0	0	0	0	23	0	0	7	0

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 8 (Y+R=4.0 sec) 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	15	0	10	0	0	0	0	357	46	15	561	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:	15	0	10	0	0	0	0	357	46	15	561	0
Added Vol:	0	0	0	0	0	0	0	641	0	0	566	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	10	0	0	0	0	998	46	15	1127	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:	0.64	0.64	0.64	1.00	1.00	1.00	0.81	0.81	0.81	0.91	0.91	0.91
PHF Volume:	23	0	16	0	0	0	0	1232	57	17	1241	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	16	0	0	0	0	1232	57	17	1241	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:	23	0	16	0	0	0	0	1232	57	17	1241	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	0.11	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1573	0	1615	0	0	0	0	1900	1615	203	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.65	0.04	0.08	0.65	0.00
Crit Moves:	****										****	
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.78	0.78	0.78	0.78	0.00
Volume/Cap:	0.10	0.00	0.06	0.00	0.00	0.00	0.00	0.83	0.04	0.10	0.83	0.00
Delay/Veh:	44.2	0.0	43.9	0.0	0.0	0.0	0.0	12.0	2.9	3.4	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:	44.2	0.0	43.9	0.0	0.0	0.0	0.0	12.0	2.9	3.4	12.3	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	1	0	1	0	0	0	0	30	0	0	30	0

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #15 Soboba Road (NS) at Chabella Drive (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[18.0]

****

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:	1 0 0 1 0			1 0 1 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	9	283	3	5	191	9	7	1	36	10	1	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:	9	283	3	5	191	9	7	1	36	10	1	7
Added Vol:	0	94	0	0	207	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	377	3	5	398	9	7	1	36	10	1	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:	0.89	0.89	0.89	0.85	0.85	0.85	0.79	0.79	0.79	0.65	0.65	0.65
PHF Volume:	10	424	3	6	471	11	9	1	45	15	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	424	3	6	471	11	9	1	45	15	2	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	482	xxxx	xxxxx	427	xxxx	xxxxx	934	930	471	957	939	425
Potent Cap.:	1091	xxxx	xxxxx	1143	xxxx	xxxxx	248	269	597	239	266	633
Move Cap.:	1091	xxxx	xxxxx	1143	xxxx	xxxxx	240	265	597	218	262	633
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.04	0.00	0.08	0.07	0.01	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.1
Control Del:	8.3	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	11.5	xxxxx	xxxx	10.8
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	243	xxxx	xxxxx	221	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.5	xxxx	xxxxx	22.6	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	C	*	*
ApproachDel:	xxxxxx			xxxxxx			13.2			18.0		
ApproachLOS:	*			*			B			C		

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Existing
Evening Peak Hour

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

****
Intersection #15 Soboba Road (NS) at Chabella Drive (EW)
****
Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[23.8]
****

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:	1 0 0 1 0			1 0 1 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	29	205	10	7	329	10	3	1	15	4	1	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:	29	205	10	7	329	10	3	1	15	4	1	3
Added Vol:	0	244	0	0	276	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	449	10	7	605	10	3	1	15	4	1	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:	0.90	0.90	0.90	0.92	0.92	0.92	0.80	0.80	0.80	0.75	0.75	0.75
PHF Volume:	32	498	11	8	657	11	4	1	19	5	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	498	11	8	657	11	4	1	19	5	1	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	668	xxxx	xxxxx	509	xxxx	xxxxx	1242	1245	657	1255	1251	503
Potent Cap.:	932	xxxx	xxxxx	1067	xxxx	xxxxx	153	175	468	150	174	572
Move Cap.:	932	xxxx	xxxxx	1067	xxxx	xxxxx	146	168	468	138	167	572
Volume/Cap:	0.03	xxxx	xxxx	0.01	xxxx	xxxx	0.03	0.01	0.04	0.04	0.01	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.0
Control Del:	9.0	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	13.0	xxxxx	xxxx	11.3
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	151	xxxx	xxxxx	143	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	29.6	xxxx	xxxxx	31.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	D	*	*	D	*	*
ApproachDel:	xxxxxx			xxxxxx			16.5			23.8		
ApproachLOS:	*			*			C			C		

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

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

Intersection #16 Soboba Road (NS) at Project North Access (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
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:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	0	0	18	18	18	0	18	0	0	0
Lanes:	2 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	108	0	0	163	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	108	0	0	163	0	0	0	0	0	0	0
Added Vol:	353	30	0	0	50	157	64	0	48	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	138	0	0	213	157	64	0	48	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	372	145	0	0	224	165	67	0	51	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	145	0	0	224	165	67	0	51	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	145	0	0	224	165	67	0	51	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	0.85	0.81	1.00	0.85	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	1900	0	0	1900	1615	1531	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.00	0.00	0.12	0.10	0.04	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.20	0.50	0.00	0.00	0.30	0.30	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.53	0.15	0.00	0.00	0.39	0.34	0.15	0.00	0.10	0.00	0.00	0.00
Delay/Veh:	22.3	8.2	0.0	0.0	17.1	16.8	15.5	0.0	15.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	8.2	0.0	0.0	17.1	16.8	15.5	0.0	15.3	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	4	1	0	0	4	3	1	0	1	0	0	0

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

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Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #16 Soboba Road (NS) at Project North Access (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 12 (Y+R=4.0 sec) 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:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	0	0	18	18	18	0	18	0	0	0
Lanes:	2 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	207	0	0	325	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	207	0	0	325	0	0	0	0	0	0	0
Added Vol:	467	62	0	0	69	208	182	0	136	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	269	0	0	394	208	182	0	136	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	492	283	0	0	415	219	192	0	143	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	283	0	0	415	219	192	0	143	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	283	0	0	415	219	192	0	143	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	0.85	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	1900	0	0	1900	1615	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.00	0.00	0.22	0.14	0.13	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.21	0.54	0.00	0.00	0.33	0.33	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.67	0.28	0.00	0.00	0.67	0.41	0.47	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	25.9	8.3	0.0	0.0	21.5	17.5	20.4	0.0	19.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	8.3	0.0	0.0	21.5	17.5	20.4	0.0	19.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	B	C	A	B	A	A	A
HCM2kAvgQ:	6	3	0	0	8	4	4	0	3	0	0	0

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour

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

Intersection #117 Soboba Road (NS) at Lake Park Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.411
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	105.9
Optimal Cycle:	0	Level Of Service:	F

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	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	187	23	1	1	84	79	85	1	290	1	1	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:	187	23	1	1	84	79	85	1	290	1	1	1
Added Vol:	-8	-2	0	0	-29	225	550	0	-70	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	21	1	1	55	304	635	1	220	1	1	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:	0.93	0.93	0.93	0.82	0.82	0.82	0.85	0.85	0.85	1.00	1.00	1.00
PHF Volume:	193	23	1	1	67	370	744	1	258	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	23	1	1	67	370	744	1	258	1	1	1
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:	193	23	1	1	67	370	744	1	258	1	1	1
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:	0.89	0.10	0.01	0.01	0.15	0.84	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	472	55	3	2	96	531	527	1	640	152	152	152
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.70	0.70	0.70	1.41	1.41	0.40	0.01	0.01	0.01
Crit Moves:			****		****		****			****		
Delay/Veh:	14.2	14.2	14.2	20.5	20.5	20.5	215.6	216	12.1	10.1	10.1	10.1
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:	14.2	14.2	14.2	20.5	20.5	20.5	215.6	216	12.1	10.1	10.1	10.1
LOS by Move:	B	B	B	C	C	C	F	F	B	B	B	B
ApproachDel:	14.2			20.5			163.3			10.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.2			20.5			163.3			10.1		
LOS by Appr:	B			C			F			B		
AllWayAvgQ:	0.7	0.7	0.7	2.1	2.1	2.1	30.2	30.2	0.7	0.0	0.0	0.0

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Evening Peak Hour

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

****

Intersection #117 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.936
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	279.6
Optimal Cycle:	0	Level Of Service:	F

****

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	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	333	101	1	1	148	177	106	1	377	1	1	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:	333	101	1	1	148	177	106	1	377	1	1	1
Added Vol:	-71	-29	0	0	-35	636	727	0	-86	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	72	1	1	113	813	833	1	291	1	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91	0.95	0.95	0.95
PHF Volume:	276	76	1	1	118	852	914	1	319	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	76	1	1	118	852	914	1	319	1	1	1
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:	276	76	1	1	118	852	914	1	319	1	1	1
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:	0.78	0.21	0.01	0.01	0.12	0.87	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	401	110	2	1	73	527	472	1	561	135	135	135
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	1.62	1.62	1.62	1.94	1.94	0.57	0.01	0.01	0.01
Crit Moves:		****		****				****		****		
Delay/Veh:	24.2	24.2	24.2	302.1	302	302.1	446.8	447	17.2	11.4	11.4	11.4
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:	24.2	24.2	24.2	302.1	302	302.1	446.8	447	17.2	11.4	11.4	11.4
LOS by Move:	C	C	C	F	F	F	F	F	C	B	B	B
ApproachDel:		24.2			302.1			335.7			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.2			302.1			335.7			11.4	
LOS by Appr:		C			F			F			B	
AllWayAvgQ:	2.0	2.0	2.0	48.9	48.9	48.9	57.3	57.3	1.3	0.0	0.0	0.0

****

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

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Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #17 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.8
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0 0	1 0		1 0	1 0	2	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	187	23	1	1	84	79	85	1	290	1	1	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:	187	23	1	1	84	79	85	1	290	1	1	1
Added Vol:	72	-8	0	0	50	48	391	0	-109	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	15	1	1	134	127	476	1	181	1	1	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:	0.93	0.93	0.93	0.82	0.82	0.82	0.85	0.85	0.85	0.95	0.95	0.95
PHF Volume:	279	16	1	1	163	155	557	1	212	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	16	1	1	163	155	557	1	212	1	1	1
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:	279	16	1	1	163	155	557	1	212	1	1	1
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	0.75	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	0.94	0.06	1.00	1.00	2.00	1.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	1805	1765	118	1805	1900	2842	3610	8	1615	595	595	595
Capacity Analysis Module:												
Vol/Sat:	0.15	0.01	0.01	0.00	0.09	0.05	0.15	0.15	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.27	0.27	0.15	0.19	0.19	0.23	0.23	0.23	0.19	0.19	0.19
Volume/Cap:	0.68	0.03	0.03	0.00	0.45	0.29	0.68	0.68	0.58	0.01	0.01	0.01
Delay/Veh:	38.3	25.8	25.8	34.5	35.0	33.3	36.0	36.0	35.1	31.3	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	25.8	25.8	34.5	35.0	33.3	36.0	36.0	35.1	31.3	31.3	31.3
LOS by Move:	D	C	C	C	D	C	D	D	D	C	C	C
HCM2kAvgQ:	9	0	0	0	5	2	9	9	6	0	0	0

****

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

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Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #17 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.8
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	1 0	1 0	2	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	333	101	1	1	148	177	106	1	377	1	1	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:	333	101	1	1	148	177	106	1	377	1	1	1
Added Vol:	157	-37	0	0	69	136	566	0	-138	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	64	1	1	217	313	672	1	239	1	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91	0.95	0.95	0.95
PHF Volume:	517	68	1	1	227	328	738	1	262	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	68	1	1	227	328	738	1	262	1	1	1
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:	517	68	1	1	227	328	738	1	262	1	1	1
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	0.75	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	0.98	0.02	1.00	1.00	2.00	1.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	1805	1867	29	1805	1900	2842	3612	5	1615	595	595	595
Capacity Analysis Module:												
Vol/Sat:	0.29	0.04	0.04	0.00	0.12	0.12	0.20	0.20	0.16	0.00	0.00	0.00
Crit Moves:	****				****			****			****	
Green/Cycle:	0.33	0.31	0.31	0.17	0.15	0.15	0.24	0.24	0.24	0.15	0.15	0.15
Volume/Cap:	0.87	0.12	0.12	0.00	0.80	0.77	0.87	0.87	0.69	0.01	0.01	0.01
Delay/Veh:	50.3	29.8	29.8	41.2	63.8	57.3	53.3	53.3	47.1	43.4	43.4	43.4
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:	50.3	29.8	29.8	41.2	63.8	57.3	53.3	53.3	47.1	43.4	43.4	43.4
LOS by Move:	D	C	C	D	E	E	D	D	D	D	D	D
HCM2kAvgQ:	21	2	2	0	10	8	16	16	10	0	0	0

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

Intersection #18 Soboba Road (NS) at Project South Access (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
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:	18	18	0	0	18	18	18	0	18	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	211	0	0	375	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	211	0	0	375	0	0	0	0	0	0	0
Added Vol:	3	-67	0	0	-155	97	131	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	144	0	0	220	97	131	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	144	0	0	220	97	131	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	144	0	0	220	97	131	0	3	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	144	0	0	220	97	131	0	3	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	1.00	1.00	0.96	0.96	0.72	1.00	0.72	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.69	0.31	0.98	0.00	0.02	0.00	0.00	0.00
Final Sat.:	1720	1900	0	0	1265	558	1346	0	31	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.17	0.17	0.10	0.00	0.10	0.00	0.00	0.00
Crit Moves:					****		****					
Green/Cycle:	0.56	0.56	0.00	0.00	0.56	0.56	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.14	0.00	0.00	0.31	0.31	0.31	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	5.9	6.5	0.0	0.0	7.3	7.3	16.2	0.0	16.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	6.5	0.0	0.0	7.3	7.3	16.2	0.0	16.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	1	0	0	3	3	2	0	2	0	0	0

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

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #18 Soboba Road (NS) at Project South Access (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	0	0	18	18	18	0	18	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	434	0	0	525	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	434	0	0	525	0	0	0	0	0	0	0
Added Vol:	4	-175	0	0	-197	128	295	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	259	0	0	328	128	295	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	259	0	0	328	128	295	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	259	0	0	328	128	295	0	4	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	259	0	0	328	128	295	0	4	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	1.00	1.00	0.96	0.96	0.72	1.00	0.72	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.72	0.28	0.99	0.00	0.01	0.00	0.00	0.00
Final Sat.:	1647	1900	0	0	1315	513	1341	0	18	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.25	0.25	0.22	0.00	0.22	0.00	0.00	0.00
Crit Moves:					****		****					
Green/Cycle:	0.46	0.46	0.00	0.00	0.46	0.46	0.41	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.01	0.30	0.00	0.00	0.54	0.54	0.54	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	8.8	10.3	0.0	0.0	12.4	12.4	14.7	0.0	14.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	10.3	0.0	0.0	12.4	12.4	14.7	0.0	14.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	0	3	0	0	7	7	5	0	5	0	0	0

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #19 Project Access (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[11.9]

****

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 0 0 0 1			0 0 0 0 1			0 0 1 1 0			0 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	376	0	0	267	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	376	0	0	267	0
Added Vol:	0	0	38	0	0	96	0	245	235	0	121	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	38	0	0	96	0	621	235	0	388	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	40	0	0	101	0	654	247	0	408	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	40	0	0	101	0	654	247	0	408	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	451	xxxx	xxxx	204	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	562	xxxx	xxxx	809	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	562	xxxx	xxxx	809	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.07	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.9	xxxxx	xxxx	10.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.9			10.1			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

****

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

****

Horseshoe Grande Property - Proposed Action "B"
Opening Year (2010) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #19 Project Access (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[17.0]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	2	0	0
Volume Module:																				
Base Vol:	0		0		0	0		0		0	0		484		0	0		511		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0		0		0	0		0		0	0		484		0	0		511		0
Added Vol:	0		0		99	0		0		273	0		329		312	0		293		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		99	0		0		273	0		813		312	0		804		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	0		0		104	0		0		287	0		856		328	0		846		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		104	0		0		287	0		856		328	0		846		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx			6.9	xxxxx	xxxx			6.9	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx			3.3	xxxxx	xxxx			3.3	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx			428	xxxx	xxxx			423	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx			581	xxxx	xxxx			585	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx			581	xxxx	xxxx			585	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx			0.18	xxxx	xxxx			0.49	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx			0.6	xxxx	xxxx			2.7	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx			12.5	xxxxx	xxxx			17.0	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*		*		B	*		*		C	*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*		*		*	*		*		*	*		*		*	*		*		*
ApproachDel:		12.5					17.0					xxxxxx					xxxxxx			
ApproachLOS:		B					C					*					*			

****

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

****

Opening Year (2010) With Project – Alternative 1

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.482
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.7
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:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	35	470	7	219	315	158	333	197	22	3	223	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	470	7	219	315	158	333	197	22	3	223	280
Added Vol:	0	0	0	26	0	0	0	26	0	0	12	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	470	7	245	315	158	333	223	22	3	235	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	39	518	8	270	347	174	374	251	25	3	266	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	518	8	270	347	174	374	251	25	3	266	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
FinalVolume:	39	518	8	270	347	174	374	251	25	3	266	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.00	0.08	0.10	0.11	0.11	0.07	0.02	0.00	0.07	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.29	0.41	0.11	0.29	0.43	0.14	0.32	0.42	0.11	0.29	0.40
Volume/Cap:	0.10	0.49	0.01	0.73	0.33	0.25	0.78	0.22	0.04	0.01	0.25	0.51
Delay/Veh:	38.6	27.9	16.7	48.5	26.3	17.4	47.7	23.8	16.1	37.4	25.6	22.2
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:	38.6	27.9	16.7	48.5	26.3	17.4	47.7	23.8	16.1	37.4	25.6	22.2
LOS by Move:	D	C	B	D	C	B	D	C	B	D	C	C
HCM2kAvgQ:	1	7	0	6	4	3	7	3	0	0	3	8

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

****

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
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:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	44	372	9	401	697	429	230	327	55	4	228	260
Growth Adj:	1.00	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	372	9	401	697	429	230	327	55	4	228	260
Added Vol:	0	0	0	35	0	0	0	35	0	0	31	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	372	9	436	697	429	230	362	55	4	259	291
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	0.95	0.95	0.95	0.97	0.97	0.97	0.76	0.76	0.76
PHF Volume:	48	405	10	459	734	452	238	375	57	5	341	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	405	10	459	734	452	238	375	57	5	341	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	405	10	459	734	452	238	375	57	5	341	383
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.01	0.13	0.20	0.28	0.07	0.10	0.04	0.00	0.09	0.24
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.28	0.38	0.18	0.34	0.44	0.10	0.28	0.40	0.10	0.28	0.46
Volume/Cap:	0.11	0.40	0.02	0.73	0.60	0.64	0.68	0.37	0.09	0.02	0.34	0.52
Delay/Veh:	39.3	29.5	19.3	43.0	28.3	23.8	48.8	29.2	18.7	40.6	28.8	19.7
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:	39.3	29.5	19.3	43.0	28.3	23.8	48.8	29.2	18.7	40.6	28.8	19.7
LOS by Move:	D	C	B	D	C	C	D	C	B	D	C	B
HCM2kAvgQ:	1	5	0	8	10	11	5	5	1	0	4	9

****

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

****

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Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Average Delay (sec/veh): 21.7 Worst Case Level Of Service: F[1415.6]

****

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:	1 0 0	1	0	1 0 0	1	0	0 0 1!	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	1	550	14	118	200	1	1	1	1	14	1	291
Growth Adj:	1.00	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	550	14	118	200	1	1	1	1	14	1	291
Added Vol:	0	0	0	158	0	0	0	0	0	0	0	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	550	14	276	200	1	1	1	1	14	1	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.86	0.86	0.86	1.00	1.00	1.00	0.88	0.88	0.88
PHF Volume:	1	716	18	320	232	1	1	1	1	16	1	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	716	18	320	232	1	1	1	1	16	1	415
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	233	xxxx	xxxxx	734	xxxx	xxxxx	1808	1609	232	1601	1600	725
Potent Cap.:	1347	xxxx	xxxxx	880	xxxx	xxxxx	62	106	812	86	107	428
Move Cap.:	1347	xxxx	xxxxx	880	xxxx	xxxxx	1	67	812	61	68	428
Volume/Cap:	0.00	xxxx	xxxx	0.36	xxxx	xxxx	0.74	0.01	0.00	0.26	0.02	0.97
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	11.7
Control Del:	7.7	xxxx	xxxxx	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	67.4
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	F
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	4	xxxxx	62	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	1.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1416	xxxxx	84.6	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			1415.6			68.1		
ApproachLOS:	*			*			F			F		

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Average Delay (sec/veh): 17.1 Worst Case Level Of Service: F[464.4]

****

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:	1 0 0	1	0	1 0 0	1	0	0 0 1!	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	1	370	13	302	526	1	1	1	2	20	2	192
Growth Adj:	1.00	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	370	13	302	526	1	1	1	2	20	2	192
Added Vol:	0	0	0	212	0	0	0	0	0	0	0	188
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	370	13	514	526	1	1	1	2	20	2	380
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	0.92	0.92	0.92	0.38	0.38	0.38	0.85	0.85	0.85
PHF Volume:	1	416	15	557	570	1	3	3	5	24	2	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	416	15	557	570	1	3	3	5	24	2	447
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	572	xxxx	xxxxx	430	xxxx	xxxxx	2336	2119	571	2115	2112	423
Potent Cap.:	1011	xxxx	xxxxx	1140	xxxx	xxxxx	26	51	524	37	52	635
Move Cap.:	1011	xxxx	xxxxx	1140	xxxx	xxxxx	4	26	524	21	26	635
Volume/Cap:	0.00	xxxx	xxxx	0.49	xxxx	xxxx	0.60	0.10	0.01	1.11	0.09	0.70
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	2.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	5.7
Control Del:	8.6	xxxx	xxxxx	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	23.0
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	15	xxxxx	22	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	3.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	464	xxxxx	520.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			464.4			50.2		
ApproachLOS:	*			*			F			F		

****

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

****

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.1
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	550	14	118	200	1	1	1	1	14	1	291
Growth Adj:	1.00	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	550	14	118	200	1	1	1	1	14	1	291
Added Vol:	0	0	0	158	0	0	0	0	0	0	0	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	550	14	276	200	1	1	1	1	14	1	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.86	0.86	0.86	1.00	1.00	1.00	0.88	0.88	0.88
PHF Volume:	1	716	18	320	232	1	1	1	1	16	1	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	716	18	320	232	1	1	1	1	16	1	415
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	716	18	320	232	1	1	1	1	16	1	415
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	1.00	0.93	0.93	0.93	0.86	0.86	0.85
Lanes:	1.00	0.98	0.02	1.00	0.99	0.01	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1805	1845	47	1805	1889	9	587	587	587	1516	108	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.18	0.12	0.12	0.00	0.00	0.00	0.01	0.01	0.26
Crit Moves:		****		****								****
Green/Cycle:	0.21	0.41	0.41	0.19	0.39	0.39	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.00	0.94	0.94	0.94	0.32	0.32	0.01	0.01	0.01	0.04	0.04	0.94
Delay/Veh:	29.3	46.1	46.1	71.8	20.7	20.7	25.1	25.1	25.1	25.4	25.4	62.3
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:	29.3	46.1	46.1	71.8	20.7	20.7	25.1	25.1	25.1	25.4	25.4	62.3
LOS by Move:	C	D	D	E	C	C	C	C	C	C	C	E
HCM2kAvgQ:	0	26	26	14	5	5	0	0	0	0	0	16

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.938
Loss Time (sec): 12 (Y+R=4.0 sec) 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	370	13	302	526	1	1	1	2	20	2	192
Growth Adj:	1.00	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	370	13	302	526	1	1	1	2	20	2	192
Added Vol:	0	0	0	212	0	0	0	0	0	0	0	188
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	370	13	514	526	1	1	1	2	20	2	380
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	0.92	0.92	0.92	0.38	0.38	0.38	0.85	0.85	0.85
PHF Volume:	1	416	15	557	570	1	3	3	5	24	2	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	416	15	557	570	1	3	3	5	24	2	447
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	416	15	557	570	1	3	3	5	24	2	447
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	1.00	0.91	0.91	0.91	0.83	0.83	0.85
Lanes:	1.00	0.97	0.03	1.00	0.99	0.01	0.25	0.25	0.50	0.91	0.09	1.00
Final Sat.:	1805	1826	64	1805	1896	4	430	430	861	1441	144	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.31	0.30	0.30	0.01	0.01	0.01	0.02	0.02	0.28
Crit Moves:		****		****								****
Green/Cycle:	0.15	0.24	0.24	0.33	0.42	0.42	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.00	0.94	0.94	0.94	0.72	0.72	0.02	0.02	0.02	0.06	0.06	0.94
Delay/Veh:	32.2	60.5	60.5	52.0	25.1	25.1	22.5	22.5	22.5	22.8	22.8	57.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	60.5	60.5	52.0	25.1	25.1	22.5	22.5	22.5	22.8	22.8	57.4
LOS by Move:	C	E	E	D	C	C	C	C	C	C	C	E
HCM2kAvgQ:	0	16	16	20	14	14	0	0	0	1	1	17

****

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

****

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.9
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	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	249	467	64	76	310	41	117	186	277	158	334	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	467	64	76	310	41	117	186	277	158	334	213
Added Vol:	0	0	0	0	0	0	0	53	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	467	64	76	310	41	117	239	277	158	358	213
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:	0.79	0.79	0.79	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88
PHF Volume:	316	592	81	83	338	45	128	261	303	181	409	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	592	81	83	338	45	128	261	303	181	409	243
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:	316	592	81	83	338	45	128	261	303	181	409	243
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	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3118	427	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.19	0.05	0.09	0.03	0.07	0.07	0.19	0.10	0.11	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.20	0.36	0.36	0.13	0.28	0.28	0.10	0.24	0.24	0.12	0.25	0.25
Volume/Cap:	0.86	0.53	0.53	0.36	0.33	0.10	0.68	0.30	0.78	0.86	0.45	0.60
Delay/Veh:	56.4	26.0	26.0	40.9	28.8	26.8	52.5	31.3	45.4	71.4	31.9	35.4
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:	56.4	26.0	26.0	40.9	28.8	26.8	52.5	31.3	45.4	71.4	31.9	35.4
LOS by Move:	E	C	C	D	C	C	D	C	D	E	C	D
HCM2kAvgQ:	12	9	9	3	4	1	5	4	11	8	6	7

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.6
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	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	277	513	70	199	508	52	91	465	377	145	258	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	513	70	199	508	52	91	465	377	145	258	107
Added Vol:	0	0	0	0	0	0	0	71	0	0	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	513	70	199	508	52	91	536	377	145	321	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.88	0.88	0.88	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	290	535	73	225	575	59	97	571	402	168	372	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	535	73	225	575	59	97	571	402	168	372	124
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:	290	535	73	225	575	59	97	571	402	168	372	124
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	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3119	426	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.17	0.12	0.16	0.04	0.05	0.16	0.25	0.09	0.10	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.19	0.31	0.31	0.14	0.27	0.27	0.12	0.29	0.29	0.11	0.28	0.28
Volume/Cap:	0.86	0.56	0.56	0.87	0.60	0.14	0.46	0.55	0.86	0.86	0.37	0.27
Delay/Veh:	61.7	31.0	31.0	68.7	34.6	29.4	44.9	32.3	50.9	77.0	30.6	29.9
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:	61.7	31.0	31.0	68.7	34.6	29.4	44.9	32.3	50.9	77.0	30.6	29.9
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	12	9	9	10	9	1	3	9	15	8	5	3

****

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

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Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 12 (Y+R=4.0 sec) 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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	56	282	75	79	217	125	116	624	65	46	725	59
Growth Adj:	1.00	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	282	75	79	217	125	116	624	65	46	725	59
Added Vol:	0	0	26	0	0	0	0	123	0	12	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	282	101	79	217	125	116	747	65	58	777	59
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	0.88	0.88	0.88	0.86	0.86	0.86	0.95	0.95	0.95
PHF Volume:	60	301	108	90	247	142	135	871	76	61	815	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	301	108	90	247	142	135	871	76	61	815	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	301	108	90	247	142	135	871	76	61	815	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.91	0.91	0.48	1.00	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.47	0.53	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.86	0.14
Final Sat.:	946	2552	914	906	1900	1615	1805	3281	286	1805	3318	252
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.10	0.13	0.09	0.07	0.27	0.27	0.03	0.25	0.25
Crit Moves:					****		****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.13	0.36	0.36	0.13	0.36	0.36
Volume/Cap:	0.18	0.33	0.33	0.28	0.36	0.25	0.58	0.74	0.74	0.26	0.68	0.68
Delay/Veh:	17.4	18.3	18.3	18.3	18.8	17.8	35.8	24.1	24.1	31.3	22.8	22.8
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:	17.4	18.3	18.3	18.3	18.8	17.8	35.8	24.1	24.1	31.3	22.8	22.8
LOS by Move:	B	B	B	B	B	B	D	C	C	C	C	C
HCM2kAvgQ:	1	4	4	2	5	2	4	12	12	2	11	11

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2
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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		1 0 1	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	75	234	79	112	287	206	102	1070	94	91	1034	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	234	79	112	287	206	102	1070	94	91	1034	77
Added Vol:	0	0	35	0	0	0	0	165	0	31	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	234	114	112	287	206	102	1235	94	122	1179	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.94	0.94	0.94	0.95	0.95	0.95	0.96	0.96	0.96
PHF Volume:	85	265	129	119	305	219	108	1305	99	127	1227	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	265	129	119	305	219	108	1305	99	127	1227	80
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:	85	265	129	119	305	219	108	1305	99	127	1227	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.90	0.90	0.44	1.00	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.34	0.66	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.88	0.12
Final Sat.:	623	2308	1125	830	1900	1615	1805	3318	253	1805	3358	219
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.11	0.14	0.16	0.14	0.06	0.39	0.39	0.07	0.37	0.37
Crit Moves:					****			****		****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.13	0.50	0.50	0.10	0.47	0.47
Volume/Cap:	0.49	0.41	0.41	0.51	0.57	0.48	0.46	0.79	0.79	0.70	0.78	0.78
Delay/Veh:	32.1	29.6	29.6	32.2	32.4	30.8	41.8	23.0	23.0	55.4	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	29.6	29.6	32.2	32.4	30.8	41.8	23.0	23.0	55.4	24.4	24.4
LOS by Move:	C	C	C	C	C	C	D	C	C	E	C	C
HCM2kAvgQ:	3	5	5	4	9	6	4	20	20	5	19	19

****

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

****

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Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 47.6
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	235	231	41	15	333	21	13	125	243	24	91	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	231	41	15	333	21	13	125	243	24	91	11
Added Vol:	0	0	202	53	0	0	0	0	0	89	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	231	243	68	333	21	13	125	243	113	91	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93
PHF Volume:	272	267	281	83	406	26	15	148	288	122	98	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	267	281	83	406	26	15	148	288	122	98	38
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:	272	267	281	83	406	26	15	148	288	122	98	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.95	0.99	0.99	0.97	0.97	0.85	0.65	0.65	0.65
Lanes:	1.20	0.39	0.41	1.00	0.94	0.06	0.09	0.91	1.00	0.47	0.38	0.15
Final Sat.:	2127	693	729	1805	1771	112	173	1668	1615	584	470	181
Capacity Analysis Module:												
Vol/Sat:	0.13	0.39	0.39	0.05	0.23	0.23	0.09	0.09	0.18	0.21	0.21	0.21
Crit Moves:		****			****						****	
Green/Cycle:	0.40	0.40	0.40	0.24	0.24	0.24	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.32	0.97	0.97	0.19	0.97	0.97	0.38	0.38	0.76	0.90	0.90	0.90
Delay/Veh:	18.8	50.4	50.4	27.7	68.9	68.9	29.6	29.6	41.1	61.5	61.5	61.5
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:	18.8	50.4	50.4	27.7	68.9	68.9	29.6	29.6	41.1	61.5	61.5	61.5
LOS by Move:	B	D	D	C	E	E	C	C	D	E	E	E
HCM2kAvgQ:	4	25	25	2	17	17	4	4	9	10	10	10

****

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

****

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.9
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			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	235	231	41	15	333	21	13	125	243	24	91	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	231	41	15	333	21	13	125	243	24	91	11
Added Vol:	0	0	202	53	0	0	0	0	0	89	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	231	243	68	333	21	13	125	243	113	91	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93
PHF Volume:	272	267	281	83	406	26	15	148	288	122	98	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	267	281	83	406	26	15	148	288	122	98	38
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:	272	267	281	83	406	26	15	148	288	122	98	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.99	0.99	0.97	0.97	0.85	0.62	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	0.94	0.06	0.09	0.91	1.00	1.00	0.72	0.28
Final Sat.:	1805	1900	1615	1805	1771	112	174	1676	1615	1178	1315	506
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.17	0.05	0.23	0.23	0.09	0.09	0.18	0.10	0.07	0.07
Crit Moves:	****				****				****			
Green/Cycle:	0.26	0.26	0.26	0.27	0.27	0.27	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.58	0.54	0.67	0.17	0.85	0.85	0.29	0.29	0.59	0.35	0.25	0.25
Delay/Veh:	24.5	23.7	27.6	19.7	36.8	36.8	19.1	19.1	22.8	19.7	18.8	18.8
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:	24.5	23.7	27.6	19.7	36.8	36.8	19.1	19.1	22.8	19.7	18.8	18.8
LOS by Move:	C	C	C	B	D	D	B	B	C	B	B	B
HCM2kAvgQ:	6	6	7	1	12	12	3	3	6	2	2	2

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

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.988
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 46.7
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0 1	0 1		1 0 0	1 0		0 1 0	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	315	268	84	40	321	35	36	192	315	88	165	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	268	84	40	321	35	36	192	315	88	165	27
Added Vol:	0	0	271	71	0	0	0	0	0	238	0	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	268	355	111	321	35	36	192	315	326	165	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:	0.79	0.79	0.79	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92
PHF Volume:	398	338	448	125	361	39	39	206	338	355	180	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	338	448	125	361	39	39	206	338	355	180	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:	398	338	448	125	361	39	39	206	338	355	180	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.99	0.99	0.92	0.92	0.85	0.51	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	0.16	0.84	1.00	1.00	0.65	0.35
Final Sat.:	1805	1900	1615	1805	1688	184	275	1466	1615	973	1164	635
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.28	0.07	0.21	0.21	0.14	0.14	0.21	0.36	0.15	0.15
Crit Moves:			****		****					****		
Green/Cycle:	0.28	0.28	0.28	0.22	0.22	0.22	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.78	0.63	0.99	0.32	0.99	0.99	0.38	0.38	0.57	0.99	0.42	0.42
Delay/Veh:	37.7	30.8	71.2	30.1	76.5	76.5	21.2	21.2	23.9	72.3	21.6	21.6
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:	37.7	30.8	71.2	30.1	76.5	76.5	21.2	21.2	23.9	72.3	21.6	21.6
LOS by Move:	D	C	E	C	E	E	C	C	C	E	C	C
HCM2kAvgQ:	12	9	18	3	17	17	5	5	8	15	6	6

****

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

****

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Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.511
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 185.5
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	315	268	84	40	321	35	36	192	315	88	165	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	268	84	40	321	35	36	192	315	88	165	27
Added Vol:	0	0	271	71	0	0	0	0	0	238	0	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	268	355	111	321	35	36	192	315	326	165	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:	0.79	0.79	0.79	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92
PHF Volume:	398	338	448	125	361	39	39	206	338	355	180	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	338	448	125	361	39	39	206	338	355	180	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:	398	338	448	125	361	39	39	206	338	355	180	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.95	0.99	0.99	0.88	0.88	0.85	0.57	0.57	0.57
Lanes:	1.21	0.34	0.45	1.00	0.90	0.10	0.16	0.84	1.00	0.57	0.28	0.15
Final Sat.:	2117	605	801	1805	1688	184	263	1405	1615	605	306	167
Capacity Analysis Module:												
Vol/Sat:	0.19	0.56	0.56	0.07	0.21	0.21	0.15	0.15	0.21	0.59	0.59	0.59
Crit Moves:		****			****						****	
Green/Cycle:	0.37	0.37	0.37	0.15	0.15	0.15	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.51	1.53	1.53	0.46	1.43	1.43	0.38	0.38	0.54	1.53	1.53	1.53
Delay/Veh:	29.9	282	281.9	47.8	262	262.4	27.1	27.1	29.8	286.3	286	286.3
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:	29.9	282	281.9	47.8	262	262.4	27.1	27.1	29.8	286.3	286	286.3
LOS by Move:	C	F	F	D	F	F	C	C	C	F	F	F
HCM2kAvgQ:	10	78	78	5	31	31	6	6	10	51	51	51

****

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

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec):	75	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.8
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	120	363	84	99	353	114	81	326	165	96	388	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	363	84	99	353	114	81	326	165	96	388	74
Added Vol:	0	175	0	0	76	12	26	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	538	84	99	429	126	107	326	165	96	388	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.84	0.84	0.84	0.83	0.83	0.83
PHF Volume:	128	574	90	114	494	145	128	389	197	116	469	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	574	90	114	494	145	128	389	197	116	469	89
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:	128	574	90	114	494	145	128	389	197	116	469	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	2696	792	1805	3610	1615	1805	2959	564
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.06	0.06	0.18	0.18	0.07	0.11	0.12	0.06	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30
Volume/Cap:	0.65	0.52	0.18	0.58	0.60	0.60	0.65	0.35	0.40	0.59	0.52	0.52
Delay/Veh:	46.9	26.9	23.7	43.4	28.2	28.2	46.8	25.1	25.9	43.8	26.9	26.9
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:	46.9	26.9	23.7	43.4	28.2	28.2	46.8	25.1	25.9	43.8	26.9	26.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	7	2	4	9	9	5	5	5	4	7	7

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.3
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 2	0 1		1 0 1	1 0		1 0 2	0 1		1 0 1	1 0	
Volume Module:												
Base Vol:	201	578	139	180	532	103	140	520	198	160	430	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	578	139	180	532	103	140	520	198	160	430	82
Added Vol:	0	235	0	0	207	31	35	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	813	139	180	739	134	175	520	198	160	430	82
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	0.98	0.98	0.98	0.97	0.97	0.97	0.93	0.93	0.93
PHF Volume:	211	854	146	184	755	137	180	536	204	172	462	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	854	146	184	755	137	180	536	204	172	462	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
FinalVolume:	211	854	146	184	755	137	180	536	204	172	462	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.69	0.31	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	2986	541	1805	3610	1615	1805	2959	564
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.09	0.10	0.25	0.25	0.10	0.15	0.13	0.10	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.32	0.32	0.12	0.30	0.30	0.12	0.29	0.29	0.11	0.28	0.28
Volume/Cap:	0.84	0.73	0.28	0.87	0.84	0.84	0.84	0.50	0.43	0.91	0.56	0.56
Delay/Veh:	63.3	32.4	25.5	72.4	38.7	38.7	67.3	29.7	29.1	84.6	31.4	31.4
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:	63.3	32.4	25.5	72.4	38.7	38.7	67.3	29.7	29.1	84.6	31.4	31.4
LOS by Move:	E	C	C	E	D	D	E	C	C	F	C	C
HCM2kAvgQ:	9	14	3	8	16	16	8	7	5	8	8	8

****

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

****

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec):	75	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.6
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	59	399	39	30	458	76	62	217	75	45	283	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	399	39	30	458	76	62	217	75	45	283	62
Added Vol:	0	175	0	0	76	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	574	39	30	534	76	62	217	75	45	283	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.91	0.91	0.91	0.87	0.87	0.87	0.92	0.92	0.92
PHF Volume:	76	738	50	33	588	84	71	249	86	49	307	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	738	50	33	588	84	71	249	86	49	307	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	738	50	33	588	84	71	249	86	49	307	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.45	0.96	0.96	0.42	1.00	0.85
Lanes:	1.00	1.87	0.13	1.00	1.75	0.25	1.00	0.74	0.26	1.00	1.00	1.00
Final Sat.:	1805	3347	227	1805	3100	441	861	1357	469	800	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.02	0.19	0.19	0.08	0.18	0.18	0.06	0.16	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.17	0.33	0.33	0.13	0.30	0.30	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.25	0.66	0.66	0.14	0.63	0.63	0.22	0.49	0.49	0.16	0.43	0.11
Delay/Veh:	27.6	22.8	22.8	29.0	23.9	23.9	16.4	18.6	18.6	15.9	18.0	15.4
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:	27.6	22.8	22.8	29.0	23.9	23.9	16.4	18.6	18.6	15.9	18.0	15.4
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	2	9	9	1	8	8	1	6	6	1	6	1

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.2
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	87	667	74	54	561	92	123	310	84	57	224	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	667	74	54	561	92	123	310	84	57	224	63
Added Vol:	0	235	0	0	207	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	902	74	54	768	92	123	310	84	57	224	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.90	0.90	0.90	0.82	0.82	0.82	0.95	0.95	0.95
PHF Volume:	101	1051	86	60	856	103	150	378	102	60	236	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1051	86	60	856	103	150	378	102	60	236	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:	101	1051	86	60	856	103	150	378	102	60	236	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.51	0.97	0.97	0.20	1.00	0.85
Lanes:	1.00	1.85	0.15	1.00	1.79	0.21	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1805	3300	271	1805	3172	380	965	1447	392	384	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.03	0.27	0.27	0.16	0.26	0.26	0.16	0.12	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.16	0.41	0.41	0.12	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.35	0.78	0.78	0.28	0.74	0.74	0.47	0.78	0.78	0.47	0.37	0.12
Delay/Veh:	32.6	24.7	24.7	35.0	25.7	25.7	23.4	32.0	32.0	25.0	21.9	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:	32.6	24.7	24.7	35.0	25.7	25.7	23.4	32.0	32.0	25.0	21.9	19.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	B
HCM2kAvgQ:	3	15	15	2	13	13	4	13	13	2	5	1

****

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

****

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 12 (Y+R=4.0 sec) 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	56	412	47	40	485	57	40	42	41	72	127	47
Growth Adj:	1.00	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	412	47	40	485	57	40	42	41	72	127	47
Added Vol:	0	175	0	0	76	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	587	47	40	561	57	40	42	41	72	127	47
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:	0.78	0.78	0.78	0.91	0.91	0.91	0.65	0.65	0.65	0.76	0.76	0.76
PHF Volume:	72	753	60	44	616	63	62	65	64	94	166	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	753	60	44	616	63	62	65	64	94	166	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	753	60	44	616	63	62	65	64	94	166	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.53	1.00	0.85	0.72	0.96	0.96
Lanes:	1.00	1.85	0.15	1.00	1.82	0.18	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1805	3306	265	1805	3231	328	1011	1900	1615	1360	1331	493
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.02	0.19	0.19	0.06	0.03	0.04	0.07	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.18	0.38	0.38	0.13	0.32	0.32	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.22	0.61	0.61	0.19	0.59	0.59	0.18	0.10	0.11	0.20	0.36	0.36
Delay/Veh:	28.5	21.0	21.0	31.8	23.6	23.6	18.2	17.6	17.7	18.4	19.7	19.7
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:	28.5	21.0	21.0	31.8	23.6	23.6	18.2	17.6	17.7	18.4	19.7	19.7
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	2	9	9	1	8	8	1	1	1	2	4	4

****

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

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Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	43	701	118	56	620	39	72	109	45	68	67	57
Growth Adj:	1.00	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	701	118	56	620	39	72	109	45	68	67	57
Added Vol:	0	235	0	0	207	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	936	118	56	827	39	72	109	45	68	67	57
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:	0.85	0.85	0.85	0.91	0.91	0.91	0.85	0.85	0.85	0.95	0.95	0.95
PHF Volume:	51	1101	139	61	907	43	84	128	53	72	70	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1101	139	61	907	43	84	128	53	72	70	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1101	139	61	907	43	84	128	53	72	70	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.60	1.00	0.85	0.61	0.93	0.93
Lanes:	1.00	1.78	0.22	1.00	1.91	0.09	1.00	1.00	1.00	1.00	0.54	0.46
Final Sat.:	1805	3151	397	1805	3423	161	1146	1900	1615	1153	956	813
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.03	0.26	0.26	0.07	0.07	0.03	0.06	0.07	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.16	0.57	0.57	0.09	0.49	0.49	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.17	0.62	0.62	0.39	0.54	0.54	0.30	0.28	0.13	0.25	0.30	0.30
Delay/Veh:	41.9	17.3	17.3	51.2	20.6	20.6	36.1	35.6	34.2	35.6	35.9	35.9
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:	41.9	17.3	17.3	51.2	20.6	20.6	36.1	35.6	34.2	35.6	35.9	35.9
LOS by Move:	D	B	B	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	2	16	16	2	12	12	3	4	1	2	4	4

****

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

****

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 75.6
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:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	28		28			28	28		28			28	10		28			28	10		28			28
Lanes:	1	0	1	1	0		1	1	0	0	1		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:		70	239			67		142	222			130		174	578			37		85	917			176
Growth Adj:		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00
Initial Bse:		70	239			67		142	222			130		174	578			37		85	917			176
Added Vol:		0	26			0		0	12			64		149	0			0		0	0			0
PasserByVol:		0	0			0		0	0			0		0	0			0		0	0			0
Initial Fut:		70	265			67		142	234			194		323	578			37		85	917			176
User Adj:		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00
PHF Adj:		0.87	0.87			0.87		0.83	0.83			0.83		0.95	0.95			0.95		0.94	0.94			0.94
PHF Volume:		80	304			77		172	284			235		341	610			39		90	972			187
Reduct Vol:		0	0			0		0	0			0		0	0			0		0	0			0
Reduced Vol:		80	304			77		172	284			235		341	610			39		90	972			187
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:		80	304			77		172	284			235		341	610			39		90	972			187
Saturation Flow Module:																								
Sat/Lane:		1900	1900			1900		1900	1900			1900		1900	1900			1900		1900	1900			1900
Adjustment:		0.95	0.92			0.92		0.98	0.98			0.85		0.95	0.94			0.94		0.95	0.95			0.85
Lanes:		1.00	1.60			0.40		1.00	1.00			1.00		1.00	1.88			0.12		1.00	2.00			1.00
Final Sat.:		1805	2795			707		1864	1864			1615		1805	3362			215		1805	3610			1615
Capacity Analysis Module:																								
Vol/Sat:		0.04	0.11			0.11		0.09	0.15			0.15		0.19	0.18			0.18		0.05	0.27			0.12
Crit Moves:			****						****					****							****			
Green/Cycle:		0.23	0.23			0.23		0.23	0.23			0.23		0.16	0.29			0.29		0.11	0.24			0.24
Volume/Cap:		0.19	0.47			0.47		0.40	0.65			0.62		1.15	0.62			0.62		0.47	1.15			0.49
Delay/Veh:		37.1	40.0			40.0		39.1	43.8			44.5		147.5	37.6			37.6		52.4	125			40.7
User DelAdj:		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00
AdjDel/Veh:		37.1	40.0			40.0		39.1	43.8			44.5		147.5	37.6			37.6		52.4	125			40.7
LOS by Move:		D	D			D		D	D			D		F	D			D		D	F			D
HCM2kAvgQ:		2	7			7		5	10			9		21	11			11		4	30			6

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.054
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 105.5
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	68	322	126	397	312	180	194	960	94	150	982	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	322	126	397	312	180	194	960	94	150	982	65
Added Vol:	0	35	0	0	31	176	200	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	357	126	397	343	356	394	960	94	150	982	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	76	400	141	426	368	382	430	1047	103	156	1022	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	400	141	426	368	382	430	1047	103	156	1022	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
FinalVolume:	76	400	141	426	368	382	430	1047	103	156	1022	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.48	0.52	1.07	0.93	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1805	2564	905	1986	1716	1615	1805	3245	318	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.21	0.21	0.24	0.24	0.32	0.32	0.09	0.28	0.04
Crit Moves:		****				****	****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.17	0.32	0.32	0.08	0.23	0.23
Volume/Cap:	0.18	0.67	0.67	0.92	0.92	1.01	1.43	1.02	1.02	1.02	1.21	0.18
Delay/Veh:	37.0	43.9	43.9	59.8	59.8	96.1	260.9	73.8	73.8	133.9	153	37.0
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	43.9	43.9	59.8	59.8	96.1	260.9	73.8	73.8	133.9	153	37.0
LOS by Move:	D	D	D	E	E	F	F	E	E	F	F	D
HCM2kAvgQ:	2	10	10	18	18	20	33	30	30	10	34	2

****

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

****

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.5
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			Ovl			Include			Include		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		2 0 1	0 1		1 0 1	1 0		1 0 2	1 0	
Volume Module:												
Base Vol:	70	239	67	142	222	130	174	578	37	85	917	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	239	67	142	222	130	174	578	37	85	917	176
Added Vol:	0	26	0	0	12	64	149	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	265	67	142	234	194	323	578	37	85	917	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
PHF Volume:	80	304	77	172	284	235	341	610	39	90	972	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	304	77	172	284	235	341	610	39	90	972	187
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:	80	304	77	172	284	235	341	610	39	90	972	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.92	1.00	0.85	0.95	0.94	0.94	0.95	0.89	0.89
Lanes:	1.00	1.60	0.40	2.00	1.00	1.00	1.00	1.88	0.12	1.00	2.52	0.48
Final Sat.:	1805	2795	707	3502	1900	1615	1805	3362	215	1805	4247	815
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.05	0.15	0.15	0.19	0.18	0.18	0.05	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.25	0.25	0.09	0.25	0.48	0.23	0.38	0.38	0.13	0.28	0.28
Volume/Cap:	0.49	0.43	0.43	0.54	0.59	0.30	0.82	0.48	0.48	0.37	0.82	0.82
Delay/Veh:	49.9	34.6	34.6	49.7	37.8	17.3	52.5	26.5	26.5	44.4	41.0	41.0
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:	49.9	34.6	34.6	49.7	37.8	17.3	52.5	26.5	26.5	44.4	41.0	41.0
LOS by Move:	D	C	C	D	D	B	D	C	C	D	D	D
HCM2kAvgQ:	3	6	6	4	9	5	13	9	9	3	16	16

****

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

****

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.8
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		2 0 1	0 1		1 0 1	1 0		1 0 2	1 0	
Volume Module:												
Base Vol:	70	239	67	142	222	130	174	578	37	85	917	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	239	67	142	222	130	174	578	37	85	917	176
Added Vol:	0	26	0	0	12	64	149	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	265	67	142	234	194	323	578	37	85	917	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
PHF Volume:	80	304	77	172	284	235	341	610	39	90	972	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	304	77	172	284	235	341	610	39	90	972	187
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:	80	304	77	172	284	235	341	610	39	90	972	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.92	1.00	0.85	0.95	0.94	0.94	0.95	0.89	0.89
Lanes:	1.00	1.60	0.40	2.00	1.00	1.00	1.00	1.88	0.12	1.00	2.52	0.48
Final Sat.:	1805	2795	707	3502	1900	1615	1805	3362	215	1805	4247	815
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.05	0.15	0.15	0.19	0.18	0.18	0.05	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.27	0.27	0.10	0.27	0.27	0.22	0.36	0.36	0.13	0.27	0.27
Volume/Cap:	0.47	0.41	0.41	0.52	0.56	0.55	0.86	0.51	0.51	0.39	0.86	0.86
Delay/Veh:	47.0	32.0	32.0	46.6	34.6	34.5	56.8	26.8	26.8	43.1	42.4	42.4
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:	47.0	32.0	32.0	46.6	34.6	34.5	56.8	26.8	26.8	43.1	42.4	42.4
LOS by Move:	D	C	C	D	C	C	E	C	C	D	D	D
HCM2kAvgQ:	3	5	5	3	8	7	14	9	9	3	16	16

****

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

****

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Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.8
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2	0 1		1 0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	32	587	224	64	302	20	22	117	48	137	84	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	587	224	64	302	20	22	117	48	137	84	26
Added Vol:	0	0	59	53	0	0	0	255	0	30	113	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	587	283	117	302	20	22	372	48	167	197	50
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	0.85	0.85	0.85	0.81	0.81	0.81	0.83	0.83	0.83
PHF Volume:	33	600	289	137	355	24	27	459	59	201	238	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	600	289	137	355	24	27	459	59	201	238	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	600	289	137	355	24	27	459	59	201	238	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	1.77	0.23	1.00	1.60	0.40
Final Sat.:	1805	3610	1615	1805	3355	222	1805	3143	406	1805	2793	709
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.18	0.08	0.11	0.11	0.02	0.15	0.15	0.11	0.09	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.12	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.16	0.62	0.67	0.69	0.40	0.40	0.13	0.47	0.47	0.84	0.26	0.26
Delay/Veh:	36.6	30.3	33.6	48.0	27.3	27.3	35.9	25.3	25.3	59.9	22.4	22.4
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:	36.6	30.3	33.6	48.0	27.3	27.3	35.9	25.3	25.3	59.9	22.4	22.4
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	1	9	8	5	5	5	1	6	6	8	3	3

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 51.5
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	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2	0 1		1 0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	43	281	229	118	486	12	12	169	43	342	185	102
Growth Adj:	1.00	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	281	229	118	486	12	12	169	43	342	185	102
Added Vol:	0	0	79	71	0	0	0	341	0	71	301	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	281	308	189	486	12	12	510	43	413	486	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.90	0.90	0.90	0.87	0.87	0.87	0.83	0.83	0.83
PHF Volume:	47	309	338	211	542	13	14	584	49	497	585	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	309	338	211	542	13	14	584	49	497	585	199
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	309	338	211	542	13	14	584	49	497	585	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.94	0.94	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	1.00	1.84	0.16	1.00	1.49	0.51
Final Sat.:	1805	3610	1615	1805	3509	87	1805	3289	277	1805	2593	880
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.21	0.12	0.15	0.15	0.01	0.18	0.18	0.28	0.23	0.23
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.22	0.22	0.12	0.24	0.24	0.14	0.23	0.23	0.29	0.39	0.39
Volume/Cap:	0.26	0.39	0.95	0.95	0.64	0.64	0.06	0.76	0.76	0.95	0.59	0.59
Delay/Veh:	50.5	40.2	80.9	98.6	42.3	42.3	45.1	47.0	47.0	69.0	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	40.2	80.9	98.6	42.3	42.3	45.1	47.0	47.0	69.0	29.9	29.9
LOS by Move:	D	D	F	F	D	D	D	D	D	E	C	C
HCM2kAvgQ:	2	5	17	11	10	10	0	13	13	23	12	12

****

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

****

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: F[63.3]

****

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:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	86	819	7	26	440	63	43	1	71	2	4	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:	86	819	7	26	440	63	43	1	71	2	4	1
Added Vol:	0	56	0	0	27	3	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	875	7	26	467	66	46	1	71	2	4	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:	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83	0.50	0.50	0.50
PHF Volume:	99	1010	8	28	501	71	55	1	85	4	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	99	1010	8	28	501	71	55	1	85	4	8	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	572	xxxx	xxxxx	1018	xxxx	xxxxx	1265	1774	251	1516	1837	505
Potent Cap.:	1011	xxxx	xxxxx	689	xxxx	xxxxx	128	84	755	84	77	518
Move Cap.:	1011	xxxx	xxxxx	689	xxxx	xxxxx	104	72	755	66	66	518
Volume/Cap:	0.10	xxxx	xxxx	0.04	xxxx	xxxx	0.53	0.02	0.11	0.06	0.12	0.00
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	103	xxxx	xxxxx	xxxx	75	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.5	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	75.7	xxxx	xxxxx	xxxxx	63.3	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			36.4			63.3		
ApproachLOS:	*			*			E			F		

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Average Delay (sec/veh): 17.3 Worst Case Level Of Service: F[103.3]

****

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:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	69	465	1	47	846	42	66	1	209	3	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	465	1	47	846	42	66	1	209	3	1	5
Added Vol:	0	75	0	0	67	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	540	1	47	913	46	70	1	209	3	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.58	0.58	0.58
PHF Volume:	80	623	1	52	1004	51	86	1	256	5	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	623	1	52	1004	51	86	1	256	5	2	9
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1055	xxxx	xxxxx	624	xxxx	xxxxx	1579	1891	502	1388	1940	311
Potent Cap.:	668	xxxx	xxxxx	967	xxxx	xxxxx	75	71	520	104	66	690
Move Cap.:	668	xxxx	xxxxx	967	xxxx	xxxxx	63	59	520	45	55	690
Volume/Cap:	0.12	xxxx	xxxx	0.05	xxxx	xxxx	1.36	0.02	0.49	0.11	0.03	0.01
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	2.7	xxxx	xxxx	xxxxx
Control Del:	11.1	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	18.4	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	63	xxxx	xxxxx	xxxx	98	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	353.3	xxxx	xxxxx	xxxxx	48.3	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			103.3			48.3		
ApproachLOS:	*			*			F			E		

****

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

****

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
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:	18	18	18	18	18	18	28	28	28	28	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	86	819	7	26	440	63	43	1	71	2	4	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:	86	819	7	26	440	63	43	1	71	2	4	1
Added Vol:	0	56	0	0	27	3	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	875	7	26	467	66	46	1	71	2	4	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:	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83	0.50	0.50	0.50
PHF Volume:	99	1010	8	28	501	71	55	1	85	4	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1010	8	28	501	71	55	1	85	4	8	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:	99	1010	8	28	501	71	55	1	85	4	8	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.95	0.85	0.25	0.95	0.85	0.74	0.74	0.85	0.94	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.98	0.02	1.00	0.29	0.57	0.14
Final Sat.:	859	3610	1615	469	3610	1615	1378	30	1615	509	1018	255
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.01	0.06	0.14	0.04	0.04	0.04	0.05	0.01	0.01	0.01
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.70	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.17	0.40	0.01	0.08	0.20	0.06	0.17	0.17	0.23	0.03	0.03	0.03
Delay/Veh:	6.2	7.6	5.4	5.9	6.3	5.7	37.0	37.0	37.5	35.6	35.6	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:	6.2	7.6	5.4	5.9	6.3	5.7	37.0	37.0	37.5	35.6	35.6	35.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	8	0	0	3	1	2	2	3	0	0	0

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour - With Improvements

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

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	28	28	28	28	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	69	465	1	47	846	42	66	1	209	3	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	465	1	47	846	42	66	1	209	3	1	5
Added Vol:	0	75	0	0	67	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	540	1	47	913	46	70	1	209	3	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.58	0.58	0.58
PHF Volume:	80	623	1	52	1004	51	86	1	256	5	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	623	1	52	1004	51	86	1	256	5	2	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:	80	623	1	52	1004	51	86	1	256	5	2	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.95	0.85	0.38	0.95	0.85	0.73	0.73	0.85	0.88	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.99	0.01	1.00	0.33	0.11	0.56
Final Sat.:	422	3610	1615	714	3610	1615	1369	20	1615	555	185	926
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.00	0.07	0.28	0.03	0.06	0.06	0.16	0.01	0.01	0.01
Crit Moves:					****				****			
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.33	0.30	0.00	0.13	0.48	0.05	0.19	0.19	0.48	0.03	0.03	0.03
Delay/Veh:	10.2	9.3	7.6	8.4	10.7	7.9	20.6	20.6	23.4	19.3	19.3	19.3
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:	10.2	9.3	7.6	8.4	10.7	7.9	20.6	20.6	23.4	19.3	19.3	19.3
LOS by Move:	B	A	A	A	B	A	C	C	C	B	B	B
HCM2kAvgQ:	1	4	0	1	8	1	2	2	6	0	0	0

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

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
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:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	0	0	24	24	21	0	21	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	167	664	0	0	346	102	228	0	88	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	664	0	0	346	102	228	0	88	0	0	0
Added Vol:	0	53	0	0	24	3	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	717	0	0	370	105	231	0	88	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.88	0.88	0.88	0.78	0.78	0.78	1.00	1.00	1.00
PHF Volume:	181	779	0	0	422	120	296	0	113	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	779	0	0	422	120	296	0	113	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	779	0	0	422	120	296	0	113	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.00	0.00	0.22	0.07	0.20	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.15	0.51	0.00	0.00	0.36	0.36	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.67	0.81	0.00	0.00	0.62	0.21	0.65	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	33.5	18.9	0.0	0.0	19.5	15.1	23.0	0.0	17.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	18.9	0.0	0.0	19.5	15.1	23.0	0.0	17.2	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B	B	C	A	B	A	A	A
HCM2kAvgQ:	5	16	0	0	8	2	6	0	2	0	0	0

****

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

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Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7
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				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	24	0		0	24	24		21	0	21		0	0	0	
Lanes:	1 0	1 0	0		0 0	1 0	1		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	176	344	0		0	747	296		184	0	260		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	176	344	0		0	747	296		184	0	260		0	0	0	
Added Vol:	0	71	0		0	63	4		4	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	176	415	0		0	810	300		188	0	260		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.82	0.82	0.82		0.84	0.84	0.84		0.84	0.84	0.84		1.00	1.00	1.00	
PHF Volume:	214	505	0		0	961	356		224	0	310		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	214	505	0		0	961	356		224	0	310		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	214	505	0		0	961	356		224	0	310		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	1.00	0.85		0.77	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1900	1615		1461	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.27	0.00		0.00	0.51	0.22		0.15	0.00	0.19		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.13	0.67	0.00		0.00	0.54	0.54		0.21	0.00	0.21		0.00	0.00	0.00	
Volume/Cap:	0.93	0.40	0.00		0.00	0.93	0.41		0.73	0.00	0.91		0.00	0.00	0.00	
Delay/Veh:	84.2	7.6	0.0		0.0	35.6	13.7		45.4	0.0	66.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	84.2	7.6	0.0		0.0	35.6	13.7		45.4	0.0	66.5		0.0	0.0	0.0	
LOS by Move:	F	A	A		A	D	B		D	A	E		A	A	A	
HCM2kAvgQ:	10	7	0		0	32	6		8	0	13		0	0	0	

****

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

****

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Average Delay (sec/veh): 8.5 Worst Case Level Of Service: E[49.2]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	99	0	12	0	0	0	0	262	56	38	400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	12	0	0	0	0	262	56	38	400	0
Added Vol:	26	0	0	0	0	0	0	12	12	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	0	12	0	0	0	0	274	68	38	426	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:	0.66	0.66	0.66	1.00	1.00	1.00	0.73	0.73	0.73	0.82	0.82	0.82
PHF Volume:	189	0	18	0	0	0	0	376	93	46	519	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	189	0	18	0	0	0	0	376	93	46	519	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1034	xxxx	422	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	469	xxxx	xxxxx
Potent Cap.:	259	xxxx	636	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1103	xxxx	xxxxx
Move Cap.:	251	xxxx	636	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1103	xxxx	xxxxx
Volume/Cap:	0.75	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	5.4	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	52.9	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	F	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		49.2		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		E			*			*			*	

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

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Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

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Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: E[46.1]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	71	0	28	0	0	0	0	597	124	22	339	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:	71	0	28	0	0	0	0	597	124	22	339	0
Added Vol:	35	0	0	0	0	0	0	31	31	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	28	0	0	0	0	628	155	22	374	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:	0.83	0.83	0.83	1.00	1.00	1.00	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	127	0	34	0	0	0	0	665	164	26	436	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	127	0	34	0	0	0	0	665	164	26	436	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1235	xxxx	747	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	829	xxxx	xxxxx
Potent Cap.:	197	xxxx	416	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	811	xxxx	xxxxx
Move Cap.:	192	xxxx	416	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	811	xxxx	xxxxx
Volume/Cap:	0.66	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	4.0	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	54.4	xxxx	14.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx
LOS by Move:	F	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		46.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		E			*			*			*	

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

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Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
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:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	99	0	12	0	0	0	0	262	56	38	400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	12	0	0	0	0	262	56	38	400	0
Added Vol:	26	0	0	0	0	0	0	12	12	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	0	12	0	0	0	0	274	68	38	426	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:	0.66	0.66	0.66	1.00	1.00	1.00	0.73	0.73	0.73	0.82	0.82	0.82
PHF Volume:	189	0	18	0	0	0	0	376	93	46	519	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	0	18	0	0	0	0	376	93	46	519	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:	189	0	18	0	0	0	0	376	93	46	519	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.94	0.94	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.80	0.20	0.08	0.92	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1481	368	146	1641	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.01	0.00	0.00	0.00	0.00	0.25	0.25	0.32	0.32	0.00
Crit Moves:	****										****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.63	0.00
Volume/Cap:	0.50	0.00	0.04	0.00	0.00	0.00	0.00	0.40	0.40	0.50	0.50	0.00
Delay/Veh:	23.3	0.0	19.6	0.0	0.0	0.0	0.0	6.7	6.7	7.4	7.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	0.0	19.6	0.0	0.0	0.0	0.0	6.7	6.7	7.4	7.4	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	5	5	7	7	0

****

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

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Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour - With Improvements

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

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
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:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	71	0	28	0	0	0	0	597	124	22	339	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:	71	0	28	0	0	0	0	597	124	22	339	0
Added Vol:	35	0	0	0	0	0	0	31	31	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	28	0	0	0	0	628	155	22	374	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:	0.83	0.83	0.83	1.00	1.00	1.00	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	127	0	34	0	0	0	0	665	164	26	436	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	0	34	0	0	0	0	665	164	26	436	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:	127	0	34	0	0	0	0	665	164	26	436	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.94	0.94	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.80	0.20	0.06	0.94	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1483	366	99	1685	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.02	0.00	0.00	0.00	0.00	0.45	0.45	0.26	0.26	0.00
Crit Moves:	****							****				
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.74	0.74	0.74	0.74	0.00
Volume/Cap:	0.48	0.00	0.12	0.00	0.00	0.00	0.00	0.61	0.61	0.35	0.35	0.00
Delay/Veh:	38.2	0.0	34.5	0.0	0.0	0.0	0.0	6.9	6.9	4.7	4.7	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:	38.2	0.0	34.5	0.0	0.0	0.0	0.0	6.9	6.9	4.7	4.7	0.0
LOS by Move:	D	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	1	0	0	0	0	12	12	5	5	0

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

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: D[32.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	18	0	12	0	0	0	0	595	9	7	326	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:	18	0	12	0	0	0	0	595	9	7	326	0
Added Vol:	0	0	0	0	0	0	0	366	0	0	168	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	12	0	0	0	0	961	9	7	494	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:	0.68	0.68	0.68	1.00	1.00	1.00	0.96	0.96	0.96	0.90	0.90	0.90
PHF Volume:	27	0	18	0	0	0	0	1003	9	8	549	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	0	18	0	0	0	0	1003	9	8	549	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1568	xxxx	1003	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1013	xxxx	xxxxx
Potent Cap.:	123	xxxx	296	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	xxxxx
Move Cap.:	122	xxxx	296	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	xxxxx
Volume/Cap:	0.22	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	42.5	xxxx	17.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx
LOS by Move:	E	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		32.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		D			*			*			*	

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

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Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

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Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: F[83.5]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	15	0	10	0	0	0	0	357	46	15	561	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:	15	0	10	0	0	0	0	357	46	15	561	0
Added Vol:	0	0	0	0	0	0	0	491	0	0	434	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	10	0	0	0	0	848	46	15	995	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:	0.64	0.64	0.64	1.00	1.00	1.00	0.81	0.81	0.81	0.91	0.91	0.91
PHF Volume:	23	0	16	0	0	0	0	1047	57	17	1096	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	16	0	0	0	0	1047	57	17	1096	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2176	xxxx	1047	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1104	xxxx	xxxxx
Potent Cap.:	52	xxxx	280	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	640	xxxx	xxxxx
Move Cap.:	51	xxxx	280	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	640	xxxx	xxxxx
Volume/Cap:	0.46	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.7	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	126.7	xxxx	18.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx
LOS by Move:	F	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		83.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F			*			*			*	

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

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Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

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Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[19.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	18	0	12	0	0	0	0	595	9	7	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	12	0	0	0	0	595	9	7	0	0
Added Vol:	0	0	0	0	0	0	0	366	0	0	168	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	-168	0
Initial Fut:	18	0	12	0	0	0	0	961	9	7	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	1.00	1.00	1.00	0.96	0.96	0.96	0.90	0.90	0.90
PHF Volume:	27	0	18	0	0	0	0	1003	9	8	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	0	18	0	0	0	0	1003	9	8	0	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1019	xxxx	1003	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1013	xxxx	xxxxx
Potent Cap.:	265	xxxx	296	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	xxxxx
Move Cap.:	263	xxxx	296	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	20.2	xxxx	17.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx
LOS by Move:	C	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	19.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

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Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[20.5]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	15	0	10	0	0	0	0	357	46	15	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	10	0	0	0	0	357	46	15	0	0
Added Vol:	0	0	0	0	0	0	0	491	0	0	434	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	-434	0
Initial Fut:	15	0	10	0	0	0	0	848	46	15	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	1.00	1.00	1.00	0.81	0.81	0.81	0.91	0.91	0.91
PHF Volume:	23	0	16	0	0	0	0	1047	57	17	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	16	0	0	0	0	1047	57	17	0	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1080	xxxx	1047	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1104	xxxx	xxxxx
Potent Cap.:	244	xxxx	280	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	640	xxxx	xxxxx
Move Cap.:	239	xxxx	280	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	640	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	21.7	xxxx	18.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx
LOS by Move:	C	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	20.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

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Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
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:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	18	0	12	0	0	0	0	595	9	7	326	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:	18	0	12	0	0	0	0	595	9	7	326	0
Added Vol:	0	0	0	0	0	0	0	366	0	0	168	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	12	0	0	0	0	961	9	7	494	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:	0.68	0.68	0.68	1.00	1.00	1.00	0.96	0.96	0.96	0.90	0.90	0.90
PHF Volume:	27	0	18	0	0	0	0	1003	9	8	549	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	18	0	0	0	0	1003	9	8	549	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	0	18	0	0	0	0	1003	9	8	549	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	0.19	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1560	0	1615	0	0	0	0	1900	1615	353	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.53	0.01	0.02	0.15	0.00
Crit Moves:	****							****				
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.78	0.78	0.78	0.78	0.00
Volume/Cap:	0.11	0.00	0.07	0.00	0.00	0.00	0.00	0.67	0.01	0.03	0.19	0.00
Delay/Veh:	44.3	0.0	44.0	0.0	0.0	0.0	0.0	7.2	2.8	2.9	3.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	0.0	44.0	0.0	0.0	0.0	0.0	7.2	2.8	2.9	3.4	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	17	0	0	3	0

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

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Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
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:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	15	0	10	0	0	0	0	357	46	15	561	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:	15	0	10	0	0	0	0	357	46	15	561	0
Added Vol:	0	0	0	0	0	0	0	491	0	0	434	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	10	0	0	0	0	848	46	15	995	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:	0.64	0.64	0.64	1.00	1.00	1.00	0.81	0.81	0.81	0.91	0.91	0.91
PHF Volume:	23	0	16	0	0	0	0	1047	57	17	1096	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	16	0	0	0	0	1047	57	17	1096	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:	23	0	16	0	0	0	0	1047	57	17	1096	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	0.19	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1573	0	1615	0	0	0	0	1900	1615	361	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.55	0.04	0.05	0.58	0.00
Crit Moves:	****										****	
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.78	0.78	0.78	0.78	0.00
Volume/Cap:	0.10	0.00	0.06	0.00	0.00	0.00	0.00	0.70	0.04	0.06	0.74	0.00
Delay/Veh:	44.2	0.0	43.9	0.0	0.0	0.0	0.0	7.8	2.9	3.0	8.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	0.0	43.9	0.0	0.0	0.0	0.0	7.8	2.9	3.0	8.6	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	19	0	0	21	0

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

****

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #15 Soboba Road (NS) at Chabella Drive (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[16.5]

****

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:	1 0 0 1 0			1 0 1 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	9	283	3	5	191	9	7	1	36	10	1	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:	9	283	3	5	191	9	7	1	36	10	1	7
Added Vol:	0	73	0	0	158	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	356	3	5	349	9	7	1	36	10	1	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:	0.89	0.89	0.89	0.85	0.85	0.85	0.79	0.79	0.79	0.65	0.65	0.65
PHF Volume:	10	400	3	6	413	11	9	1	45	15	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	400	3	6	413	11	9	1	45	15	2	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	424	xxxx	xxxxx	403	xxxx	xxxxx	853	848	413	875	857	402
Potent Cap.:	1146	xxxx	xxxxx	1166	xxxx	xxxxx	281	300	643	272	297	653
Move Cap.:	1146	xxxx	xxxxx	1166	xxxx	xxxxx	273	296	643	249	293	653
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.03	0.00	0.07	0.06	0.01	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.1
Control Del:	8.2	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	11.0	xxxxx	xxxx	10.6
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	276	xxxx	xxxxx	253	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.6	xxxx	xxxxx	20.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	C	*	*
ApproachDel:	xxxxxx			xxxxxx			12.4			16.5		
ApproachLOS:	*			*			B			C		

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

****

Intersection #15 Soboba Road (NS) at Chabella Drive (EW)

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[20.4]

****

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:	1 0 0 1 0			1 0 1 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	29	205	10	7	329	10	3	1	15	4	1	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:	29	205	10	7	329	10	3	1	15	4	1	3
Added Vol:	0	188	0	0	212	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	393	10	7	541	10	3	1	15	4	1	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:	0.90	0.90	0.90	0.92	0.92	0.92	0.80	0.80	0.80	0.75	0.75	0.75
PHF Volume:	32	436	11	8	587	11	4	1	19	5	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	436	11	8	587	11	4	1	19	5	1	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	598	xxxx	xxxxx	447	xxxx	xxxxx	1111	1114	587	1124	1119	441
Potent Cap.:	988	xxxx	xxxxx	1124	xxxx	xxxxx	188	210	513	184	209	620
Move Cap.:	988	xxxx	xxxxx	1124	xxxx	xxxxx	180	202	513	172	200	620
Volume/Cap:	0.03	xxxx	xxxx	0.01	xxxx	xxxx	0.02	0.01	0.04	0.03	0.01	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.0
Control Del:	8.8	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	12.3	xxxxx	xxxx	10.8
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	185	xxxx	xxxxx	177	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	25.0	xxxx	xxxxx	26.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	D	*	*
ApproachDel:	xxxxxx			xxxxxx			15.0			20.4		
ApproachLOS:	*			*			B			C		

****

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

****

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #16 Soboba Road (NS) at Project North Entrance (NS)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.334
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
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:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	18	0		0	18	18		18	0	18		0	0	0	
Lanes:	1 0	1 0	0		0 0	1 0	1		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	0	108	0		0	163	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	108	0		0	163	0		0	0	0		0	0	0	
Added Vol:	187	23	0		0	34	124		50	0	75		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	187	131	0		0	197	124		50	0	75		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	197	138	0		0	207	131		53	0	79		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	197	138	0		0	207	131		53	0	79		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	197	138	0		0	207	131		53	0	79		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	1.00	0.85		0.82	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1900	1615		1560	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.07	0.00		0.00	0.11	0.08		0.03	0.00	0.05		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.20	0.50	0.00		0.00	0.30	0.30		0.30	0.00	0.30		0.00	0.00	0.00	
Volume/Cap:	0.55	0.15	0.00		0.00	0.36	0.27		0.11	0.00	0.16		0.00	0.00	0.00	
Delay/Veh:	23.3	8.2	0.0		0.0	16.9	16.3		15.3	0.0	15.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.3	8.2	0.0		0.0	16.9	16.3		15.3	0.0	15.6		0.0	0.0	0.0	
LOS by Move:	C	A	A		A	B	B		B	A	B		A	A	A	
HCM2kAvgQ:	4	1	0		0	3	2		1	0	1		0	0	0	

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #16 Soboba Road (NS) at Project North Entrance (NS)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
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:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	0	0	18	18	18	0	18	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	207	0	0	325	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	207	0	0	325	0	0	0	0	0	0	0
Added Vol:	247	44	0	0	47	165	144	0	216	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	251	0	0	372	165	144	0	216	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	260	264	0	0	392	174	152	0	227	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	264	0	0	392	174	152	0	227	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	264	0	0	392	174	152	0	227	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.00	0.00	0.21	0.11	0.10	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.20	0.50	0.00	0.00	0.30	0.30	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.72	0.28	0.00	0.00	0.69	0.36	0.35	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	29.3	8.9	0.0	0.0	22.0	16.9	16.9	0.0	17.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	8.9	0.0	0.0	22.0	16.9	16.9	0.0	17.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	B	B	A	B	A	A	A
HCM2kAvgQ:	6	3	0	0	8	3	2	0	4	0	0	0

****

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

****

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Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #17 Soboba Road (NS) at Project South Entrance (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 12 (Y+R=4.0 sec) 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:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	0	0	18	18	18	0	18	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	108	0	0	163	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	108	0	0	163	0	0	0	0	0	0	0
Added Vol:	249	185	0	0	47	62	25	0	100	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	293	0	0	210	62	25	0	100	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	262	308	0	0	221	65	26	0	105	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	308	0	0	221	65	26	0	105	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	308	0	0	221	65	26	0	105	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.86	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1626	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.00	0.00	0.12	0.04	0.02	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.26	0.54	0.00	0.00	0.28	0.28	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.56	0.30	0.00	0.00	0.42	0.15	0.06	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	22.2	8.4	0.0	0.0	19.8	17.9	17.3	0.0	18.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	8.4	0.0	0.0	19.8	17.9	17.3	0.0	18.5	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	5	3	0	0	4	1	0	0	2	0	0	0

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour - With Improvements

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

Intersection #17 Soboba Road (NS) at Project South Entrance (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 12 (Y+R=4.0 sec) 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:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	0	0	18	18	18	0	18	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	207	0	0	325	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	207	0	0	325	0	0	0	0	0	0	0
Added Vol:	330	219	0	0	181	82	72	0	288	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	426	0	0	506	82	72	0	288	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	347	448	0	0	533	86	76	0	303	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	448	0	0	533	86	76	0	303	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	347	448	0	0	533	86	76	0	303	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.79	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1493	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.24	0.00	0.00	0.28	0.05	0.05	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.24	0.60	0.00	0.00	0.36	0.36	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.79	0.39	0.00	0.00	0.79	0.15	0.21	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	35.7	8.1	0.0	0.0	27.8	16.6	23.1	0.0	36.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	8.1	0.0	0.0	27.8	16.6	23.1	0.0	36.6	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	B	C	A	D	A	A	A
HCM2kAvgQ:	10	6	0	0	13	1	2	0	9	0	0	0

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

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour

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

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Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

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Cycle (sec):	100	Critical Vol./Cap.(X):	1.130
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.7
Optimal Cycle:	0	Level Of Service:	F

****

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	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	187	23	1	1	84	79	85	1	290	1	1	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:	187	23	1	1	84	79	85	1	290	1	1	1
Added Vol:	-8	-2	0	0	-29	176	435	0	-70	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	21	1	1	55	255	520	1	220	1	1	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:	0.93	0.93	0.93	0.82	0.82	0.82	0.85	0.85	0.85	1.00	1.00	1.00
PHF Volume:	193	23	1	1	67	310	609	1	258	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	23	1	1	67	310	609	1	258	1	1	1
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:	193	23	1	1	67	310	609	1	258	1	1	1
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:	0.89	0.10	0.01	0.01	0.17	0.82	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	480	56	3	2	111	514	539	1	658	158	158	158
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.60	0.60	0.60	1.13	1.13	0.39	0.01	0.01	0.01
Crit Moves:		****		****			****			****		
Delay/Veh:	13.9	13.9	13.9	16.9	16.9	16.9	103.8	104	11.6	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:	13.9	13.9	13.9	16.9	16.9	16.9	103.8	104	11.6	9.9	9.9	9.9
LOS by Move:	B	B	B	C	C	C	F	F	B	A	A	A
ApproachDel:		13.9			16.9			76.4			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.9			16.9			76.4			9.9	
LOS by Appr:		B			C			F			A	
AllWayAvgQ:	0.6	0.6	0.6	1.4	1.4	1.4	14.2	14.2	0.6	0.0	0.0	0.0

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.588
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	179.4
Optimal Cycle:	0	Level Of Service:	F

****

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	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	333	101	1	1	148	177	106	1	377	1	1	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:	333	101	1	1	148	177	106	1	377	1	1	1
Added Vol:	-71	-29	0	0	-35	505	577	0	-86	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	72	1	1	113	682	683	1	291	1	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91	1.00	1.00	1.00
PHF Volume:	276	76	1	1	118	715	750	1	319	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	76	1	1	118	715	750	1	319	1	1	1
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:	276	76	1	1	118	715	750	1	319	1	1	1
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:	0.78	0.21	0.01	0.01	0.14	0.85	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	401	110	2	1	85	513	472	1	561	135	135	135
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	1.39	1.39	1.39	1.59	1.59	0.57	0.01	0.01	0.01
Crit Moves:		****			****		****			****		
Delay/Veh:	24.1	24.1	24.1	204.8	205	204.8	294.0	294	17.2	11.4	11.4	11.4
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:	24.1	24.1	24.1	204.8	205	204.8	294.0	294	17.2	11.4	11.4	11.4
LOS by Move:	C	C	C	F	F	F	F	F	C	B	B	B
ApproachDel:		24.1			204.8			211.4			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.1			204.8			211.4			11.4	
LOS by Appr:		C			F			F			B	
AllWayAvgQ:	2.0	2.0	2.0	32.6	32.6	32.6	37.3	37.3	1.3	0.0	0.0	0.0

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Alternative 1
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec):	75	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.7
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	0 1	0 0	2	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	187	23	1	1	84	79	85	1	290	1	1	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:	187	23	1	1	84	79	85	1	290	1	1	1
Added Vol:	-8	-2	0	0	-29	176	435	0	-70	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	21	1	1	55	255	520	1	220	1	1	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:	0.93	0.93	0.93	0.82	0.82	0.82	0.85	0.85	0.85	1.00	1.00	1.00
PHF Volume:	193	23	1	1	67	310	609	1	258	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	23	1	1	67	310	609	1	258	1	1	1
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:	193	23	1	1	67	310	609	1	258	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.99	0.99	1.00	1.00	0.75	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	0.95	0.05	0.02	0.98	2.00	1.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	1355	1801	86	34	1862	2842	3611	7	1615	595	595	595
Capacity Analysis Module:												
Vol/Sat:	0.14	0.01	0.01	0.04	0.04	0.11	0.17	0.17	0.16	0.00	0.00	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.30	0.30	0.30	0.24	0.24	0.24
Volume/Cap:	0.57	0.05	0.05	0.14	0.14	0.44	0.57	0.57	0.54	0.01	0.01	0.01
Delay/Veh:	26.9	21.4	21.4	22.0	22.0	24.1	23.1	23.1	23.3	21.7	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	21.4	21.4	22.0	22.0	24.1	23.1	23.1	23.3	21.7	21.7	21.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	0	0	1	1	4	7	7	6	0	0	0

****

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

****

Horseshoe Grande Property - Alternative 1
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.0
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	0 1	0 0	2	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	333	101	1	1	148	177	106	1	377	1	1	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:	333	101	1	1	148	177	106	1	377	1	1	1
Added Vol:	-71	-29	0	0	-35	505	577	0	-86	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	72	1	1	113	682	683	1	291	1	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91	1.00	1.00	1.00
PHF Volume:	276	76	1	1	118	715	750	1	319	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	76	1	1	118	715	750	1	319	1	1	1
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:	276	76	1	1	118	715	750	1	319	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	1.00	1.00	1.00	0.75	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	0.99	0.01	0.01	0.99	2.00	1.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	1284	1870	26	17	1881	2842	3612	5	1615	595	595	595
Capacity Analysis Module:												
Vol/Sat:	0.22	0.04	0.04	0.06	0.06	0.25	0.21	0.21	0.20	0.00	0.00	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.28	0.28	0.28	0.20	0.20	0.20
Volume/Cap:	0.63	0.12	0.12	0.18	0.18	0.74	0.74	0.74	0.70	0.01	0.01	0.01
Delay/Veh:	27.9	20.5	20.5	21.0	21.0	29.1	32.2	32.2	33.9	28.9	28.9	28.9
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:	27.9	20.5	20.5	21.0	21.0	29.1	32.2	32.2	33.9	28.9	28.9	28.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	7	1	1	2	2	11	11	11	9	0	0	0

****

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

****

Opening Year (2010) With Project – Alternative 2

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	35	470	7	219	315	158	333	197	22	3	223	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	470	7	219	315	158	333	197	22	3	223	280
Added Vol:	0	0	0	12	0	0	0	12	0	0	7	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	470	7	231	315	158	333	209	22	3	230	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	39	518	8	254	347	174	374	235	25	3	260	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	518	8	254	347	174	374	235	25	3	260	324
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:	39	518	8	254	347	174	374	235	25	3	260	324
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.00	0.07	0.10	0.11	0.11	0.07	0.02	0.00	0.07	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.29	0.41	0.11	0.29	0.43	0.14	0.32	0.42	0.11	0.29	0.40
Volume/Cap:	0.10	0.49	0.01	0.69	0.33	0.25	0.78	0.20	0.04	0.01	0.24	0.50
Delay/Veh:	38.6	27.9	16.7	46.5	26.3	17.4	47.7	23.7	16.1	37.4	25.6	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	27.9	16.7	46.5	26.3	17.4	47.7	23.7	16.1	37.4	25.6	22.0
LOS by Move:	D	C	B	D	C	B	D	C	B	D	C	C
HCM2kAvgQ:	1	7	0	5	4	3	7	3	0	0	3	7

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

Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.1
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:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	44	372	9	401	697	429	230	327	55	4	228	260
Growth Adj:	1.00	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	372	9	401	697	429	230	327	55	4	228	260
Added Vol:	0	0	0	9	0	0	0	9	0	0	12	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	372	9	410	697	429	230	336	55	4	240	272
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	0.95	0.95	0.95	0.97	0.97	0.97	0.76	0.76	0.76
PHF Volume:	48	405	10	432	734	452	238	348	57	5	316	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	405	10	432	734	452	238	348	57	5	316	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	405	10	432	734	452	238	348	57	5	316	358
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.01	0.12	0.20	0.28	0.07	0.10	0.04	0.00	0.09	0.22
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.28	0.38	0.18	0.34	0.44	0.10	0.28	0.40	0.10	0.28	0.46
Volume/Cap:	0.11	0.40	0.02	0.68	0.60	0.64	0.68	0.34	0.09	0.02	0.31	0.48
Delay/Veh:	39.3	29.5	19.3	41.5	28.3	23.8	48.8	28.9	18.7	40.6	28.6	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	29.5	19.3	41.5	28.3	23.8	48.8	28.9	18.7	40.6	28.6	19.2
LOS by Move:	D	C	B	D	C	C	D	C	B	D	C	B
HCM2kAvgQ:	1	5	0	8	10	11	5	5	1	0	4	8

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

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Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Average Delay (sec/veh): 14.3 Worst Case Level Of Service: F[184.0]

****

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:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	1	550	14	118	200	1	1	1	1	14	1	291
Growth Adj:	1.00	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	550	14	118	200	1	1	1	1	14	1	291
Added Vol:	0	0	0	72	0	0	0	0	0	0	0	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	550	14	190	200	1	1	1	1	14	1	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.86	0.86	0.86	1.00	1.00	1.00	0.88	0.88	0.88
PHF Volume:	1	716	18	220	232	1	1	1	1	16	1	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	716	18	220	232	1	1	1	1	16	1	377
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	233	xxxx	xxxxx	734	xxxx	xxxxx	1590	1410	232	1402	1401	725
Potent Cap.:	1347	xxxx	xxxxx	880	xxxx	xxxxx	88	140	812	119	141	428
Move Cap.:	1347	xxxx	xxxxx	880	xxxx	xxxxx	8	105	812	95	106	428
Volume/Cap:	0.00	xxxx	xxxx	0.25	xxxx	xxxx	0.12	0.01	0.00	0.17	0.01	0.88
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	9.1
Control Del:	7.7	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	50.3
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	F
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	23	xxxxx	96	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.6	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	184	xxxxx	50.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			184.0			50.3		
ApproachLOS:	*			*			F			F		

****

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

****

Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: F[89.7]

****

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:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	1	370	13	302	526	1	1	1	2	20	2	192
Growth Adj:	1.00	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	370	13	302	526	1	1	1	2	20	2	192
Added Vol:	0	0	0	54	0	0	0	0	0	0	0	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	370	13	356	526	1	1	1	2	20	2	265
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	0.92	0.92	0.92	0.38	0.38	0.38	0.85	0.85	0.85
PHF Volume:	1	416	15	386	570	1	3	3	5	24	2	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	416	15	386	570	1	3	3	5	24	2	311
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	572	xxxx	xxxxx	430	xxxx	xxxxx	1925	1776	571	1773	1769	423
Potent Cap.:	1011	xxxx	xxxxx	1140	xxxx	xxxxx	51	84	524	65	84	635
Move Cap.:	1011	xxxx	xxxxx	1140	xxxx	xxxxx	19	55	524	46	56	635
Volume/Cap:	0.00	xxxx	xxxx	0.34	xxxx	xxxx	0.14	0.05	0.01	0.51	0.04	0.49
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2.7
Control Del:	8.6	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.0
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	53	xxxxx	47	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	2.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	89.7	xxxxx	152.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			89.7			26.4		
ApproachLOS:	*			*			F			D		

****

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

****

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.3
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	550	14	118	200	1	1	1	1	14	1	291
Growth Adj:	1.00	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	550	14	118	200	1	1	1	1	14	1	291
Added Vol:	0	0	0	72	0	0	0	0	0	0	0	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	550	14	190	200	1	1	1	1	14	1	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.86	0.86	0.86	1.00	1.00	1.00	0.88	0.88	0.88
PHF Volume:	1	716	18	220	232	1	1	1	1	16	1	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	716	18	220	232	1	1	1	1	16	1	377
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	716	18	220	232	1	1	1	1	16	1	377
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	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Lanes:	1.00	0.98	0.02	1.00	0.99	0.01	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1805	1845	47	1805	1889	9	584	584	584	1514	108	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.12	0.12	0.12	0.00	0.00	0.00	0.01	0.01	0.23
Crit Moves:		****		****								****
Green/Cycle:	0.21	0.44	0.44	0.14	0.37	0.37	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.00	0.89	0.89	0.89	0.33	0.33	0.01	0.01	0.01	0.04	0.04	0.89
Delay/Veh:	23.7	30.6	30.6	60.9	17.2	17.2	20.4	20.4	20.4	20.6	20.6	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	30.6	30.6	60.9	17.2	17.2	20.4	20.4	20.4	20.6	20.6	45.9
LOS by Move:	C	C	C	E	B	B	C	C	C	C	C	D
HCM2kAvgQ:	0	19	19	8	4	4	0	0	0	0	0	12

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

Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	370	13	302	526	1	1	1	2	20	2	192
Growth Adj:	1.00	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	370	13	302	526	1	1	1	2	20	2	192
Added Vol:	0	0	0	54	0	0	0	0	0	0	0	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	370	13	356	526	1	1	1	2	20	2	265
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	0.92	0.92	0.92	0.38	0.38	0.38	0.85	0.85	0.85
PHF Volume:	1	416	15	386	570	1	3	3	5	24	2	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	416	15	386	570	1	3	3	5	24	2	311
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	416	15	386	570	1	3	3	5	24	2	311
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	1.00	0.90	0.90	0.90	0.83	0.83	0.85
Lanes:	1.00	0.97	0.03	1.00	0.99	0.01	0.25	0.25	0.50	0.91	0.09	1.00
Final Sat.:	1805	1826	64	1805	1896	4	428	428	856	1434	143	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.21	0.30	0.30	0.01	0.01	0.01	0.02	0.02	0.19
Crit Moves:		****		****								****
Green/Cycle:	0.18	0.29	0.29	0.28	0.39	0.39	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.00	0.77	0.77	0.77	0.78	0.78	0.02	0.02	0.02	0.06	0.06	0.75
Delay/Veh:	23.3	29.2	29.2	30.6	24.0	24.0	19.5	19.5	19.5	19.7	19.7	31.4
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:	23.3	29.2	29.2	30.6	24.0	24.0	19.5	19.5	19.5	19.7	19.7	31.4
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	C
HCM2kAvgQ:	0	11	11	10	13	13	0	0	0	0	0	8

****

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

****

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.9
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	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	249	467	64	76	310	41	117	186	277	158	334	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	467	64	76	310	41	117	186	277	158	334	213
Added Vol:	0	0	0	0	0	0	0	24	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	467	64	76	310	41	117	210	277	158	347	213
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:	0.79	0.79	0.79	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88
PHF Volume:	316	592	81	83	338	45	128	230	303	181	397	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	592	81	83	338	45	128	230	303	181	397	243
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:	316	592	81	83	338	45	128	230	303	181	397	243
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	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3118	427	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.19	0.05	0.09	0.03	0.07	0.06	0.19	0.10	0.11	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.20	0.36	0.36	0.13	0.28	0.28	0.10	0.24	0.24	0.12	0.25	0.25
Volume/Cap:	0.86	0.53	0.53	0.36	0.33	0.10	0.68	0.26	0.78	0.86	0.44	0.60
Delay/Veh:	56.4	26.0	26.0	40.9	28.8	26.8	52.5	31.0	45.4	71.4	31.8	35.4
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:	56.4	26.0	26.0	40.9	28.8	26.8	52.5	31.0	45.4	71.4	31.8	35.4
LOS by Move:	E	C	C	D	C	C	D	C	D	E	C	D
HCM2kAvgQ:	12	9	9	3	4	1	5	3	11	8	6	7

****

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

****

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Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.7
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	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	277	513	70	199	508	52	91	465	377	145	258	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	513	70	199	508	52	91	465	377	145	258	107
Added Vol:	0	0	0	0	0	0	0	18	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	513	70	199	508	52	91	483	377	145	282	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.88	0.88	0.88	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	290	535	73	225	575	59	97	515	402	168	326	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	535	73	225	575	59	97	515	402	168	326	124
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:	290	535	73	225	575	59	97	515	402	168	326	124
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	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3119	426	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.17	0.12	0.16	0.04	0.05	0.14	0.25	0.09	0.09	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.19	0.31	0.31	0.14	0.27	0.27	0.12	0.29	0.29	0.11	0.28	0.28
Volume/Cap:	0.86	0.56	0.56	0.87	0.60	0.14	0.46	0.50	0.86	0.86	0.32	0.27
Delay/Veh:	61.7	31.0	31.0	68.7	34.6	29.4	44.9	31.4	50.9	77.0	30.2	29.9
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:	61.7	31.0	31.0	68.7	34.6	29.4	44.9	31.4	50.9	77.0	30.2	29.9
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	12	9	9	10	9	1	3	8	15	8	4	3

****

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

****

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 12 (Y+R=4.0 sec) 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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		1 0 1	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	56	282	75	79	217	125	116	624	65	46	725	59
Growth Adj:	1.00	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	282	75	79	217	125	116	624	65	46	725	59
Added Vol:	0	0	12	0	0	0	0	51	0	7	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	282	87	79	217	125	116	675	65	53	750	59
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	0.88	0.88	0.88	0.86	0.86	0.86	0.95	0.95	0.95
PHF Volume:	60	301	93	90	247	142	135	787	76	56	787	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	301	93	90	247	142	135	787	76	56	787	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	301	93	90	247	142	135	787	76	56	787	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.92	0.92	0.49	1.00	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.53	0.47	1.00	1.00	1.00	1.00	1.82	0.18	1.00	1.85	0.15
Final Sat.:	946	2662	821	929	1900	1615	1805	3250	313	1805	3310	260
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.10	0.13	0.09	0.07	0.24	0.24	0.03	0.24	0.24
Crit Moves:					****		****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.13	0.36	0.36	0.13	0.36	0.36
Volume/Cap:	0.18	0.31	0.31	0.27	0.36	0.25	0.58	0.67	0.67	0.24	0.66	0.66
Delay/Veh:	17.4	18.2	18.2	18.2	18.8	17.8	35.8	22.6	22.6	31.1	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	18.2	18.2	18.2	18.8	17.8	35.8	22.6	22.6	31.1	22.3	22.3
LOS by Move:	B	B	B	B	B	B	D	C	C	C	C	C
HCM2kAvgQ:	1	4	4	2	5	2	4	10	10	1	10	10

****

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

****

Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.8
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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	75	234	79	112	287	206	102	1070	94	91	1034	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	234	79	112	287	206	102	1070	94	91	1034	77
Added Vol:	0	0	9	0	0	0	0	33	0	12	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	234	88	112	287	206	102	1103	94	103	1083	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.94	0.94	0.94	0.95	0.95	0.95	0.96	0.96	0.96
PHF Volume:	85	265	100	119	305	219	108	1166	99	107	1127	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	265	100	119	305	219	108	1166	99	107	1127	80
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:	85	265	100	119	305	219	108	1166	99	107	1127	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.91	0.91	0.47	1.00	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.45	0.55	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.87	0.13
Final Sat.:	665	2516	946	897	1900	1615	1805	3287	280	1805	3337	237
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.11	0.13	0.16	0.14	0.06	0.35	0.35	0.06	0.34	0.34
Crit Moves:					****			****		****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.14	0.47	0.47	0.11	0.44	0.44
Volume/Cap:	0.43	0.36	0.36	0.45	0.54	0.46	0.43	0.75	0.75	0.56	0.77	0.77
Delay/Veh:	28.6	26.6	26.6	28.5	29.2	28.0	38.8	22.3	22.3	44.3	24.7	24.7
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:	28.6	26.6	26.6	28.5	29.2	28.0	38.8	22.3	22.3	44.3	24.7	24.7
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	5	5	3	8	6	3	17	17	4	17	17

****

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

****

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Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec):	85	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.2
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	235	231	41	15	333	21	13	125	243	24	91	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	231	41	15	333	21	13	125	243	24	91	11
Added Vol:	0	0	87	24	0	0	0	0	0	45	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	231	128	39	333	21	13	125	243	69	91	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93
PHF Volume:	272	267	148	48	406	26	15	148	288	75	98	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	267	148	48	406	26	15	148	288	75	98	26
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:	272	267	148	48	406	26	15	148	288	75	98	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.99	0.99	0.97	0.97	0.85	0.80	0.80	0.80
Lanes:	1.25	0.48	0.27	1.00	0.94	0.06	0.09	0.91	1.00	0.37	0.50	0.13
Final Sat.:	2249	875	485	1805	1771	112	173	1666	1615	570	752	198
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.03	0.23	0.23	0.09	0.09	0.18	0.13	0.13	0.13
Crit Moves:		****			****				****			
Green/Cycle:	0.35	0.35	0.35	0.26	0.26	0.26	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.35	0.87	0.87	0.10	0.87	0.87	0.36	0.36	0.72	0.53	0.53	0.53
Delay/Veh:	20.6	36.5	36.5	23.9	45.7	45.7	26.9	26.9	35.6	29.1	29.1	29.1
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:	20.6	36.5	36.5	23.9	45.7	45.7	26.9	26.9	35.6	29.1	29.1	29.1
LOS by Move:	C	D	D	C	D	D	C	C	D	C	C	C
HCM2kAvgQ:	4	17	17	1	14	14	4	4	8	5	5	5

****

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

****

Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 1.134
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 77.3
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	315	268	84	40	321	35	36	192	315	88	165	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	268	84	40	321	35	36	192	315	88	165	27
Added Vol:	0	0	60	18	0	0	0	0	0	85	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	268	144	58	321	35	36	192	315	173	165	51
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:	0.79	0.79	0.79	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92
PHF Volume:	398	338	182	65	361	39	39	206	338	188	180	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	338	182	65	361	39	39	206	338	188	180	55
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:	398	338	182	65	361	39	39	206	338	188	180	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.99	0.99	0.89	0.89	0.85	0.59	0.59	0.59
Lanes:	1.28	0.47	0.25	1.00	0.90	0.10	0.16	0.84	1.00	0.45	0.42	0.13
Final Sat.:	2303	849	456	1805	1688	184	268	1429	1615	498	475	147
Capacity Analysis Module:												
Vol/Sat:	0.17	0.40	0.40	0.04	0.21	0.21	0.14	0.14	0.21	0.38	0.38	0.38
Crit Moves:			****		****						****	
Green/Cycle:	0.35	0.35	0.35	0.19	0.19	0.19	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.49	1.14	1.14	0.19	1.13	1.13	0.43	0.43	0.63	1.14	1.14	1.14
Delay/Veh:	24.4	107	106.6	32.6	126	126.1	25.2	25.2	29.1	120.3	120	120.3
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:	24.4	107	106.6	32.6	126	126.1	25.2	25.2	29.1	120.3	120	120.3
LOS by Move:	C	F	F	C	F	F	C	C	C	F	F	F
HCM2kAvgQ:	7	35	35	2	21	21	6	6	9	22	22	22

****

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

****

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9
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			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	235	231	41	15	333	21	13	125	243	24	91	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	231	41	15	333	21	13	125	243	24	91	11
Added Vol:	0	0	87	24	0	0	0	0	0	45	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	231	128	39	333	21	13	125	243	69	91	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93
PHF Volume:	272	267	148	48	406	26	15	148	288	75	98	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	267	148	48	406	26	15	148	288	75	98	26
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:	272	267	148	48	406	26	15	148	288	75	98	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.99	0.99	0.97	0.97	0.85	0.57	0.97	0.97
Lanes:	1.25	0.48	0.27	1.00	0.94	0.06	0.09	0.91	1.00	1.00	0.79	0.21
Final Sat.:	2249	875	485	1805	1771	112	174	1675	1615	1091	1457	384
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.03	0.23	0.23	0.09	0.09	0.18	0.07	0.07	0.07
Crit Moves:		****			****				****			
Green/Cycle:	0.35	0.35	0.35	0.26	0.26	0.26	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.35	0.87	0.87	0.10	0.87	0.87	0.36	0.36	0.72	0.28	0.27	0.27
Delay/Veh:	20.6	36.5	36.5	23.9	45.7	45.7	26.9	26.9	35.6	26.4	26.2	26.2
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:	20.6	36.5	36.5	23.9	45.7	45.7	26.9	26.9	35.6	26.4	26.2	26.2
LOS by Move:	C	D	D	C	D	D	C	C	D	C	C	C
HCM2kAvgQ:	4	17	17	1	14	14	4	4	8	2	3	3

****

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

****

Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 47.6
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	315	268	84	40	321	35	36	192	315	88	165	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	268	84	40	321	35	36	192	315	88	165	27
Added Vol:	0	0	60	18	0	0	0	0	0	85	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	268	144	58	321	35	36	192	315	173	165	51
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:	0.79	0.79	0.79	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92
PHF Volume:	398	338	182	65	361	39	39	206	338	188	180	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	338	182	65	361	39	39	206	338	188	180	55
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:	398	338	182	65	361	39	39	206	338	188	180	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.99	0.99	0.90	0.90	0.85	0.43	0.97	0.97
Lanes:	1.28	0.47	0.25	1.00	0.90	0.10	0.16	0.84	1.00	1.00	0.76	0.24
Final Sat.:	2303	849	456	1805	1688	184	270	1440	1615	813	1401	433
Capacity Analysis Module:												
Vol/Sat:	0.17	0.40	0.40	0.04	0.21	0.21	0.14	0.14	0.21	0.23	0.13	0.13
Crit Moves:			****		****					****		
Green/Cycle:	0.40	0.40	0.40	0.21	0.21	0.21	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.43	1.00	1.00	0.17	1.00	1.00	0.58	0.58	0.85	0.94	0.52	0.52
Delay/Veh:	18.8	55.6	55.6	27.5	78.7	78.7	30.1	30.1	45.8	77.2	28.7	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:	18.8	55.6	55.6	27.5	78.7	78.7	30.1	30.1	45.8	77.2	28.7	28.7
LOS by Move:	B	E	E	C	E	E	C	C	D	E	C	C
HCM2kAvgQ:	6	27	27	1	17	17	6	6	11	8	6	6

****

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

****

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.4
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 2	0 1		1 0 1	1 0		1 0 2	0 1		1 0 1	1 0	
Volume Module:												
Base Vol:	120	363	84	99	353	114	81	326	165	96	388	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	363	84	99	353	114	81	326	165	96	388	74
Added Vol:	0	75	0	0	38	7	12	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	438	84	99	391	121	93	326	165	96	388	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.84	0.84	0.84	0.83	0.83	0.83
PHF Volume:	128	467	90	114	450	139	111	389	197	116	469	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	467	90	114	450	139	111	389	197	116	469	89
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:	128	467	90	114	450	139	111	389	197	116	469	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	2660	823	1805	3610	1615	1805	2959	564
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.06	0.06	0.17	0.17	0.06	0.11	0.12	0.06	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30
Volume/Cap:	0.65	0.43	0.18	0.58	0.56	0.56	0.56	0.35	0.40	0.59	0.52	0.52
Delay/Veh:	46.9	25.8	23.7	43.4	27.5	27.5	42.7	25.1	25.9	43.8	26.9	26.9
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:	46.9	25.8	23.7	43.4	27.5	27.5	42.7	25.1	25.9	43.8	26.9	26.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	6	2	4	8	8	4	5	5	4	7	7

****

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

****

Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.6
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 2	0 1		1 0 1	1 0		1 0 2	0 1		1 0 1	1 0	
Volume Module:												
Base Vol:	201	578	139	180	532	103	140	520	198	160	430	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	578	139	180	532	103	140	520	198	160	430	82
Added Vol:	0	51	0	0	73	12	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	629	139	180	605	115	149	520	198	160	430	82
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	0.98	0.98	0.98	0.97	0.97	0.97	0.93	0.93	0.93
PHF Volume:	211	661	146	184	618	117	154	536	204	172	462	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	661	146	184	618	117	154	536	204	172	462	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
FinalVolume:	211	661	146	184	618	117	154	536	204	172	462	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	2961	563	1805	3610	1615	1805	2959	564
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.09	0.10	0.21	0.21	0.09	0.15	0.13	0.10	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.32	0.32	0.11	0.29	0.29	0.11	0.29	0.29	0.11	0.29	0.29
Volume/Cap:	0.85	0.58	0.28	0.90	0.71	0.71	0.81	0.50	0.43	0.91	0.53	0.53
Delay/Veh:	64.1	27.8	24.6	77.5	32.1	32.1	63.6	28.1	27.7	81.8	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	27.8	24.6	77.5	32.1	32.1	63.6	28.1	27.7	81.8	28.5	28.5
LOS by Move:	E	C	C	E	C	C	E	C	C	F	C	C
HCM2kAvgQ:	9	9	3	8	11	11	7	7	5	8	7	7

****

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

****

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 0	1 0		1 0 1	0 1	
Volume Module:												
Base Vol:	59	399	39	30	458	76	62	217	75	45	283	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	399	39	30	458	76	62	217	75	45	283	62
Added Vol:	0	75	0	0	38	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	474	39	30	496	76	62	217	75	45	283	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.91	0.91	0.91	0.87	0.87	0.87	0.92	0.92	0.92
PHF Volume:	76	609	50	33	546	84	71	249	86	49	307	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	609	50	33	546	84	71	249	86	49	307	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	609	50	33	546	84	71	249	86	49	307	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.47	0.96	0.96	0.44	1.00	0.85
Lanes:	1.00	1.85	0.15	1.00	1.73	0.27	1.00	0.74	0.26	1.00	1.00	1.00
Final Sat.:	1805	3299	271	1805	3068	470	901	1357	469	844	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.02	0.18	0.18	0.08	0.18	0.18	0.06	0.16	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.14	0.28	0.28	0.15	0.29	0.29	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.29	0.67	0.67	0.12	0.62	0.62	0.20	0.46	0.46	0.14	0.40	0.10
Delay/Veh:	27.5	24.3	24.3	25.8	22.9	22.9	14.0	15.9	15.9	13.6	15.4	13.2
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:	27.5	24.3	24.3	25.8	22.9	22.9	14.0	15.9	15.9	13.6	15.4	13.2
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	2	8	8	1	7	7	1	6	6	1	5	1

****

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

****

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Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	87	667	74	54	561	92	123	310	84	57	224	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	667	74	54	561	92	123	310	84	57	224	63
Added Vol:	0	51	0	0	73	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	718	74	54	634	92	123	310	84	57	224	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.90	0.90	0.90	0.82	0.82	0.82	0.95	0.95	0.95
PHF Volume:	101	837	86	60	707	103	150	378	102	60	236	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	837	86	60	707	103	150	378	102	60	236	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:	101	837	86	60	707	103	150	378	102	60	236	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.54	0.97	0.97	0.26	1.00	0.85
Lanes:	1.00	1.81	0.19	1.00	1.75	0.25	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1805	3227	333	1805	3093	449	1022	1447	392	490	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.03	0.23	0.23	0.15	0.26	0.26	0.12	0.12	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.17	0.33	0.33	0.13	0.30	0.30	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.34	0.78	0.78	0.25	0.76	0.76	0.39	0.70	0.70	0.33	0.33	0.11
Delay/Veh:	28.3	25.8	25.8	29.7	27.1	27.1	17.9	23.2	23.2	17.8	17.1	15.4
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:	28.3	25.8	25.8	29.7	27.1	27.1	17.9	23.2	23.2	17.8	17.1	15.4
LOS by Move:	C	C	C	C	C	C	B	C	C	B	B	B
HCM2kAvgQ:	2	12	12	1	11	11	3	11	11	1	4	1

****

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

****

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	56	412	47	40	485	57	40	42	41	72	127	47
Growth Adj:	1.00	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	412	47	40	485	57	40	42	41	72	127	47
Added Vol:	0	75	0	0	38	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	487	47	40	523	57	40	42	41	72	127	47
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:	0.78	0.78	0.78	0.91	0.91	0.91	0.65	0.65	0.65	0.76	0.76	0.76
PHF Volume:	72	624	60	44	575	63	62	65	64	94	166	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	624	60	44	575	63	62	65	64	94	166	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	624	60	44	575	63	62	65	64	94	166	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.55	1.00	0.85	0.72	0.96	0.96
Lanes:	1.00	1.82	0.18	1.00	1.80	0.20	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1805	3249	314	1805	3206	349	1041	1900	1615	1360	1331	493
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.02	0.18	0.18	0.06	0.03	0.04	0.07	0.12	0.12
Crit Moves:	****				****						****	
Green/Cycle:	0.13	0.30	0.30	0.17	0.33	0.33	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.30	0.64	0.64	0.15	0.54	0.54	0.16	0.09	0.11	0.19	0.33	0.33
Delay/Veh:	30.0	24.1	24.1	26.9	20.8	20.8	15.9	15.3	15.4	16.0	17.1	17.1
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:	30.0	24.1	24.1	26.9	20.8	20.8	15.9	15.3	15.4	16.0	17.1	17.1
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	2	8	8	1	7	7	1	1	1	2	4	4

****

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

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Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	43	701	118	56	620	39	72	109	45	68	67	57
Growth Adj:	1.00	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	701	118	56	620	39	72	109	45	68	67	57
Added Vol:	0	51	0	0	73	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	752	118	56	693	39	72	109	45	68	67	57
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:	0.85	0.85	0.85	0.91	0.91	0.91	0.85	0.85	0.85	0.95	0.95	0.95
PHF Volume:	51	885	139	61	760	43	84	128	53	72	70	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	885	139	61	760	43	84	128	53	72	70	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	885	139	61	760	43	84	128	53	72	70	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.63	1.00	0.85	0.63	0.93	0.93
Lanes:	1.00	1.73	0.27	1.00	1.89	0.11	1.00	1.00	1.00	1.00	0.54	0.46
Final Sat.:	1805	3058	480	1805	3390	191	1199	1900	1615	1205	956	813
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.03	0.22	0.22	0.07	0.07	0.03	0.06	0.07	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.19	0.50	0.50	0.10	0.41	0.41	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.15	0.58	0.58	0.34	0.54	0.54	0.25	0.24	0.12	0.21	0.26	0.26
Delay/Veh:	34.4	18.1	18.1	43.1	22.5	22.5	28.3	28.0	26.9	27.9	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	18.1	18.1	43.1	22.5	22.5	28.3	28.0	26.9	27.9	28.3	28.3
LOS by Move:	C	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	12	12	2	10	10	2	3	1	2	3	3

****

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

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Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 57.2
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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	70	239	67	142	222	130	174	578	37	85	917	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	239	67	142	222	130	174	578	37	85	917	176
Added Vol:	0	12	0	0	7	31	63	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	251	67	142	229	161	237	578	37	85	917	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
PHF Volume:	80	288	77	172	278	195	250	610	39	90	972	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	288	77	172	278	195	250	610	39	90	972	187
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:	80	288	77	172	278	195	250	610	39	90	972	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.98	0.98	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1805	2758	736	1864	1864	1615	1805	3362	215	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.09	0.15	0.12	0.14	0.18	0.18	0.05	0.27	0.12
Crit Moves:		****			****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.14	0.29	0.29	0.11	0.26	0.26
Volume/Cap:	0.19	0.45	0.45	0.40	0.64	0.52	1.02	0.62	0.62	0.47	1.02	0.44
Delay/Veh:	37.1	39.8	39.8	39.1	43.4	41.4	114.5	37.6	37.6	52.4	78.3	37.5
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:	37.1	39.8	39.8	39.1	43.4	41.4	114.5	37.6	37.6	52.4	78.3	37.5
LOS by Move:	D	D	D	D	D	D	F	D	D	D	E	D
HCM2kAvgQ:	2	6	6	5	10	7	14	11	11	4	26	6

****

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

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Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 73.9
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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	68	322	126	397	312	180	194	960	94	150	982	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	322	126	397	312	180	194	960	94	150	982	65
Added Vol:	0	9	0	0	12	61	42	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	331	126	397	324	241	236	960	94	150	982	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	76	371	141	426	348	259	257	1047	103	156	1022	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	371	141	426	348	259	257	1047	103	156	1022	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
FinalVolume:	76	371	141	426	348	259	257	1047	103	156	1022	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.45	0.55	1.10	0.90	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1805	2507	955	2036	1662	1615	1805	3245	318	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.21	0.21	0.16	0.14	0.32	0.32	0.09	0.28	0.04
Crit Moves:		****			****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.13	0.32	0.32	0.08	0.27	0.27
Volume/Cap:	0.18	0.63	0.63	0.90	0.90	0.69	1.06	1.02	1.02	1.02	1.06	0.16
Delay/Veh:	37.0	43.0	43.0	56.7	56.7	47.2	127.8	73.8	73.8	133.9	91.7	33.9
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:	37.0	43.0	43.0	56.7	56.7	47.2	127.8	73.8	73.8	133.9	91.7	33.9
LOS by Move:	D	D	D	E	E	D	F	E	E	F	F	C
HCM2kAvgQ:	2	10	10	17	17	10	15	30	30	10	28	2

****

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

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Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.7
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		2 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	70	239	67	142	222	130	174	578	37	85	917	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	239	67	142	222	130	174	578	37	85	917	176
Added Vol:	0	12	0	0	7	31	63	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	251	67	142	229	161	237	578	37	85	917	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
PHF Volume:	80	288	77	172	278	195	250	610	39	90	972	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	288	77	172	278	195	250	610	39	90	972	187
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:	80	288	77	172	278	195	250	610	39	90	972	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.92	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.58	0.42	2.00	1.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1805	2758	736	3502	1900	1615	1805	3362	215	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.05	0.15	0.12	0.14	0.18	0.18	0.05	0.27	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.27	0.27	0.10	0.27	0.27	0.16	0.36	0.36	0.13	0.32	0.32
Volume/Cap:	0.47	0.39	0.39	0.52	0.55	0.45	0.84	0.51	0.51	0.39	0.84	0.36
Delay/Veh:	47.0	31.8	31.8	46.6	34.3	32.9	61.2	26.8	26.8	43.1	38.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	31.8	31.8	46.6	34.3	32.9	61.2	26.8	26.8	43.1	38.8	27.8
LOS by Move:	D	C	C	D	C	C	E	C	C	D	D	C
HCM2kAvgQ:	3	5	5	3	8	6	10	9	9	3	18	5

****

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

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Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour - With Improvements

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

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 46.7
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	2 0	1 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	68	322	126	397	312	180	194	960	94	150	982	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	322	126	397	312	180	194	960	94	150	982	65
Added Vol:	0	9	0	0	12	61	42	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	331	126	397	324	241	236	960	94	150	982	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	76	371	141	426	348	259	257	1047	103	156	1022	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	371	141	426	348	259	257	1047	103	156	1022	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
FinalVolume:	76	371	141	426	348	259	257	1047	103	156	1022	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.45	0.55	2.00	1.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1805	2507	955	3502	1900	1615	1805	3245	318	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.12	0.18	0.16	0.14	0.32	0.32	0.09	0.28	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.23	0.23	0.14	0.28	0.28	0.16	0.39	0.39	0.10	0.33	0.33
Volume/Cap:	0.43	0.63	0.63	0.86	0.66	0.58	0.86	0.83	0.83	0.83	0.86	0.13
Delay/Veh:	52.6	43.0	43.0	65.1	41.7	39.4	70.9	37.5	37.5	78.4	44.7	28.4
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:	52.6	43.0	43.0	65.1	41.7	39.4	70.9	37.5	37.5	78.4	44.7	28.4
LOS by Move:	D	D	D	E	D	D	E	D	D	E	D	C
HCM2kAvgQ:	3	10	10	11	12	9	12	22	22	8	21	2

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

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2	0 1		1 0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	32	587	224	64	302	20	22	117	48	137	84	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	587	224	64	302	20	22	117	48	137	84	26
Added Vol:	0	0	30	24	0	0	0	112	0	19	58	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	587	254	88	302	20	22	229	48	156	142	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:	0.98	0.98	0.98	0.85	0.85	0.85	0.81	0.81	0.81	0.83	0.83	0.83
PHF Volume:	33	600	260	103	355	24	27	283	59	188	171	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	600	260	103	355	24	27	283	59	188	171	47
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:	33	600	260	103	355	24	27	283	59	188	171	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	1.65	0.35	1.00	1.57	0.43
Final Sat.:	1805	3610	1615	1805	3355	222	1805	2907	609	1805	2742	753
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.16	0.06	0.11	0.11	0.02	0.10	0.10	0.10	0.06	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.12	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.16	0.62	0.60	0.52	0.40	0.40	0.13	0.31	0.31	0.78	0.19	0.19
Delay/Veh:	36.6	30.3	31.2	40.0	27.3	27.3	35.9	23.8	23.8	52.9	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	30.3	31.2	40.0	27.3	27.3	35.9	23.8	23.8	52.9	21.8	21.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	9	7	3	5	5	1	4	4	7	2	2

****

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

****

Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 42.3
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	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2	0	1	1 0 1	1	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	43	281	229	118	486	12	12	169	43	342	185	102
Growth Adj:	1.00	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	281	229	118	486	12	12	169	43	342	185	102
Added Vol:	0	0	26	18	0	0	0	79	0	32	110	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	281	255	136	486	12	12	248	43	374	295	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.90	0.90	0.90	0.87	0.87	0.87	0.83	0.83	0.83
PHF Volume:	47	309	280	152	542	13	14	284	49	450	355	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	309	280	152	542	13	14	284	49	450	355	152
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	309	280	152	542	13	14	284	49	450	355	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	1.00	1.70	0.30	1.00	1.40	0.60
Final Sat.:	1805	3610	1615	1805	3509	87	1805	3009	522	1805	2416	1032
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.17	0.08	0.15	0.15	0.01	0.09	0.09	0.25	0.15	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.22	0.22	0.10	0.22	0.22	0.14	0.25	0.25	0.29	0.40	0.40
Volume/Cap:	0.28	0.39	0.80	0.87	0.70	0.70	0.05	0.37	0.37	0.87	0.37	0.37
Delay/Veh:	47.4	37.1	52.5	84.2	42.1	42.1	40.9	34.0	34.0	52.6	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	37.1	52.5	84.2	42.1	42.1	40.9	34.0	34.0	52.6	23.5	23.5
LOS by Move:	D	D	D	F	D	D	D	C	C	D	C	C
HCM2kAvgQ:	2	5	11	8	10	10	0	5	5	18	6	6

****

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

****

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: F[58.7]

****

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:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	86	819	7	26	440	63	43	1	71	2	4	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:	86	819	7	26	440	63	43	1	71	2	4	1
Added Vol:	0	27	0	0	16	3	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	846	7	26	456	66	46	1	71	2	4	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:	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83	0.50	0.50	0.50
PHF Volume:	99	977	8	28	489	71	55	1	85	4	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	99	977	8	28	489	71	55	1	85	4	8	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	560	xxxx	xxxxx	985	xxxx	xxxxx	1236	1729	245	1477	1791	488
Potent Cap.:	1021	xxxx	xxxxx	709	xxxx	xxxxx	135	89	762	89	82	531
Move Cap.:	1021	xxxx	xxxxx	709	xxxx	xxxxx	110	77	762	70	71	531
Volume/Cap:	0.10	xxxx	xxxx	0.04	xxxx	xxxx	0.50	0.02	0.11	0.06	0.11	0.00
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	10.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	109	xxxx	xxxxx	xxxx	81	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.4	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	68.8	xxxx	xxxxx	xxxxx	58.7	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			33.6			58.7		
ApproachLOS:	*			*			D			F		

****

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

****

Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

Average Delay (sec/veh): 14.5 Worst Case Level Of Service: F[81.8]

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:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	69	465	1	47	846	42	66	1	209	3	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	465	1	47	846	42	66	1	209	3	1	5
Added Vol:	0	22	0	0	28	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	487	1	47	874	46	70	1	209	3	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.58	0.58	0.58
PHF Volume:	80	562	1	52	961	51	86	1	256	5	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	562	1	52	961	51	86	1	256	5	2	9
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1012	xxxx	xxxxx	563	xxxx	xxxxx	1506	1787	481	1306	1836	281
Potent Cap.:	693	xxxx	xxxxx	1019	xxxx	xxxxx	85	82	537	120	77	722
Move Cap.:	693	xxxx	xxxxx	1019	xxxx	xxxxx	72	69	537	54	64	722
Volume/Cap:	0.11	xxxx	xxxx	0.05	xxxx	xxxx	1.18	0.02	0.48	0.09	0.03	0.01
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	2.5	xxxx	xxxx	xxxxx
Control Del:	10.9	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	17.6	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	72	xxxx	xxxxx	xxxx	116	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.7	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	270.6	xxxx	xxxxx	xxxxx	40.8	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			81.8			40.8		
ApproachLOS:	*			*			F			E		

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

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.346
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
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:	18	18	18	18	18	18	28	28	28	28	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	86	819	7	26	440	63	43	1	71	2	4	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:	86	819	7	26	440	63	43	1	71	2	4	1
Added Vol:	0	27	0	0	16	3	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	846	7	26	456	66	46	1	71	2	4	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:	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83	0.50	0.50	0.50
PHF Volume:	99	977	8	28	489	71	55	1	85	4	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	977	8	28	489	71	55	1	85	4	8	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:	99	977	8	28	489	71	55	1	85	4	8	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.95	0.85	0.26	0.95	0.85	0.74	0.74	0.85	0.94	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.98	0.02	1.00	0.29	0.57	0.14
Final Sat.:	870	3610	1615	490	3610	1615	1378	30	1615	509	1018	255
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.01	0.06	0.14	0.04	0.04	0.04	0.05	0.01	0.01	0.01
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.70	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.16	0.39	0.01	0.08	0.19	0.06	0.17	0.17	0.23	0.03	0.03	0.03
Delay/Veh:	6.2	7.5	5.4	5.8	6.3	5.7	37.0	37.0	37.5	35.6	35.6	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:	6.2	7.5	5.4	5.8	6.3	5.7	37.0	37.0	37.5	35.6	35.6	35.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	8	0	0	3	1	2	2	3	0	0	0

****

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

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Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour - With Improvements

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

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	28	28	28	28	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	69	465	1	47	846	42	66	1	209	3	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	465	1	47	846	42	66	1	209	3	1	5
Added Vol:	0	22	0	0	28	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	487	1	47	874	46	70	1	209	3	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.58	0.58	0.58
PHF Volume:	80	562	1	52	961	51	86	1	256	5	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	562	1	52	961	51	86	1	256	5	2	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:	80	562	1	52	961	51	86	1	256	5	2	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.95	0.85	0.41	0.95	0.85	0.74	0.74	0.85	0.88	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.99	0.01	1.00	0.33	0.11	0.56
Final Sat.:	439	3610	1615	773	3610	1615	1379	20	1615	556	185	927
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.00	0.07	0.27	0.03	0.06	0.06	0.16	0.01	0.01	0.01
Crit Moves:					****				****			
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.33	0.28	0.00	0.12	0.48	0.06	0.18	0.18	0.45	0.03	0.03	0.03
Delay/Veh:	10.7	9.7	8.1	8.8	11.2	8.4	18.2	18.2	20.7	17.1	17.1	17.1
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:	10.7	9.7	8.1	8.8	11.2	8.4	18.2	18.2	20.7	17.1	17.1	17.1
LOS by Move:	B	A	A	A	B	A	B	B	C	B	B	B
HCM2kAvgQ:	1	4	0	1	8	1	2	2	5	0	0	0

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

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 12 (Y+R=4.0 sec) 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:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	24	0		0	24	24		21	0	21		0	0	0	
Lanes:	1 0	1 0	0		0 0	1 0	1		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	167	664	0		0	346	102		228	0	88		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	167	664	0		0	346	102		228	0	88		0	0	0	
Added Vol:	0	24	0		0	13	3		3	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	167	688	0		0	359	105		231	0	88		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.88	0.88	0.88		0.78	0.78	0.78		1.00	1.00	1.00	
PHF Volume:	181	747	0		0	409	120		296	0	113		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	181	747	0		0	409	120		296	0	113		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	181	747	0		0	409	120		296	0	113		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	1.00	0.85		0.77	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1900	1615		1461	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.39	0.00		0.00	0.22	0.07		0.20	0.00	0.07		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.15	0.51	0.00		0.00	0.36	0.36		0.31	0.00	0.31		0.00	0.00	0.00	
Volume/Cap:	0.67	0.77	0.00		0.00	0.60	0.21		0.65	0.00	0.22		0.00	0.00	0.00	
Delay/Veh:	33.5	17.4	0.0		0.0	19.1	15.1		23.0	0.0	17.2		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.5	17.4	0.0		0.0	19.1	15.1		23.0	0.0	17.2		0.0	0.0	0.0	
LOS by Move:	C	B	A		A	B	B		C	A	B		A	A	A	
HCM2kAvgQ:	5	14	0		0	8	2		6	0	2		0	0	0	

****

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

****

Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

****
Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)
****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.5
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:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	0	0	24	24	21	0	21	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	176	344	0	0	747	296	184	0	260	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	344	0	0	747	296	184	0	260	0	0	0
Added Vol:	0	18	0	0	24	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	362	0	0	771	300	188	0	260	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.84	0.84	0.84	0.84	0.84	0.84	1.00	1.00	1.00
PHF Volume:	214	441	0	0	915	356	224	0	310	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	441	0	0	915	356	224	0	310	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	441	0	0	915	356	224	0	310	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.00	0.00	0.48	0.22	0.15	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.65	0.00	0.00	0.52	0.52	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.92	0.36	0.00	0.00	0.92	0.42	0.69	0.00	0.87	0.00	0.00	0.00
Delay/Veh:	78.5	7.6	0.0	0.0	34.0	14.2	40.4	0.0	55.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.5	7.6	0.0	0.0	34.0	14.2	40.4	0.0	55.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C	B	D	A	E	A	A	A
HCM2kAvgQ:	10	6	0	0	29	6	7	0	12	0	0	0

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

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: E[37.8]

****

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:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	99		0		12	0		0		0	0		262		56	38		400		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	99		0		12	0		0		0	0		262		56	38		400		0
Added Vol:	12		0		0	0		0		0	0		7		7	0		12		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	111		0		12	0		0		0	0		269		63	38		412		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:	0.66		0.66		0.66	1.00		1.00		1.00	0.73		0.73		0.73	0.82		0.82		0.82
PHF Volume:	168		0		18	0		0		0	0		369		86	46		502		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	168		0		18	0		0		0	0		369		86	46		502		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	4.1	xxxx			xxxxx
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	2.2	xxxx			xxxxx
Capacity Module:																				
Cnflict Vol:	1007	xxxx			412	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	455	xxxx			xxxxx
Potent Cap.:	269	xxxx			644	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	1116	xxxx			xxxxx
Move Cap.:	261	xxxx			644	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	1116	xxxx			xxxxx
Volume/Cap:	0.64	xxxx			0.03	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	0.04	xxxx			xxxx
Level Of Service Module:																				
2Way95thQ:	4.0	xxxx			0.1	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	0.1	xxxx			xxxxx
Control Del:	40.7	xxxx			10.8	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	8.4	xxxx			xxxxx
LOS by Move:	E	*			B	*	*			*	*	*			*	A	*			*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx
SharedQueue:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	0.1	xxxx			xxxxx
Shrd ConDel:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	8.4	xxxx			xxxxx
Shared LOS:	*	*			*	*	*			*	*	*			*	A	*			*
ApproachDel:		37.8					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		E					*					*					*			

****

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

****

Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: D[30.4]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	71	0	28	0	0	0	0	597	124	22	339	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:	71	0	28	0	0	0	0	597	124	22	339	0
Added Vol:	9	0	0	0	0	0	0	12	12	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	0	28	0	0	0	0	609	136	22	348	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:	0.83	0.83	0.83	1.00	1.00	1.00	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	96	0	34	0	0	0	0	645	144	26	406	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	96	0	34	0	0	0	0	645	144	26	406	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1174	xxxx	717	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	789	xxxx	xxxxx
Potent Cap.:	214	xxxx	433	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	840	xxxx	xxxxx
Move Cap.:	209	xxxx	433	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	840	xxxx	xxxxx
Volume/Cap:	0.46	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.2	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	36.1	xxxx	14.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	E	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	30.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

****

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

****

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
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:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	99	0	12	0	0	0	0	262	56	38	400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	12	0	0	0	0	262	56	38	400	0
Added Vol:	12	0	0	0	0	0	0	7	7	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	0	12	0	0	0	0	269	63	38	412	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:	0.66	0.66	0.66	1.00	1.00	1.00	0.73	0.73	0.73	0.82	0.82	0.82
PHF Volume:	168	0	18	0	0	0	0	369	86	46	502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	18	0	0	0	0	369	86	46	502	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:	168	0	18	0	0	0	0	369	86	46	502	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.94	0.94	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.81	0.19	0.08	0.92	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1499	351	151	1637	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.01	0.00	0.00	0.00	0.00	0.25	0.25	0.31	0.31	0.00
Crit Moves:	****										****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.63	0.00
Volume/Cap:	0.45	0.00	0.04	0.00	0.00	0.00	0.00	0.39	0.39	0.49	0.49	0.00
Delay/Veh:	22.7	0.0	19.6	0.0	0.0	0.0	0.0	6.6	6.6	7.3	7.3	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:	22.7	0.0	19.6	0.0	0.0	0.0	0.0	6.6	6.6	7.3	7.3	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	5	5	7	7	0

****

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

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Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour - With Improvements

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

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
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:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	71	0	28	0	0	0	0	597	124	22	339	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:	71	0	28	0	0	0	0	597	124	22	339	0
Added Vol:	9	0	0	0	0	0	0	12	12	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	0	28	0	0	0	0	609	136	22	348	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:	0.83	0.83	0.83	1.00	1.00	1.00	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	96	0	34	0	0	0	0	645	144	26	406	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	0	34	0	0	0	0	645	144	26	406	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	34	0	0	0	0	645	144	26	406	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.98	0.98	0.94	0.94	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.82	0.18	0.06	0.94	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1514	338	106	1678	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.02	0.00	0.00	0.00	0.00	0.43	0.43	0.24	0.24	0.00
Crit Moves:	****							****				
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.75	0.75	0.75	0.75	0.00
Volume/Cap:	0.38	0.00	0.12	0.00	0.00	0.00	0.00	0.57	0.57	0.32	0.32	0.00
Delay/Veh:	39.6	0.0	37.0	0.0	0.0	0.0	0.0	6.2	6.2	4.4	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	0.0	37.0	0.0	0.0	0.0	0.0	6.2	6.2	4.4	4.4	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	1	0	0	0	0	11	11	5	5	0

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

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Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[22.5]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	18	0	12	0	0	0	0	595	9	7	326	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:	18	0	12	0	0	0	0	595	9	7	326	0
Added Vol:	0	0	0	0	0	0	0	166	0	0	91	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	12	0	0	0	0	761	9	7	417	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:	0.68	0.68	0.68	1.00	1.00	1.00	0.96	0.96	0.96	0.90	0.90	0.90
PHF Volume:	27	0	18	0	0	0	0	794	9	8	464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	0	18	0	0	0	0	794	9	8	464	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1274	xxxx	794	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	804	xxxx	xxxxx
Potent Cap.:	186	xxxx	391	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	829	xxxx	xxxxx
Move Cap.:	185	xxxx	391	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	829	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	27.7	xxxx	14.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	D	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		22.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

****

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

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Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[17.1]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	15	0	10	0	0	0	0	357	46	15	561	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:	15	0	10	0	0	0	0	357	46	15	561	0
Added Vol:	0	0	0	0	0	0	0	123	0	0	166	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	10	0	0	0	0	480	46	15	727	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:	0.64	0.64	0.64	1.00	1.00	1.00	0.81	0.81	0.81	0.91	0.91	0.91
PHF Volume:	23	0	16	0	0	0	0	593	57	17	801	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	16	0	0	0	0	593	57	17	801	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1026	xxxx	593	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	649	xxxx	xxxxx
Potent Cap.:	262	xxxx	510	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	946	xxxx	xxxxx
Move Cap.:	259	xxxx	510	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	946	xxxx	xxxxx
Volume/Cap:	0.09	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	20.3	xxxx	12.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		17.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C		*			*			*		

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

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Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #15 Soboba Road (NS) at Chabella Drive (EW)

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[14.4]

****

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:	1 0 0 1 0			1 0 1 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	9	283	3	5	191	9	7	1	36	10	1	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:	9	283	3	5	191	9	7	1	36	10	1	7
Added Vol:	0	40	0	0	72	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	323	3	5	263	9	7	1	36	10	1	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:	0.89	0.89	0.89	0.85	0.85	0.85	0.79	0.79	0.79	0.65	0.65	0.65
PHF Volume:	10	363	3	6	311	11	9	1	45	15	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	363	3	6	311	11	9	1	45	15	2	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	322	xxxx	xxxxx	366	xxxx	xxxxx	714	710	311	737	719	365
Potent Cap.:	1249	xxxx	xxxxx	1203	xxxx	xxxxx	349	361	734	337	357	685
Move Cap.:	1249	xxxx	xxxxx	1203	xxxx	xxxxx	339	357	734	312	352	685
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.03	0.00	0.06	0.05	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.0
Control Del:	7.9	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	10.2	xxxxx	xxxx	10.3
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	341	xxxx	xxxxx	315	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.9	xxxx	xxxxx	17.1	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	C	*	*
ApproachDel:	xxxxxx			xxxxxx			11.3			14.4		
ApproachLOS:	*			*			B			B		

****

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

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Horseshoe Grande Property - Alternative 2
Existing
Evening Peak Hour

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

****

Intersection #15 Soboba Road (NS) at Chabella Drive (EW)

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[15.0]

****

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:	1 0 0 1 0			1 0 1 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	29	205	10	7	329	10	3	1	15	4	1	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:	29	205	10	7	329	10	3	1	15	4	1	3
Added Vol:	0	73	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	278	10	7	383	10	3	1	15	4	1	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:	0.90	0.90	0.90	0.92	0.92	0.92	0.80	0.80	0.80	0.75	0.75	0.75
PHF Volume:	32	308	11	8	416	11	4	1	19	5	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	308	11	8	416	11	4	1	19	5	1	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	427	xxxx	xxxxx	319	xxxx	xxxxx	812	815	416	825	820	314
Potent Cap.:	1143	xxxx	xxxxx	1252	xxxx	xxxxx	300	314	641	294	312	731
Move Cap.:	1143	xxxx	xxxxx	1252	xxxx	xxxxx	290	304	641	277	301	731
Volume/Cap:	0.03	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.03	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.0
Control Del:	8.2	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	10.0
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	293	xxxx	xxxxx	282	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.5	xxxx	xxxxx	18.1	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	C	*	*
ApproachDel:	xxxxxx			xxxxxx			12.2			15.0		
ApproachLOS:	*			*			B			C		

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

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Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #16 Soboba Road (NS) at Project North Access (EW)

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[13.0]

****

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:	1 0	1 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	108	0	0	163	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	108	0	0	163	0	0	0	0	0	0	0
Added Vol:	136	18	0	0	18	45	19	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	126	0	0	181	45	19	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	143	133	0	0	191	47	20	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	143	133	0	0	191	47	20	0	7	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	238	xxxx	xxxxx	xxxx	xxxx	xxxxx	633	633	214	xxxx	xxxx	xxxxx
Potent Cap.:	1341	xxxx	xxxxx	xxxx	xxxx	xxxxx	447	400	831	xxxx	xxxx	xxxxx
Move Cap.:	1341	xxxx	xxxxx	xxxx	xxxx	xxxxx	410	357	831	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	475	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Evening Peak Hour - With Improvements

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

Intersection #16 Soboba Road (NS) at Project North Access (EW)

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[15.6]

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:	1 0 1 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	207	0	0	325	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	207	0	0	325	0	0	0	0	0	0	0
Added Vol:	76	24	0	0	24	25	41	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	231	0	0	349	25	41	0	16	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	243	0	0	367	26	43	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	243	0	0	367	26	43	0	17	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	394	xxxx	xxxxx	xxxx	xxxx	xxxxx	784	784	381	xxxx	xxxx	xxxxx
Potent Cap.:	1176	xxxx	xxxxx	xxxx	xxxx	xxxxx	365	327	671	xxxx	xxxx	xxxxx
Move Cap.:	1176	xxxx	xxxxx	xxxx	xxxx	xxxxx	346	305	671	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	400	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.6			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #17 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.1
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 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	187	23	1	1	84	79	85	1	290	1	1	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:	187	23	1	1	84	79	85	1	290	1	1	1
Added Vol:	39	24	0	0	22	4	130	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	47	1	1	106	83	215	1	290	1	1	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:	0.93	0.93	0.93	0.82	0.82	0.82	0.85	0.85	0.85	0.95	0.95	0.95
PHF Volume:	244	51	1	1	129	101	252	1	340	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	51	1	1	129	101	252	1	340	1	1	1
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:	244	51	1	1	129	101	252	1	340	1	1	1
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:	0.82	0.17	0.01	0.01	0.56	0.43	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	499	104	2	3	352	276	548	3	674	172	172	172
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.49	0.37	0.37	0.37	0.46	0.46	0.50	0.01	0.01	0.01
Crit Moves:	****					****			****	****		
Delay/Veh:	13.8	13.8	13.8	11.4	11.4	11.4	14.2	14.2	12.8	9.2	9.2	9.2
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:	13.8	13.8	13.8	11.4	11.4	11.4	14.2	14.2	12.8	9.2	9.2	9.2
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
ApproachDel:	13.8			11.4			13.4			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.8			11.4			13.4			9.2		
LOS by Appr:	B			B			B			A		
AllWayAvgQ:	0.8	0.8	0.8	0.5	0.5	0.5	0.8	0.8	0.9	0.0	0.0	0.0

****

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

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Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Evening Peak Hour

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

****

Intersection #17 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.949
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.1
Optimal Cycle:	0	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:	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	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	333	101	1	1	148	177	106	1	377	1	1	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:	333	101	1	1	148	177	106	1	377	1	1	1
Added Vol:	52	25	0	0	32	8	75	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	126	1	1	180	185	181	1	377	1	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91	0.95	0.95	0.95
PHF Volume:	406	133	1	1	189	194	199	1	414	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	133	1	1	189	194	199	1	414	1	1	1
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:	406	133	1	1	189	194	199	1	414	1	1	1
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:	0.75	0.24	0.01	0.01	0.49	0.50	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	428	140	1	2	281	289	470	3	560	135	135	135
Capacity Analysis Module:												
Vol/Sat:	0.95	0.95	0.95	0.67	0.67	0.67	0.42	0.42	0.74	0.01	0.01	0.01
Crit Moves:	****			****					****	****		
Delay/Veh:	50.3	50.3	50.3	20.1	20.1	20.1	15.4	15.4	23.8	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:	50.3	50.3	50.3	20.1	20.1	20.1	15.4	15.4	23.8	10.9	10.9	10.9
LOS by Move:	F	F	F	C	C	C	C	C	C	B	B	B
ApproachDel:	50.3			20.1			21.1			10.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	50.3			20.1			21.1			10.9		
LOS by Appr:	F			C			C			B		
AllWayAvgQ:	6.5	6.5	6.5	1.7	1.7	1.7	0.7	0.7	2.3	0.0	0.0	0.0

****

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

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #17 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	187	23	1	1	84	79	85	1	290	1	1	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:	187	23	1	1	84	79	85	1	290	1	1	1
Added Vol:	39	24	0	0	22	4	130	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	47	1	1	106	83	215	1	290	1	1	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:	0.93	0.93	0.93	0.82	0.82	0.82	0.85	0.85	0.85	0.95	0.95	0.95
PHF Volume:	244	51	1	1	129	101	252	1	340	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	51	1	1	129	101	252	1	340	1	1	1
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:	244	51	1	1	129	101	252	1	340	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	1.00	0.94	0.94	0.94	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	0.98	0.02	0.01	0.56	0.43	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	1412	1855	39	9	996	780	1802	8	1615	595	595	595
Capacity Analysis Module:												
Vol/Sat:	0.17	0.03	0.03	0.13	0.13	0.13	0.14	0.14	0.21	0.00	0.00	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.32	0.32	0.32	0.23	0.23	0.23
Volume/Cap:	0.67	0.11	0.11	0.50	0.50	0.50	0.44	0.44	0.67	0.01	0.01	0.01
Delay/Veh:	31.1	22.7	22.7	26.1	26.1	26.1	22.3	22.3	27.1	24.1	24.1	24.1
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:	31.1	22.7	22.7	26.1	26.1	26.1	22.3	22.3	27.1	24.1	24.1	24.1
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	7	1	1	5	5	5	5	5	8	0	0	0

****

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

****

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Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #17 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.9
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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	333	101	1	1	148	177	106	1	377	1	1	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:	333	101	1	1	148	177	106	1	377	1	1	1
Added Vol:	52	25	0	0	32	8	75	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	126	1	1	180	185	181	1	377	1	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91	0.95	0.95	0.95
PHF Volume:	406	133	1	1	189	194	199	1	414	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	133	1	1	189	194	199	1	414	1	1	1
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:	406	133	1	1	189	194	199	1	414	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	1.00	1.00	0.93	0.93	0.93	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	0.99	0.01	0.01	0.49	0.50	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	1330	1883	15	5	871	895	1801	10	1615	595	595	595
Capacity Analysis Module:												
Vol/Sat:	0.31	0.07	0.07	0.22	0.22	0.22	0.11	0.11	0.26	0.00	0.00	0.00
Crit Moves:	****								****		****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.31	0.31	0.31	0.17	0.17	0.17
Volume/Cap:	0.83	0.19	0.19	0.59	0.59	0.59	0.36	0.36	0.83	0.01	0.01	0.01
Delay/Veh:	41.7	22.7	22.7	28.2	28.2	28.2	28.6	28.6	45.0	36.1	36.1	36.1
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:	41.7	22.7	22.7	28.2	28.2	28.2	28.6	28.6	45.0	36.1	36.1	36.1
LOS by Move:	D	C	C	C	C	C	C	C	D	D	D	D
HCM2kAvgQ:	14	3	3	10	10	10	5	5	15	0	0	0

****

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

****

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

Intersection #18 Soboba Road (NS) at Project South Access (EW)

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[14.3]

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:	1 0 1 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	211	0	0	375	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	211	0	0	375	0	0	0	0	0	0	0
Added Vol:	3	9	0	0	4	18	54	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	220	0	0	379	18	54	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	232	0	0	399	19	57	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	232	0	0	399	19	57	0	3	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	418	xxxx	xxxxx	xxxx	xxxx	xxxxx	646	646	408	xxxx	xxxx	xxxxx
Potent Cap.:	1152	xxxx	xxxxx	xxxx	xxxx	xxxxx	439	393	647	xxxx	xxxx	xxxxx
Move Cap.:	1152	xxxx	xxxxx	xxxx	xxxx	xxxxx	438	392	647	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	446	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #18 Soboba Road (NS) at Project South Access (EW)

****

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[24.7]

****

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:	1 0 1 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	434	0	0	525	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	434	0	0	525	0	0	0	0	0	0	0
Added Vol:	4	5	0	0	8	24	72	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	439	0	0	533	24	72	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	462	0	0	561	25	76	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	462	0	0	561	25	76	0	4	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	586	xxxx	xxxxx	xxxx	xxxx	xxxxx	1044	1044	574	xxxx	xxxx	xxxxx
Potent Cap.:	999	xxxx	xxxxx	xxxx	xxxx	xxxxx	256	231	522	xxxx	xxxx	xxxxx
Move Cap.:	999	xxxx	xxxxx	xxxx	xxxx	xxxxx	255	230	522	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	262	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			24.7			xxxxxx		
ApproachLOS:	*			*			C			*		

****

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

****

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #19 Project Access (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[11.7]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0		0		0	0		0		0	0		376		0	0		267		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0		0		0	0		0		0	0		376		0	0		267		0
Added Vol:	0		0		3	0		0		48	0		127		39	0		43		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		3	0		0		48	0		503		39	0		310		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	0		0		3	0		0		51	0		529		41	0		326		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		3	0		0		51	0		529		41	0		326		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx			6.2	xxxxx	xxxx			6.2	xxxxx	xxxx		xxxxx	xxxxx	xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx			3.3	xxxxx	xxxx			3.3	xxxxx	xxxx		xxxxx	xxxxx	xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx			550	xxxx	xxxx			326	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx			539	xxxx	xxxx			720	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx			539	xxxx	xxxx			720	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx			0.01	xxxx	xxxx			0.07	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx			0.0	xxxx	xxxx			0.2	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx			11.7	xxxxx	xxxx			10.4	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*		*		B	*		*		B	*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*		*		*	*		*		*	*		*		*	*		*		*
ApproachDel:		11.7					10.4					xxxxxx					xxxxxx			
ApproachLOS:		B					B					*					*			

****

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

****

Horseshoe Grande Property - Alternative 2
Opening Year (2010) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #19 Project Access (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[14.2]

****

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	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0		0		0	0		0		0	0		484		0	0		511		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0		0		0	0		0		0	0		484		0	0		511		0
Added Vol:	0		0		4	0		0		106	0		71		52	0		60		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		4	0		0		106	0		555		52	0		571		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	0		0		4	0		0		112	0		584		55	0		601		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		4	0		0		112	0		584		55	0		601		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx			6.2	xxxxx	xxxx			6.2	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx		
FollowUpTim:	xxxxx	xxxx			3.3	xxxxx	xxxx			3.3	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx			612	xxxx	xxxx			601	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx		
Potent Cap.:	xxxx	xxxx			497	xxxx	xxxx			504	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx		
Move Cap.:	xxxx	xxxx			497	xxxx	xxxx			504	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx		
Volume/Cap:	xxxx	xxxx			0.01	xxxx	xxxx			0.22	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx			0.0	xxxx	xxxx			0.8	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx		
Control Del:	xxxxx	xxxx			12.3	xxxxx	xxxx			14.2	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx		
LOS by Move:	*	*			B	*	*			B	*	*		*	*	*		*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx
SharedQueue:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx
Shrd ConDel:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx
Shared LOS:	*	*			*	*	*			*	*	*			*	*	*			*
ApproachDel:	12.3					14.2					xxxxxx					xxxxxx				
ApproachLOS:	B					B					*					*				

****

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

****

Opening Year (2010) With Project – Alternative 3

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.3
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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	35	470	7	219	315	158	333	197	22	3	223	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	470	7	219	315	158	333	197	22	3	223	280
Added Vol:	0	0	0	8	0	0	0	8	0	0	7	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	470	7	227	315	158	333	205	22	3	230	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	39	518	8	250	347	174	374	230	25	3	260	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	518	8	250	347	174	374	230	25	3	260	324
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:	39	518	8	250	347	174	374	230	25	3	260	324
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.00	0.07	0.10	0.11	0.11	0.06	0.02	0.00	0.07	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.29	0.41	0.11	0.29	0.43	0.14	0.32	0.42	0.11	0.29	0.40
Volume/Cap:	0.10	0.49	0.01	0.68	0.33	0.25	0.78	0.20	0.04	0.01	0.24	0.50
Delay/Veh:	38.6	27.9	16.7	45.9	26.3	17.4	47.7	23.7	16.1	37.4	25.6	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	27.9	16.7	45.9	26.3	17.4	47.7	23.7	16.1	37.4	25.6	22.0
LOS by Move:	D	C	B	D	C	B	D	C	B	D	C	C
HCM2kAvgQ:	1	7	0	5	4	3	7	3	0	0	3	7

****

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

****

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Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.2
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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	44	372	9	401	697	429	230	327	55	4	228	260
Growth Adj:	1.00	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	372	9	401	697	429	230	327	55	4	228	260
Added Vol:	0	0	0	20	0	0	0	20	0	0	20	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	372	9	421	697	429	230	347	55	4	248	280
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	0.95	0.95	0.95	0.97	0.97	0.97	0.76	0.76	0.76
PHF Volume:	48	405	10	443	734	452	238	360	57	5	326	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	405	10	443	734	452	238	360	57	5	326	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	405	10	443	734	452	238	360	57	5	326	368
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.01	0.13	0.20	0.28	0.07	0.10	0.04	0.00	0.09	0.23
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.28	0.38	0.18	0.34	0.44	0.10	0.28	0.40	0.10	0.28	0.46
Volume/Cap:	0.11	0.40	0.02	0.70	0.60	0.64	0.68	0.36	0.09	0.02	0.32	0.50
Delay/Veh:	39.3	29.5	19.3	42.1	28.3	23.8	48.8	29.0	18.7	40.6	28.7	19.4
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:	39.3	29.5	19.3	42.1	28.3	23.8	48.8	29.0	18.7	40.6	28.7	19.4
LOS by Move:	D	C	B	D	C	C	D	C	B	D	C	B
HCM2kAvgQ:	1	5	0	8	10	11	5	5	1	0	4	8

****

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

****

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Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Average Delay (sec/veh): 14.3 Worst Case Level Of Service: F[161.6]

****

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:	1 0 0 1 0			1 0 0 1 0			0 0 1! 0 0			0 1 0 0 1		
Volume Module:												
Base Vol:	1	550	14	118	200	1	1	1	1	14	1	291
Growth Adj:	1.00	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	550	14	118	200	1	1	1	1	14	1	291
Added Vol:	0	0	0	48	0	0	0	0	0	0	0	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	550	14	166	200	1	1	1	1	14	1	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.86	0.86	0.86	1.00	1.00	1.00	0.88	0.88	0.88
PHF Volume:	1	716	18	192	232	1	1	1	1	16	1	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	716	18	192	232	1	1	1	1	16	1	377
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	233	xxxx	xxxxx	734	xxxx	xxxxx	1534	1354	232	1346	1345	725
Potent Cap.:	1347	xxxx	xxxxx	880	xxxx	xxxxx	96	151	812	130	153	428
Move Cap.:	1347	xxxx	xxxxx	880	xxxx	xxxxx	9	118	812	107	119	428
Volume/Cap:	0.00	xxxx	xxxx	0.22	xxxx	xxxx	0.11	0.01	0.00	0.15	0.01	0.88
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	9.1
Control Del:	7.7	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	50.3
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	F
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	26	xxxxx	108	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.5	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	162	xxxxx	44.6	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	E	*	*
ApproachDel:	xxxxxx			xxxxxx			161.6			50.1		
ApproachLOS:	*			*			F			F		

****

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

****

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Average Delay (sec/veh): 10.7 Worst Case Level Of Service: F[164.5]

****

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:	1 0 0 1 0			1 0 0 1 0			0 0 1! 0 0			0 1 0 0 1		
Volume Module:												
Base Vol:	1	370	13	302	526	1	1	1	2	20	2	192
Growth Adj:	1.00	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	370	13	302	526	1	1	1	2	20	2	192
Added Vol:	0	0	0	123	0	0	0	0	0	0	0	122
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	370	13	425	526	1	1	1	2	20	2	314
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	0.92	0.92	0.92	0.38	0.38	0.38	0.85	0.85	0.85
PHF Volume:	1	416	15	461	570	1	3	3	5	24	2	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	416	15	461	570	1	3	3	5	24	2	369
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	572	xxxx	xxxxx	430	xxxx	xxxxx	2104	1926	571	1922	1919	423
Potent Cap.:	1011	xxxx	xxxxx	1140	xxxx	xxxxx	38	67	524	51	68	635
Move Cap.:	1011	xxxx	xxxxx	1140	xxxx	xxxxx	10	40	524	33	41	635
Volume/Cap:	0.00	xxxx	xxxx	0.40	xxxx	xxxx	0.25	0.07	0.01	0.71	0.06	0.58
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	3.7
Control Del:	8.6	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	18.2
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	32	xxxxx	34	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	2.7	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	164	xxxxx	258.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			164.5			34.0		
ApproachLOS:	*			*			F			D		

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 33.8
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	550	14	118	200	1	1	1	1	14	1	291
Growth Adj:	1.00	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	550	14	118	200	1	1	1	1	14	1	291
Added Vol:	0	0	0	48	0	0	0	0	0	0	0	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	550	14	166	200	1	1	1	1	14	1	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.86	0.86	0.86	1.00	1.00	1.00	0.88	0.88	0.88
PHF Volume:	1	716	18	192	232	1	1	1	1	16	1	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	716	18	192	232	1	1	1	1	16	1	377
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	716	18	192	232	1	1	1	1	16	1	377
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	1.00	0.92	0.92	0.92	0.86	0.86	0.85
Lanes:	1.00	0.98	0.02	1.00	0.99	0.01	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1805	1845	47	1805	1889	9	584	584	584	1516	108	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.11	0.12	0.12	0.00	0.00	0.00	0.01	0.01	0.23
Crit Moves:		****		****								****
Green/Cycle:	0.21	0.44	0.44	0.13	0.37	0.37	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.00	0.88	0.88	0.80	0.33	0.33	0.01	0.01	0.01	0.04	0.04	0.88
Delay/Veh:	23.7	29.8	29.8	48.5	17.3	17.3	20.3	20.3	20.3	20.5	20.5	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	29.8	29.8	48.5	17.3	17.3	20.3	20.3	20.3	20.5	20.5	44.9
LOS by Move:	C	C	C	D	B	B	C	C	C	C	C	D
HCM2kAvgQ:	0	19	19	7	4	4	0	0	0	0	0	12

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

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Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 33.6
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	370	13	302	526	1	1	1	2	20	2	192
Growth Adj:	1.00	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	370	13	302	526	1	1	1	2	20	2	192
Added Vol:	0	0	0	123	0	0	0	0	0	0	0	122
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	370	13	425	526	1	1	1	2	20	2	314
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	0.92	0.92	0.92	0.38	0.38	0.38	0.85	0.85	0.85
PHF Volume:	1	416	15	461	570	1	3	3	5	24	2	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	416	15	461	570	1	3	3	5	24	2	369
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	416	15	461	570	1	3	3	5	24	2	369
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	1.00	0.90	0.90	0.90	0.83	0.83	0.85
Lanes:	1.00	0.97	0.03	1.00	0.99	0.01	0.25	0.25	0.50	0.91	0.09	1.00
Final Sat.:	1805	1826	64	1805	1896	4	429	429	858	1439	144	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.26	0.30	0.30	0.01	0.01	0.01	0.02	0.02	0.23
Crit Moves:		****		****								****
Green/Cycle:	0.18	0.27	0.27	0.30	0.40	0.40	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.00	0.85	0.85	0.85	0.76	0.76	0.02	0.02	0.02	0.06	0.06	0.85
Delay/Veh:	25.5	38.5	38.5	36.4	24.2	24.2	20.1	20.1	20.1	20.4	20.4	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	38.5	38.5	36.4	24.2	24.2	20.1	20.1	20.1	20.4	20.4	40.2
LOS by Move:	C	D	D	D	C	C	C	C	C	C	C	D
HCM2kAvgQ:	0	12	12	13	13	13	0	0	0	0	0	11

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.9
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	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	249	467	64	76	310	41	117	186	277	158	334	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	467	64	76	310	41	117	186	277	158	334	213
Added Vol:	0	0	0	0	0	0	0	16	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	467	64	76	310	41	117	202	277	158	347	213
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:	0.79	0.79	0.79	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88
PHF Volume:	316	592	81	83	338	45	128	221	303	181	397	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	592	81	83	338	45	128	221	303	181	397	243
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:	316	592	81	83	338	45	128	221	303	181	397	243
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	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3118	427	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.19	0.05	0.09	0.03	0.07	0.06	0.19	0.10	0.11	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.20	0.36	0.36	0.13	0.28	0.28	0.10	0.24	0.24	0.12	0.25	0.25
Volume/Cap:	0.86	0.53	0.53	0.36	0.33	0.10	0.68	0.25	0.78	0.86	0.44	0.60
Delay/Veh:	56.4	26.0	26.0	40.9	28.8	26.8	52.5	30.9	45.4	71.4	31.8	35.4
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:	56.4	26.0	26.0	40.9	28.8	26.8	52.5	30.9	45.4	71.4	31.8	35.4
LOS by Move:	E	C	C	D	C	C	D	C	D	E	C	D
HCM2kAvgQ:	12	9	9	3	4	1	5	3	11	8	6	7

****

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

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.6
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	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	277	513	70	199	508	52	91	465	377	145	258	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	513	70	199	508	52	91	465	377	145	258	107
Added Vol:	0	0	0	0	0	0	0	41	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	513	70	199	508	52	91	506	377	145	299	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.88	0.88	0.88	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	290	535	73	225	575	59	97	539	402	168	346	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	535	73	225	575	59	97	539	402	168	346	124
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:	290	535	73	225	575	59	97	539	402	168	346	124
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	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3119	426	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.17	0.12	0.16	0.04	0.05	0.15	0.25	0.09	0.10	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.19	0.31	0.31	0.14	0.27	0.27	0.12	0.29	0.29	0.11	0.28	0.28
Volume/Cap:	0.86	0.56	0.56	0.87	0.60	0.14	0.46	0.52	0.86	0.86	0.34	0.27
Delay/Veh:	61.7	31.0	31.0	68.7	34.6	29.4	44.9	31.8	50.9	77.0	30.4	29.9
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:	61.7	31.0	31.0	68.7	34.6	29.4	44.9	31.8	50.9	77.0	30.4	29.9
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	12	9	9	10	9	1	3	8	15	8	5	3

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 12 (Y+R=4.0 sec) 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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		1 0 1	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	56	282	75	79	217	125	116	624	65	46	725	59
Growth Adj:	1.00	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	282	75	79	217	125	116	624	65	46	725	59
Added Vol:	0	0	8	0	0	0	0	40	0	7	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	282	83	79	217	125	116	664	65	53	758	59
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	0.88	0.88	0.88	0.86	0.86	0.86	0.95	0.95	0.95
PHF Volume:	60	301	88	90	247	142	135	774	76	56	795	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	301	88	90	247	142	135	774	76	56	795	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	301	88	90	247	142	135	774	76	56	795	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.92	0.92	0.49	1.00	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.82	0.18	1.00	1.86	0.14
Final Sat.:	946	2694	793	935	1900	1615	1805	3245	318	1805	3312	258
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.10	0.13	0.09	0.07	0.24	0.24	0.03	0.24	0.24
Crit Moves:					****		****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.13	0.36	0.36	0.13	0.36	0.36
Volume/Cap:	0.18	0.31	0.31	0.27	0.36	0.25	0.58	0.66	0.66	0.24	0.67	0.67
Delay/Veh:	17.4	18.2	18.2	18.2	18.8	17.8	35.8	22.4	22.4	31.1	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	18.2	18.2	18.2	18.8	17.8	35.8	22.4	22.4	31.1	22.5	22.5
LOS by Move:	B	B	B	B	B	B	D	C	C	C	C	C
HCM2kAvgQ:	1	4	4	2	5	2	4	10	10	1	10	10

****

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

****

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4
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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	75	234	79	112	287	206	102	1070	94	91	1034	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	234	79	112	287	206	102	1070	94	91	1034	77
Added Vol:	0	0	20	0	0	0	0	102	0	20	101	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	234	99	112	287	206	102	1172	94	111	1135	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.94	0.94	0.94	0.95	0.95	0.95	0.96	0.96	0.96
PHF Volume:	85	265	112	119	305	219	108	1239	99	116	1181	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	265	112	119	305	219	108	1239	99	116	1181	80
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:	85	265	112	119	305	219	108	1239	99	116	1181	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.91	0.91	0.45	1.00	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.41	0.59	1.00	1.00	1.00	1.00	1.85	0.15	1.00	1.87	0.13
Final Sat.:	623	2423	1025	857	1900	1615	1805	3305	265	1805	3347	227
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.11	0.14	0.16	0.14	0.06	0.37	0.37	0.06	0.35	0.35
Crit Moves:					****			****		****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.13	0.50	0.50	0.10	0.47	0.47
Volume/Cap:	0.49	0.39	0.39	0.50	0.57	0.48	0.45	0.75	0.75	0.64	0.75	0.75
Delay/Veh:	32.1	29.4	29.4	31.7	32.4	30.8	41.4	21.8	21.8	50.8	23.9	23.9
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:	32.1	29.4	29.4	31.7	32.4	30.8	41.4	21.8	21.8	50.8	23.9	23.9
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	5	5	4	9	6	4	18	18	5	18	18

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.0
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			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	235	231	41	15	333	21	13	125	243	24	91	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	231	41	15	333	21	13	125	243	24	91	11
Added Vol:	0	0	64	16	0	0	0	0	0	53	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	231	105	31	333	21	13	125	243	77	91	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93
PHF Volume:	272	267	121	38	406	26	15	148	288	83	98	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	267	121	38	406	26	15	148	288	83	98	26
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:	272	267	121	38	406	26	15	148	288	83	98	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.99	0.99	0.97	0.97	0.85	0.80	0.80	0.80
Lanes:	1.26	0.51	0.23	1.00	0.94	0.06	0.09	0.91	1.00	0.40	0.47	0.13
Final Sat.:	2279	922	419	1805	1771	112	173	1666	1615	610	721	190
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.02	0.23	0.23	0.09	0.09	0.18	0.14	0.14	0.14
Crit Moves:		****			****				****			
Green/Cycle:	0.33	0.33	0.33	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.36	0.88	0.88	0.08	0.88	0.88	0.34	0.34	0.68	0.52	0.52	0.52
Delay/Veh:	20.6	37.4	37.4	22.5	45.5	45.5	24.3	24.3	30.9	26.4	26.4	26.4
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:	20.6	37.4	37.4	22.5	45.5	45.5	24.3	24.3	30.9	26.4	26.4	26.4
LOS by Move:	C	D	D	C	D	D	C	C	C	C	C	C
HCM2kAvgQ:	4	16	16	1	14	14	3	3	8	5	5	5

****

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

****

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 1.324
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 127.2
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	315	268	84	40	321	35	36	192	315	88	165	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	268	84	40	321	35	36	192	315	88	165	27
Added Vol:	0	0	164	41	0	0	0	0	0	162	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	268	248	81	321	35	36	192	315	250	165	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:	0.79	0.79	0.79	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92
PHF Volume:	398	338	313	91	361	39	39	206	338	272	180	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	338	313	91	361	39	39	206	338	272	180	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	398	338	313	91	361	39	39	206	338	272	180	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.99	0.99	0.89	0.89	0.85	0.57	0.57	0.57
Lanes:	1.23	0.40	0.37	1.00	0.90	0.10	0.16	0.84	1.00	0.52	0.34	0.14
Final Sat.:	2196	708	655	1805	1688	184	266	1418	1615	565	373	154
Capacity Analysis Module:												
Vol/Sat:	0.18	0.48	0.48	0.05	0.21	0.21	0.15	0.15	0.21	0.48	0.48	0.48
Crit Moves:		****			****						****	
Green/Cycle:	0.36	0.36	0.36	0.17	0.17	0.17	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.51	1.34	1.34	0.29	1.25	1.25	0.41	0.41	0.58	1.34	1.34	1.34
Delay/Veh:	26.8	196	196.5	38.5	179	178.5	25.7	25.7	28.8	204.1	204	204.1
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:	26.8	196	196.5	38.5	179	178.5	25.7	25.7	28.8	204.1	204	204.1
LOS by Move:	C	F	F	D	F	F	C	C	C	F	F	F
HCM2kAvgQ:	8	55	55	3	25	25	6	6	9	35	35	35

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0 1	0 1		1 0	0 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	235	231	41	15	333	21	13	125	243	24	91	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	231	41	15	333	21	13	125	243	24	91	11
Added Vol:	0	0	64	16	0	0	0	0	0	53	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	231	105	31	333	21	13	125	243	77	91	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93
PHF Volume:	272	267	121	38	406	26	15	148	288	83	98	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	267	121	38	406	26	15	148	288	83	98	26
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:	272	267	121	38	406	26	15	148	288	83	98	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.99	0.99	0.98	0.98	0.85	0.62	0.97	0.97
Lanes:	1.00	1.00	1.00	1.00	0.94	0.06	0.09	0.91	1.00	1.00	0.79	0.21
Final Sat.:	1805	1900	1615	1805	1771	112	175	1678	1615	1178	1457	384
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.08	0.02	0.23	0.23	0.09	0.09	0.18	0.07	0.07	0.07
Crit Moves:	****				****				****			
Green/Cycle:	0.26	0.26	0.26	0.27	0.27	0.27	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.59	0.55	0.29	0.08	0.84	0.84	0.29	0.29	0.59	0.24	0.22	0.22
Delay/Veh:	24.7	23.8	21.3	19.0	36.3	36.3	19.1	19.1	22.8	18.8	18.6	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:	24.7	23.8	21.3	19.0	36.3	36.3	19.1	19.1	22.8	18.8	18.6	18.6
LOS by Move:	C	C	C	B	D	D	B	B	C	B	B	B
HCM2kAvgQ:	6	6	2	1	12	12	3	3	6	2	2	2

****

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

****

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour - With Improvements

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.5
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	315	268	84	40	321	35	36	192	315	88	165	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	268	84	40	321	35	36	192	315	88	165	27
Added Vol:	0	0	164	41	0	0	0	0	0	162	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	268	248	81	321	35	36	192	315	250	165	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:	0.79	0.79	0.79	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92
PHF Volume:	398	338	313	91	361	39	39	206	338	272	180	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	338	313	91	361	39	39	206	338	272	180	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	398	338	313	91	361	39	39	206	338	272	180	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.99	0.99	0.92	0.92	0.85	0.50	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	0.16	0.84	1.00	1.00	0.71	0.29
Final Sat.:	1805	1900	1615	1805	1688	184	276	1474	1615	958	1286	530
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.19	0.05	0.21	0.21	0.14	0.14	0.21	0.28	0.14	0.14
Crit Moves:	****				****					****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.86	0.69	0.75	0.20	0.83	0.83	0.44	0.44	0.67	0.90	0.44	0.44
Delay/Veh:	39.4	27.8	31.6	20.5	36.3	36.3	19.7	19.7	24.1	51.6	19.7	19.7
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:	39.4	27.8	31.6	20.5	36.3	36.3	19.7	19.7	24.1	51.6	19.7	19.7
LOS by Move:	D	C	C	C	D	D	B	B	C	D	B	B
HCM2kAvgQ:	11	8	8	2	11	11	5	5	8	9	5	5

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.3
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	120	363	84	99	353	114	81	326	165	96	388	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	363	84	99	353	114	81	326	165	96	388	74
Added Vol:	0	56	0	0	47	7	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	419	84	99	400	121	89	326	165	96	388	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.84	0.84	0.84	0.83	0.83	0.83
PHF Volume:	128	447	90	114	461	139	106	389	197	116	469	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	447	90	114	461	139	106	389	197	116	469	89
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:	128	447	90	114	461	139	106	389	197	116	469	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	2675	809	1805	3610	1615	1805	2959	564
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.06	0.06	0.17	0.17	0.06	0.11	0.12	0.06	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30
Volume/Cap:	0.65	0.41	0.18	0.58	0.57	0.57	0.54	0.35	0.40	0.59	0.52	0.52
Delay/Veh:	46.9	25.7	23.7	43.4	27.6	27.6	41.9	25.1	25.9	43.8	26.9	26.9
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:	46.9	25.7	23.7	43.4	27.6	27.6	41.9	25.1	25.9	43.8	26.9	26.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	5	2	4	8	8	4	5	5	4	7	7

****

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

****

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.6
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	201	578	139	180	532	103	140	520	198	160	430	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	578	139	180	532	103	140	520	198	160	430	82
Added Vol:	0	143	0	0	142	20	20	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	721	139	180	674	123	160	520	198	160	430	82
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	0.98	0.98	0.98	0.97	0.97	0.97	0.93	0.93	0.93
PHF Volume:	211	757	146	184	688	126	165	536	204	172	462	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	757	146	184	688	126	165	536	204	172	462	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
FinalVolume:	211	757	146	184	688	126	165	536	204	172	462	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.69	0.31	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	2983	544	1805	3610	1615	1805	2959	564
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.09	0.10	0.23	0.23	0.09	0.15	0.13	0.10	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.32	0.32	0.11	0.29	0.29	0.11	0.30	0.30	0.11	0.29	0.29
Volume/Cap:	0.86	0.66	0.28	0.90	0.78	0.78	0.86	0.50	0.43	0.90	0.53	0.53
Delay/Veh:	65.3	29.5	24.6	78.0	34.7	34.7	72.1	28.1	27.6	81.3	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	29.5	24.6	78.0	34.7	34.7	72.1	28.1	27.6	81.3	28.5	28.5
LOS by Move:	E	C	C	E	C	C	E	C	C	F	C	C
HCM2kAvgQ:	9	11	3	8	13	13	7	7	5	8	7	7

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	59	399	39	30	458	76	62	217	75	45	283	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	399	39	30	458	76	62	217	75	45	283	62
Added Vol:	0	56	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	455	39	30	505	76	62	217	75	45	283	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.91	0.91	0.91	0.87	0.87	0.87	0.92	0.92	0.92
PHF Volume:	76	585	50	33	556	84	71	249	86	49	307	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	585	50	33	556	84	71	249	86	49	307	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	585	50	33	556	84	71	249	86	49	307	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.47	0.96	0.96	0.44	1.00	0.85
Lanes:	1.00	1.84	0.16	1.00	1.74	0.26	1.00	0.74	0.26	1.00	1.00	1.00
Final Sat.:	1805	3285	282	1805	3075	463	901	1357	469	844	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.02	0.18	0.18	0.08	0.18	0.18	0.06	0.16	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.14	0.28	0.28	0.15	0.29	0.29	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.29	0.65	0.65	0.12	0.63	0.63	0.20	0.46	0.46	0.14	0.40	0.10
Delay/Veh:	27.5	23.9	23.9	25.8	23.1	23.1	14.0	15.9	15.9	13.6	15.4	13.2
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:	27.5	23.9	23.9	25.8	23.1	23.1	14.0	15.9	15.9	13.6	15.4	13.2
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	2	7	7	1	7	7	1	6	6	1	5	1

****

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

****

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.2
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	87	667	74	54	561	92	123	310	84	57	224	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	667	74	54	561	92	123	310	84	57	224	63
Added Vol:	0	143	0	0	142	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	810	74	54	703	92	123	310	84	57	224	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.90	0.90	0.90	0.82	0.82	0.82	0.95	0.95	0.95
PHF Volume:	101	944	86	60	784	103	150	378	102	60	236	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	944	86	60	784	103	150	378	102	60	236	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:	101	944	86	60	784	103	150	378	102	60	236	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.52	0.97	0.97	0.23	1.00	0.85
Lanes:	1.00	1.83	0.17	1.00	1.77	0.23	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1805	3265	298	1805	3138	411	990	1447	392	431	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.03	0.25	0.25	0.15	0.26	0.26	0.14	0.12	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.17	0.38	0.38	0.13	0.33	0.33	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.34	0.77	0.77	0.27	0.75	0.75	0.43	0.75	0.75	0.40	0.35	0.12
Delay/Veh:	30.1	24.8	24.8	32.3	26.4	26.4	20.8	27.7	27.7	21.3	19.6	17.7
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:	30.1	24.8	24.8	32.3	26.4	26.4	20.8	27.7	27.7	21.3	19.6	17.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	B	B
HCM2kAvgQ:	2	14	14	2	12	12	3	12	12	2	4	1

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	56	412	47	40	485	57	40	42	41	72	127	47
Growth Adj:	1.00	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	412	47	40	485	57	40	42	41	72	127	47
Added Vol:	0	56	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	468	47	40	532	57	40	42	41	72	127	47
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:	0.78	0.78	0.78	0.91	0.91	0.91	0.65	0.65	0.65	0.76	0.76	0.76
PHF Volume:	72	600	60	44	585	63	62	65	64	94	166	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	600	60	44	585	63	62	65	64	94	166	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	600	60	44	585	63	62	65	64	94	166	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.55	1.00	0.85	0.72	0.96	0.96
Lanes:	1.00	1.82	0.18	1.00	1.81	0.19	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1805	3235	325	1805	3212	344	1041	1900	1615	1360	1331	493
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.02	0.18	0.18	0.06	0.03	0.04	0.07	0.12	0.12
Crit Moves:	****				****						****	
Green/Cycle:	0.13	0.30	0.30	0.17	0.33	0.33	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.30	0.62	0.62	0.15	0.55	0.55	0.16	0.09	0.11	0.19	0.33	0.33
Delay/Veh:	30.0	23.7	23.7	26.9	20.9	20.9	15.9	15.3	15.4	16.0	17.1	17.1
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:	30.0	23.7	23.7	26.9	20.9	20.9	15.9	15.3	15.4	16.0	17.1	17.1
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	2	8	8	1	7	7	1	1	1	2	4	4

****

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

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Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 12 (Y+R=4.0 sec) 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	43	701	118	56	620	39	72	109	45	68	67	57
Growth Adj:	1.00	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	701	118	56	620	39	72	109	45	68	67	57
Added Vol:	0	143	0	0	142	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	844	118	56	762	39	72	109	45	68	67	57
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:	0.85	0.85	0.85	0.91	0.91	0.91	0.85	0.85	0.85	0.95	0.95	0.95
PHF Volume:	51	993	139	61	836	43	84	128	53	72	70	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	993	139	61	836	43	84	128	53	72	70	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	993	139	61	836	43	84	128	53	72	70	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.61	1.00	0.85	0.62	0.93	0.93
Lanes:	1.00	1.75	0.25	1.00	1.90	0.10	1.00	1.00	1.00	1.00	0.54	0.46
Final Sat.:	1805	3110	435	1805	3410	175	1163	1900	1615	1170	956	813
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.03	0.25	0.25	0.07	0.07	0.03	0.06	0.07	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.55	0.55	0.09	0.46	0.46	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.16	0.59	0.59	0.37	0.53	0.53	0.28	0.26	0.13	0.24	0.29	0.29
Delay/Veh:	39.0	17.2	17.2	48.5	21.2	21.2	33.5	33.1	31.7	33.0	33.4	33.4
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:	39.0	17.2	17.2	48.5	21.2	21.2	33.5	33.1	31.7	33.0	33.4	33.4
LOS by Move:	D	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	14	14	2	11	11	2	3	1	2	4	4

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 54.7
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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	70	239	67	142	222	130	174	578	37	85	917	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	239	67	142	222	130	174	578	37	85	917	176
Added Vol:	0	8	0	0	7	40	48	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	247	67	142	229	170	222	578	37	85	917	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
PHF Volume:	80	283	77	172	278	206	234	610	39	90	972	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	283	77	172	278	206	234	610	39	90	972	187
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:	80	283	77	172	278	206	234	610	39	90	972	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.98	0.98	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.57	0.43	1.00	1.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1805	2749	746	1864	1864	1615	1805	3362	215	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.09	0.15	0.13	0.13	0.18	0.18	0.05	0.27	0.12
Crit Moves:		****			****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.13	0.29	0.29	0.11	0.27	0.27
Volume/Cap:	0.19	0.44	0.44	0.40	0.64	0.55	1.00	0.62	0.62	0.47	1.00	0.43
Delay/Veh:	37.1	39.7	39.7	39.1	43.4	42.1	110.3	37.6	37.6	52.4	72.0	36.8
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:	37.1	39.7	39.7	39.1	43.4	42.1	110.3	37.6	37.6	52.4	72.0	36.8
LOS by Move:	D	D	D	D	D	D	F	D	D	D	E	D
HCM2kAvgQ:	2	6	6	5	10	7	13	11	11	4	25	6

****

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

****

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****
Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)
****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	89.9
Optimal Cycle: OPTIMIZED		Level Of Service:	F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	68	322	126	397	312	180	194	960	94	150	982	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	322	126	397	312	180	194	960	94	150	982	65
Added Vol:	0	20	0	0	20	122	123	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	342	126	397	332	302	317	960	94	150	982	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	76	383	141	426	357	324	346	1047	103	156	1022	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	383	141	426	357	324	346	1047	103	156	1022	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
FinalVolume:	76	383	141	426	357	324	346	1047	103	156	1022	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.46	0.54	1.09	0.91	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1805	2533	933	2014	1684	1615	1805	3245	318	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.21	0.21	0.20	0.19	0.32	0.32	0.09	0.28	0.04
Crit Moves:		****			****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.16	0.32	0.32	0.08	0.24	0.24
Volume/Cap:	0.18	0.65	0.65	0.91	0.91	0.86	1.19	1.02	1.02	1.02	1.19	0.18
Delay/Veh:	37.0	43.4	43.4	58.0	58.0	62.0	163.4	73.8	73.8	133.9	141	36.5
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:	37.0	43.4	43.4	58.0	58.0	62.0	163.4	73.8	73.8	133.9	141	36.5
LOS by Move:	D	D	D	E	E	E	F	E	E	F	F	D
HCM2kAvgQ:	2	10	10	18	18	14	22	30	30	10	33	2

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

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.8
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		2 0 1	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	70	239	67	142	222	130	174	578	37	85	917	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	239	67	142	222	130	174	578	37	85	917	176
Added Vol:	0	8	0	0	7	40	48	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	247	67	142	229	170	222	578	37	85	917	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
PHF Volume:	80	283	77	172	278	206	234	610	39	90	972	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	283	77	172	278	206	234	610	39	90	972	187
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:	80	283	77	172	278	206	234	610	39	90	972	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.92	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.57	0.43	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2749	746	3502	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.05	0.15	0.13	0.13	0.17	0.02	0.05	0.27	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.27	0.27	0.10	0.27	0.27	0.16	0.36	0.36	0.13	0.33	0.33
Volume/Cap:	0.47	0.39	0.39	0.52	0.55	0.48	0.82	0.47	0.07	0.39	0.82	0.35
Delay/Veh:	47.0	31.7	31.7	46.6	34.3	33.2	59.9	26.3	22.2	43.1	37.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	31.7	31.7	46.6	34.3	33.2	59.9	26.3	22.2	43.1	37.2	27.2
LOS by Move:	D	C	C	D	C	C	E	C	C	D	D	C
HCM2kAvgQ:	3	5	5	3	8	6	10	8	1	3	17	5

****

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

****

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour - With Improvements

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

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.1
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		2 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	68	322	126	397	312	180	194	960	94	150	982	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	322	126	397	312	180	194	960	94	150	982	65
Added Vol:	0	20	0	0	20	122	123	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	342	126	397	332	302	317	960	94	150	982	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	76	383	141	426	357	324	346	1047	103	156	1022	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	383	141	426	357	324	346	1047	103	156	1022	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
FinalVolume:	76	383	141	426	357	324	346	1047	103	156	1022	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.46	0.54	2.00	1.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1805	2533	933	3502	1900	1615	1805	3245	318	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.12	0.19	0.20	0.19	0.32	0.32	0.09	0.28	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.23	0.23	0.13	0.27	0.27	0.20	0.40	0.40	0.11	0.30	0.30
Volume/Cap:	0.44	0.65	0.65	0.94	0.70	0.75	0.94	0.81	0.81	0.81	0.94	0.14
Delay/Veh:	53.1	43.4	43.4	79.9	44.1	47.6	79.3	35.8	35.8	74.7	56.3	30.8
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:	53.1	43.4	43.4	79.9	44.1	47.6	79.3	35.8	35.8	74.7	56.3	30.8
LOS by Move:	D	D	D	E	D	D	E	D	D	E	E	C
HCM2kAvgQ:	3	10	10	12	13	12	17	22	22	8	24	2

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

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.1
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	32	587	224	64	302	20	22	117	48	137	84	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	587	224	64	302	20	22	117	48	137	84	26
Added Vol:	0	0	16	16	0	0	0	80	0	13	67	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	587	240	80	302	20	22	197	48	150	151	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:	0.98	0.98	0.98	0.85	0.85	0.85	0.81	0.81	0.81	0.83	0.83	0.83
PHF Volume:	33	600	245	94	355	24	27	243	59	181	182	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	600	245	94	355	24	27	243	59	181	182	47
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:	33	600	245	94	355	24	27	243	59	181	182	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	1.61	0.39	1.00	1.59	0.41
Final Sat.:	1805	3610	1615	1805	3355	222	1805	2819	687	1805	2780	718
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.15	0.05	0.11	0.11	0.02	0.09	0.09	0.10	0.07	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.12	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.16	0.62	0.57	0.47	0.40	0.40	0.13	0.28	0.28	0.75	0.20	0.20
Delay/Veh:	36.6	30.3	30.4	39.2	27.3	27.3	35.9	23.5	23.5	50.0	21.9	21.9
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:	36.6	30.3	30.4	39.2	27.3	27.3	35.9	23.5	23.5	50.0	21.9	21.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	9	7	3	5	5	1	3	3	7	2	2

****

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

****

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 44.3
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	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2	0 1		1 0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	43	281	229	118	486	12	12	169	43	342	185	102
Growth Adj:	1.00	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	281	229	118	486	12	12	169	43	342	185	102
Added Vol:	0	0	41	41	0	0	0	204	0	41	203	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	281	270	159	486	12	12	373	43	383	388	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.90	0.90	0.90	0.87	0.87	0.87	0.83	0.83	0.83
PHF Volume:	47	309	297	177	542	13	14	427	49	461	467	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	309	297	177	542	13	14	427	49	461	467	172
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	309	297	177	542	13	14	427	49	461	467	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.94	0.94	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	1.00	1.79	0.21	1.00	1.46	0.54
Final Sat.:	1805	3610	1615	1805	3509	87	1805	3188	368	1805	2532	933
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.18	0.10	0.15	0.15	0.01	0.13	0.13	0.26	0.18	0.18
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.21	0.21	0.11	0.23	0.23	0.14	0.24	0.24	0.29	0.40	0.40
Volume/Cap:	0.27	0.41	0.87	0.87	0.68	0.68	0.05	0.55	0.55	0.87	0.47	0.47
Delay/Veh:	49.2	39.5	64.6	80.9	42.7	42.7	42.8	38.8	38.8	53.0	26.0	26.0
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:	49.2	39.5	64.6	80.9	42.7	42.7	42.8	38.8	38.8	53.0	26.0	26.0
LOS by Move:	D	D	E	F	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	5	13	9	10	10	0	8	8	18	9	9

****

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

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****
Intersection #11 Ramona Expressway (NS) at 7th Street (EW)
****
Average Delay (sec/veh): 3.4 Worst Case Level Of Service: F[57.0]
****

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:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	86	819	7	26	440	63	43	1	71	2	4	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:	86	819	7	26	440	63	43	1	71	2	4	1
Added Vol:	0	16	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	835	7	26	453	63	43	1	71	2	4	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:	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83	0.50	0.50	0.50
PHF Volume:	99	964	8	28	486	68	52	1	85	4	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	99	964	8	28	486	68	52	1	85	4	8	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	554	xxxx	xxxxx	972	xxxx	xxxxx	1227	1713	243	1462	1772	482
Potent Cap.:	1027	xxxx	xxxxx	717	xxxx	xxxxx	137	91	764	92	84	536
Move Cap.:	1027	xxxx	xxxxx	717	xxxx	xxxxx	112	79	764	72	73	536
Volume/Cap:	0.10	xxxx	xxxx	0.04	xxxx	xxxx	0.46	0.02	0.11	0.06	0.11	0.00
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	10.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	111	xxxx	xxxxx	xxxx	83	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	63.6	xxxx	xxxxx	xxxxx	57.0	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			30.7			57.0		
ApproachLOS:	*			*			D			F		

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

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Average Delay (sec/veh): 13.8 Worst Case Level Of Service: F[79.5]

****

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:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	69	465	1	47	846	42	66	1	209	3	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	465	1	47	846	42	66	1	209	3	1	5
Added Vol:	0	41	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	506	1	47	887	42	66	1	209	3	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.58	0.58	0.58
PHF Volume:	80	584	1	52	976	46	81	1	256	5	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	584	1	52	976	46	81	1	256	5	2	9
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1022	xxxx	xxxxx	585	xxxx	xxxxx	1531	1823	488	1335	1868	292
Potent Cap.:	687	xxxx	xxxxx	1000	xxxx	xxxxx	81	78	531	114	73	711
Move Cap.:	687	xxxx	xxxxx	1000	xxxx	xxxxx	69	65	531	51	61	711
Volume/Cap:	0.12	xxxx	xxxx	0.05	xxxx	xxxx	1.17	0.02	0.48	0.10	0.03	0.01
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	2.6	xxxx	xxxx	xxxxx
Control Del:	10.9	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	17.9	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	xxxx	xxxxx	xxxx	110	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	271.8	xxxx	xxxxx	xxxxx	43.2	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			79.5			43.2		
ApproachLOS:	*			*			F			E		

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
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:	18	18	18	18	18	18	28	28	28	28	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	86	819	7	26	440	63	43	1	71	2	4	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:	86	819	7	26	440	63	43	1	71	2	4	1
Added Vol:	0	16	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	835	7	26	453	63	43	1	71	2	4	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:	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83	0.50	0.50	0.50
PHF Volume:	99	964	8	28	486	68	52	1	85	4	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	964	8	28	486	68	52	1	85	4	8	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:	99	964	8	28	486	68	52	1	85	4	8	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.95	0.85	0.26	0.95	0.85	0.75	0.75	0.85	0.94	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.98	0.02	1.00	0.29	0.57	0.14
Final Sat.:	874	3610	1615	498	3610	1615	1385	32	1615	509	1018	255
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.01	0.06	0.13	0.04	0.04	0.04	0.05	0.01	0.01	0.01
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.70	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.16	0.38	0.01	0.08	0.19	0.06	0.16	0.16	0.23	0.03	0.03	0.03
Delay/Veh:	6.2	7.5	5.4	5.8	6.3	5.7	36.9	36.9	37.5	35.6	35.6	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:	6.2	7.5	5.4	5.8	6.3	5.7	36.9	36.9	37.5	35.6	35.6	35.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	8	0	0	3	1	2	2	3	0	0	0

****

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

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour - With Improvements

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

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	28	28	28	28	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	69	465	1	47	846	42	66	1	209	3	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	465	1	47	846	42	66	1	209	3	1	5
Added Vol:	0	41	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	506	1	47	887	42	66	1	209	3	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.91	0.91	0.91	0.82	0.82	0.82	0.58	0.58	0.58
PHF Volume:	80	584	1	52	976	46	81	1	256	5	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	584	1	52	976	46	81	1	256	5	2	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:	80	584	1	52	976	46	81	1	256	5	2	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.95	0.85	0.40	0.95	0.85	0.74	0.74	0.85	0.88	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.99	0.01	1.00	0.33	0.11	0.56
Final Sat.:	428	3610	1615	751	3610	1615	1385	21	1615	557	186	928
Capacity Analysis Module:												
Vol/Sat:	0.19	0.16	0.00	0.07	0.27	0.03	0.06	0.06	0.16	0.01	0.01	0.01
Crit Moves:					****				****			
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.34	0.29	0.00	0.13	0.49	0.05	0.17	0.17	0.45	0.03	0.03	0.03
Delay/Veh:	10.8	9.7	8.1	8.8	11.3	8.4	18.1	18.1	20.7	17.1	17.1	17.1
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:	10.8	9.7	8.1	8.8	11.3	8.4	18.1	18.1	20.7	17.1	17.1	17.1
LOS by Move:	B	A	A	A	B	A	B	B	C	B	B	B
HCM2kAvgQ:	1	4	0	1	8	1	1	1	5	0	0	0

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

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
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:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	24	0		0	24	24		21	0	21		0	0	0	
Lanes:	1 0	1 0	0		0 0	1 0	1		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	167	664	0		0	346	102		228	0	88		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	167	664	0		0	346	102		228	0	88		0	0	0	
Added Vol:	0	16	0		0	13	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	167	680	0		0	359	102		228	0	88		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.88	0.88	0.88		0.78	0.78	0.78		1.00	1.00	1.00	
PHF Volume:	181	738	0		0	409	116		292	0	113		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	181	738	0		0	409	116		292	0	113		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	181	738	0		0	409	116		292	0	113		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	1.00	0.85		0.77	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1900	1615		1461	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.39	0.00		0.00	0.22	0.07		0.20	0.00	0.07		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.15	0.51	0.00		0.00	0.36	0.36		0.31	0.00	0.31		0.00	0.00	0.00	
Volume/Cap:	0.67	0.77	0.00		0.00	0.60	0.20		0.64	0.00	0.22		0.00	0.00	0.00	
Delay/Veh:	33.5	17.0	0.0		0.0	19.1	15.0		22.7	0.0	17.2		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.5	17.0	0.0		0.0	19.1	15.0		22.7	0.0	17.2		0.0	0.0	0.0	
LOS by Move:	C	B	A		A	B	B		C	A	B		A	A	A	
HCM2kAvgQ:	5	14	0		0	8	2		6	0	2		0	0	0	

****

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

****

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.5
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:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	0	0	24	24	21	0	21	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	176	344	0	0	747	296	184	0	260	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	344	0	0	747	296	184	0	260	0	0	0
Added Vol:	0	41	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	385	0	0	788	296	184	0	260	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.84	0.84	0.84	0.84	0.84	0.84	1.00	1.00	1.00
PHF Volume:	214	469	0	0	935	351	219	0	310	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	469	0	0	935	351	219	0	310	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	469	0	0	935	351	219	0	310	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.00	0.00	0.49	0.22	0.15	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.67	0.00	0.00	0.54	0.54	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.91	0.37	0.00	0.00	0.91	0.40	0.71	0.00	0.91	0.00	0.00	0.00
Delay/Veh:	78.6	7.4	0.0	0.0	32.8	13.8	44.4	0.0	66.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.6	7.4	0.0	0.0	32.8	13.8	44.4	0.0	66.3	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C	B	D	A	E	A	A	A
HCM2kAvgQ:	10	6	0	0	30	6	8	0	13	0	0	0

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: E[35.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	99	0	12	0	0	0	0	262	56	38	400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	12	0	0	0	0	262	56	38	400	0
Added Vol:	8	0	0	0	0	0	0	7	7	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	0	12	0	0	0	0	269	63	38	408	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:	0.66	0.66	0.66	1.00	1.00	1.00	0.73	0.73	0.73	0.82	0.82	0.82
PHF Volume:	162	0	18	0	0	0	0	369	86	46	497	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	162	0	18	0	0	0	0	369	86	46	497	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1002	xxxx	412	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	455	xxxx	xxxxx
Potent Cap.:	271	xxxx	644	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1116	xxxx	xxxxx
Move Cap.:	262	xxxx	644	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1116	xxxx	xxxxx
Volume/Cap:	0.62	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.7	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	38.5	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	E	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		35.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		E			*			*			*	

****

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

****

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: E[35.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	71	0	28	0	0	0	0	597	124	22	339	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:	71	0	28	0	0	0	0	597	124	22	339	0
Added Vol:	20	0	0	0	0	0	0	20	20	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	28	0	0	0	0	617	144	22	359	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:	0.83	0.83	0.83	1.00	1.00	1.00	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	109	0	34	0	0	0	0	654	153	26	418	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	109	0	34	0	0	0	0	654	153	26	418	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1200	xxxx	730	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	806	xxxx	xxxxx
Potent Cap.:	207	xxxx	426	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	827	xxxx	xxxxx
Move Cap.:	202	xxxx	426	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	827	xxxx	xxxxx
Volume/Cap:	0.54	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.8	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	42.2	xxxx	14.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	E	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		35.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		E		*			*			*		

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
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:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	99	0	12	0	0	0	0	262	56	38	400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	12	0	0	0	0	262	56	38	400	0
Added Vol:	8	0	0	0	0	0	0	7	7	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	0	12	0	0	0	0	269	63	38	408	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:	0.66	0.66	0.66	1.00	1.00	1.00	0.73	0.73	0.73	0.82	0.82	0.82
PHF Volume:	162	0	18	0	0	0	0	369	86	46	497	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	0	18	0	0	0	0	369	86	46	497	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:	162	0	18	0	0	0	0	369	86	46	497	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.94	0.94	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.81	0.19	0.09	0.91	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1499	351	152	1634	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.01	0.00	0.00	0.00	0.00	0.25	0.25	0.30	0.30	0.00
Crit Moves:	****										****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.63	0.00
Volume/Cap:	0.43	0.00	0.04	0.00	0.00	0.00	0.00	0.39	0.39	0.48	0.48	0.00
Delay/Veh:	22.5	0.0	19.6	0.0	0.0	0.0	0.0	6.6	6.6	7.3	7.3	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:	22.5	0.0	19.6	0.0	0.0	0.0	0.0	6.6	6.6	7.3	7.3	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	0	0	0	0	0	5	5	7	7	0

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

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Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour - With Improvements

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

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
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:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	71	0	28	0	0	0	0	597	124	22	339	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:	71	0	28	0	0	0	0	597	124	22	339	0
Added Vol:	20	0	0	0	0	0	0	20	20	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	28	0	0	0	0	617	144	22	359	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:	0.83	0.83	0.83	1.00	1.00	1.00	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	109	0	34	0	0	0	0	654	153	26	418	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	34	0	0	0	0	654	153	26	418	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:	109	0	34	0	0	0	0	654	153	26	418	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.94	0.94	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.81	0.19	0.06	0.94	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1500	350	103	1681	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.02	0.00	0.00	0.00	0.00	0.44	0.44	0.25	0.25	0.00
Crit Moves:	****							****				
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.74	0.74	0.74	0.74	0.00
Volume/Cap:	0.42	0.00	0.12	0.00	0.00	0.00	0.00	0.59	0.59	0.34	0.34	0.00
Delay/Veh:	37.4	0.0	34.5	0.0	0.0	0.0	0.0	6.7	6.7	4.7	4.7	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:	37.4	0.0	34.5	0.0	0.0	0.0	0.0	6.7	6.7	4.7	4.7	0.0
LOS by Move:	D	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	1	0	0	0	0	12	12	5	5	0

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

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Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[21.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	18	0	12	0	0	0	0	595	9	7	326	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:	18	0	12	0	0	0	0	595	9	7	326	0
Added Vol:	0	0	0	0	0	0	0	111	0	0	93	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	12	0	0	0	0	706	9	7	419	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:	0.68	0.68	0.68	1.00	1.00	1.00	0.96	0.96	0.96	0.90	0.90	0.90
PHF Volume:	27	0	18	0	0	0	0	737	9	8	466	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	0	18	0	0	0	0	737	9	8	466	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1219	xxxx	737	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	746	xxxx	xxxxx
Potent Cap.:	201	xxxx	422	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	871	xxxx	xxxxx
Move Cap.:	200	xxxx	422	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	871	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	25.8	xxxx	13.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	D	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		21.0		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

****

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

****

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[22.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	15	0	10	0	0	0	0	357	46	15	561	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:	15	0	10	0	0	0	0	357	46	15	561	0
Added Vol:	0	0	0	0	0	0	0	286	0	0	284	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	10	0	0	0	0	643	46	15	845	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:	0.64	0.64	0.64	1.00	1.00	1.00	0.81	0.81	0.81	0.91	0.91	0.91
PHF Volume:	23	0	16	0	0	0	0	794	57	17	931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	16	0	0	0	0	794	57	17	931	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1292	xxxx	794	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	851	xxxx	xxxxx
Potent Cap.:	182	xxxx	391	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	796	xxxx	xxxxx
Move Cap.:	179	xxxx	391	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	796	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	28.2	xxxx	14.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx
LOS by Move:	D	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	22.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

****

Intersection #15 Soboba Road (NS) at Chabella Drive (EW)

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[14.1]

****

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:	1 0 0 1 0			1 0 1 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	9	283	3	5	191	9	7	1	36	10	1	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:	9	283	3	5	191	9	7	1	36	10	1	7
Added Vol:	0	40	0	0	48	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	323	3	5	239	9	7	1	36	10	1	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:	0.89	0.89	0.89	0.85	0.85	0.85	0.79	0.79	0.79	0.65	0.65	0.65
PHF Volume:	10	363	3	6	283	11	9	1	45	15	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	363	3	6	283	11	9	1	45	15	2	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	293	xxxx	xxxxx	366	xxxx	xxxxx	686	681	283	708	690	365
Potent Cap.:	1280	xxxx	xxxxx	1203	xxxx	xxxxx	364	375	761	352	371	685
Move Cap.:	1280	xxxx	xxxxx	1203	xxxx	xxxxx	354	370	761	327	366	685
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.00	0.06	0.05	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.0
Control Del:	7.8	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	10.0	xxxxx	xxxx	10.3
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	356	xxxx	xxxxx	330	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.4	xxxx	xxxxx	16.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	C	*	*
ApproachDel:	xxxxxx			xxxxxx			11.0			14.1		
ApproachLOS:	*			*			B			B		

****

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

****

Horseshoe Grande Property - Alternative 3
Existing
Evening Peak Hour

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

****

Intersection #15 Soboba Road (NS) at Chabella Drive (EW)

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[17.0]

****

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:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	29	205	10	7	329	10	3	1	15	4	1	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:	29	205	10	7	329	10	3	1	15	4	1	3
Added Vol:	0	122	0	0	123	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	327	10	7	452	10	3	1	15	4	1	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:	0.90	0.90	0.90	0.92	0.92	0.92	0.80	0.80	0.80	0.75	0.75	0.75
PHF Volume:	32	363	11	8	491	11	4	1	19	5	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	363	11	8	491	11	4	1	19	5	1	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	502	xxxx	xxxxx	374	xxxx	xxxxx	941	944	491	954	949	368
Potent Cap.:	1073	xxxx	xxxxx	1196	xxxx	xxxxx	245	264	582	241	262	682
Move Cap.:	1073	xxxx	xxxxx	1196	xxxx	xxxxx	236	255	582	226	253	682
Volume/Cap:	0.03	xxxx	xxxx	0.01	xxxx	xxxx	0.02	0.00	0.03	0.02	0.01	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.0
Control Del:	8.5	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	11.4	xxxxx	xxxx	10.3
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	241	xxxx	xxxxx	231	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.3	xxxx	xxxxx	21.1	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	C	*	*
ApproachDel:	xxxxxx			xxxxxx			13.3			17.0		
ApproachLOS:	*			*			B			C		

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour

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

Intersection #16 Soboba Road (NS) at Lake Park Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.6
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 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	187	23	1	1	84	79	85	1	290	1	1	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:	187	23	1	1	84	79	85	1	290	1	1	1
Added Vol:	13	40	0	0	48	16	13	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	63	1	1	132	95	98	1	306	1	1	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:	0.93	0.93	0.93	0.82	0.82	0.82	0.85	0.85	0.85	0.95	0.95	0.95
PHF Volume:	216	68	1	1	161	116	115	1	358	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	68	1	1	161	116	115	1	358	1	1	1
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:	216	68	1	1	161	116	115	1	358	1	1	1
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:	0.75	0.24	0.01	0.01	0.58	0.41	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	468	147	2	3	380	273	538	5	663	172	172	172
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.42	0.42	0.42	0.21	0.21	0.54	0.01	0.01	0.01
Crit Moves:		****			****				****	****		
Delay/Veh:	13.0	13.0	13.0	11.8	11.8	11.8	10.8	10.8	13.5	9.1	9.1	9.1
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:	13.0	13.0	13.0	11.8	11.8	11.8	10.8	10.8	13.5	9.1	9.1	9.1
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
ApproachDel:		13.0			11.8			12.8			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.0			11.8			12.8			9.1	
LOS by Appr:		B			B			B			A	
AllWayAvgQ:	0.8	0.8	0.8	0.6	0.6	0.6	0.3	0.3	1.0	0.0	0.0	0.0

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

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Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Evening Peak Hour

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

****

Intersection #16 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.029
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.4
Optimal Cycle:	0	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:	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	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	333	101	1	1	148	177	106	1	377	1	1	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:	333	101	1	1	148	177	106	1	377	1	1	1
Added Vol:	41	61	0	0	61	41	41	0	41	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	162	1	1	209	218	147	1	418	1	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91	0.95	0.95	0.95
PHF Volume:	395	171	1	1	219	229	161	1	459	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	171	1	1	219	229	161	1	459	1	1	1
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:	395	171	1	1	219	229	161	1	459	1	1	1
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:	0.69	0.30	0.01	0.01	0.48	0.51	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	383	166	1	1	276	288	461	3	549	132	132	132
Capacity Analysis Module:												
Vol/Sat:	1.03	1.03	1.03	0.79	0.79	0.79	0.35	0.35	0.84	0.01	0.01	0.01
Crit Moves:		****			****				****	****		
Delay/Veh:	71.4	71.4	71.4	28.8	28.8	28.8	14.5	14.5	33.6	11.4	11.4	11.4
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:	71.4	71.4	71.4	28.8	28.8	28.8	14.5	14.5	33.6	11.4	11.4	11.4
LOS by Move:	F	F	F	D	D	D	B	B	D	B	B	B
ApproachDel:		71.4			28.8			28.6			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		71.4			28.8			28.6			11.4	
LOS by Appr:		F			D			D			B	
AllWayAvgQ:	9.5	9.5	9.5	3.1	3.1	3.1	0.5	0.5	3.7	0.0	0.0	0.0

****

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

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Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #16 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.286
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	187	23	1	1	84	79	85	1	290	1	1	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:	187	23	1	1	84	79	85	1	290	1	1	1
Added Vol:	13	40	0	0	48	16	13	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	63	1	1	132	95	98	1	306	1	1	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:	0.93	0.93	0.93	0.82	0.82	0.82	0.85	0.85	0.85	0.95	0.95	0.95
PHF Volume:	216	68	1	1	161	116	115	1	358	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	68	1	1	161	116	115	1	358	1	1	1
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:	216	68	1	1	161	116	115	1	358	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	1.00	0.94	0.94	0.94	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	0.98	0.02	0.01	0.58	0.41	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	1446	1867	30	8	1038	747	1792	18	1615	595	595	595
Capacity Analysis Module:												
Vol/Sat:	0.15	0.04	0.04	0.15	0.15	0.15	0.06	0.06	0.22	0.00	0.00	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.78	0.78	0.78	0.26	0.26	0.26
Volume/Cap:	0.58	0.14	0.14	0.60	0.60	0.60	0.08	0.08	0.29	0.01	0.01	0.01
Delay/Veh:	25.0	20.2	20.2	25.1	25.1	25.1	1.9	1.9	2.4	19.4	19.4	19.4
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:	25.0	20.2	20.2	25.1	25.1	25.1	1.9	1.9	2.4	19.4	19.4	19.4
LOS by Move:	C	C	C	C	C	C	A	A	A	B	B	B
HCM2kAvgQ:	5	1	1	6	6	6	1	1	2	0	0	0

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

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Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #16 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.6
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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	333	101	1	1	148	177	106	1	377	1	1	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:	333	101	1	1	148	177	106	1	377	1	1	1
Added Vol:	41	61	0	0	61	41	41	0	41	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	162	1	1	209	218	147	1	418	1	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91	0.95	0.95	0.95
PHF Volume:	395	171	1	1	219	229	161	1	459	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	171	1	1	219	229	161	1	459	1	1	1
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:	395	171	1	1	219	229	161	1	459	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	1.00	0.93	0.93	0.93	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	0.99	0.01	0.01	0.48	0.51	0.99	0.01	1.00	0.34	0.33	0.33
Final Sat.:	1400	1886	12	4	864	901	1798	12	1615	595	595	595
Capacity Analysis Module:												
Vol/Sat:	0.28	0.09	0.09	0.25	0.25	0.25	0.09	0.09	0.28	0.00	0.00	0.00
Crit Moves:	****								****		****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.35	0.35	0.35	0.16	0.16	0.16
Volume/Cap:	0.82	0.26	0.26	0.74	0.74	0.74	0.26	0.26	0.82	0.01	0.01	0.01
Delay/Veh:	43.6	26.2	26.2	36.4	36.4	36.4	26.0	26.0	42.0	38.6	38.6	38.6
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:	43.6	26.2	26.2	36.4	36.4	36.4	26.0	26.0	42.0	38.6	38.6	38.6
LOS by Move:	D	C	C	D	D	D	C	C	D	D	D	D
HCM2kAvgQ:	14	4	4	15	15	15	4	4	16	0	0	0

****

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

****

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Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

Intersection #17 Soboba Road (NS) at Project Access (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
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:	18	18	0	0	18	18	18	0	18	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	211	0	0	375	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	211	0	0	375	0	0	0	0	0	0	0
Added Vol:	8	0	0	0	0	64	53	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	211	0	0	375	64	53	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	211	0	0	375	64	53	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	211	0	0	375	64	53	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	211	0	0	375	64	53	0	7	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	1.00	0.98	0.98	0.76	1.00	0.76	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.85	0.15	0.88	0.00	0.12	0.00	0.00	0.00
Final Sat.:	1609	1900	0	0	1591	271	1273	0	168	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.24	0.24	0.04	0.00	0.04	0.00	0.00	0.00
Crit Moves:					****		****					
Green/Cycle:	0.73	0.73	0.00	0.00	0.73	0.73	0.19	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.01	0.15	0.00	0.00	0.32	0.32	0.22	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	3.6	4.1	0.0	0.0	4.8	4.8	33.0	0.0	33.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	4.1	0.0	0.0	4.8	4.8	33.0	0.0	33.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	2	0	0	5	5	2	0	2	0	0	0

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

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #17 Soboba Road (NS) at Project Access (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
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:	18	18	0	0	18	18	18	0	18	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	434	0	0	525	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	434	0	0	525	0	0	0	0	0	0	0
Added Vol:	20	0	0	0	0	102	101	0	20	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	434	0	0	525	102	101	0	20	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	434	0	0	525	102	101	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	434	0	0	525	102	101	0	20	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	434	0	0	525	102	101	0	20	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	1.00	1.00	1.00	0.98	0.98	0.73	1.00	0.73	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.84	0.16	0.83	0.00	0.17	0.00	0.00	0.00
Final Sat.:	1376	1900	0	0	1556	302	1163	0	230	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.00	0.00	0.34	0.34	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:					****		****					
Green/Cycle:	0.71	0.71	0.00	0.00	0.71	0.71	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.02	0.32	0.00	0.00	0.47	0.47	0.43	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	3.8	5.0	0.0	0.0	5.9	5.9	32.6	0.0	32.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.8	5.0	0.0	0.0	5.9	5.9	32.6	0.0	32.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	5	0	0	8	8	3	0	3	0	0	0

****

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

****

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Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Morning Peak Hour - With Improvements

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

****

Intersection #18 Project Access (NS) at Lake Park Drive (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
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:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	376	0	0	267	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	376	0	0	267	0
Added Vol:	80	0	13	0	0	0	0	16	95	16	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	0	13	0	0	0	0	392	95	16	280	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:	84	0	14	0	0	0	0	413	100	17	295	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	0	14	0	0	0	0	413	100	17	295	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:	84	0	14	0	0	0	0	413	100	17	295	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	0.74	1.00	1.00	1.00	1.00	1.00	0.85	0.48	1.00	1.00
Lanes:	0.86	0.00	0.14	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1217	0	198	0	0	0	0	1900	1615	918	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.22	0.06	0.02	0.16	0.00
Crit Moves:	****							****				
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.68	0.68	0.68	0.68	0.00
Volume/Cap:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.32	0.09	0.03	0.23	0.00
Delay/Veh:	26.4	0.0	26.4	0.0	0.0	0.0	0.0	5.5	4.5	4.3	5.1	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:	26.4	0.0	26.4	0.0	0.0	0.0	0.0	5.5	4.5	4.3	5.1	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	4	1	0	3	0

****

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

****

Horseshoe Grande Property - Alternative 3
Opening Year (2010) With Project
Evening Peak Hour - With Improvements

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

****

Intersection #18 Project Access (NS) at Lake Park Drive (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	484	0	0	511	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	484	0	0	511	0
Added Vol:	243	0	41	0	0	0	0	41	245	41	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	0	41	0	0	0	0	525	245	41	552	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:	256	0	43	0	0	0	0	553	258	43	581	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	0	43	0	0	0	0	553	258	43	581	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:	256	0	43	0	0	0	0	553	258	43	581	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.73	1.00	1.00	1.00	1.00	1.00	0.85	0.32	1.00	1.00
Lanes:	0.86	0.00	0.14	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1188	0	200	0	0	0	0	1900	1615	604	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.29	0.16	0.07	0.31	0.00
Crit Moves:	****										****	
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.51	0.51	0.51	0.51	0.00
Volume/Cap:	0.60	0.00	0.60	0.00	0.00	0.00	0.00	0.57	0.31	0.14	0.60	0.00
Delay/Veh:	17.8	0.0	17.8	0.0	0.0	0.0	0.0	11.0	8.8	8.0	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:	17.8	0.0	17.8	0.0	0.0	0.0	0.0	11.0	8.8	8.0	11.5	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	6	0	6	0	0	0	0	8	3	1	8	0

****

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

****

Year 2025 Without Project – No Action

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 49.9
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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0 2	0 1		2 0 2	0 1		2 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	76	917	14	414	614	315	663	413	47	7	468	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	917	14	414	614	315	663	413	47	7	468	529
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:	80	965	15	436	646	332	698	435	49	7	493	557
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	965	15	436	646	332	698	435	49	7	493	557
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:	80	965	15	436	646	332	698	435	49	7	493	557
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.01	0.12	0.18	0.21	0.20	0.12	0.03	0.00	0.14	0.34
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.29	0.40	0.13	0.31	0.52	0.21	0.33	0.44	0.12	0.23	0.37
Volume/Cap:	0.21	0.93	0.02	0.93	0.58	0.39	0.93	0.37	0.07	0.02	0.58	0.94
Delay/Veh:	48.9	56.3	21.5	77.4	35.6	17.5	64.9	30.9	19.5	46.8	41.9	60.0
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:	48.9	56.3	21.5	77.4	35.6	17.5	64.9	30.9	19.5	46.8	41.9	60.0
LOS by Move:	D	E	C	E	D	B	E	C	B	D	D	E
HCM2kAvgQ:	2	23	0	12	11	7	17	6	1	0	9	24

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****

Intersection #1 Sanderson Avenue (NS) at Ramona Expressway (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 51.9
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	2 0 2	0 1		2 0 2	0 1		2 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	95	726	18	757	1359	853	457	685	119	9	478	491
Growth Adj:	1.00	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	726	18	757	1359	853	457	685	119	9	478	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	100	764	19	797	1431	898	481	721	125	9	503	517
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	764	19	797	1431	898	481	721	125	9	503	517
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	764	19	797	1431	898	481	721	125	9	503	517
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.01	0.23	0.40	0.56	0.14	0.20	0.08	0.00	0.14	0.32
Crit Moves:	****					****	****				****	
Green/Cycle:	0.08	0.25	0.35	0.25	0.41	0.55	0.14	0.27	0.36	0.10	0.23	0.48
Volume/Cap:	0.34	0.84	0.03	0.93	0.96	1.01	1.01	0.73	0.22	0.03	0.60	0.67
Delay/Veh:	52.6	49.7	25.8	60.0	48.4	59.9	95.8	42.6	27.2	49.1	42.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	49.7	25.8	60.0	48.4	59.9	95.8	42.6	27.2	49.1	42.2	26.2
LOS by Move:	D	D	C	E	D	E	F	D	C	D	D	C
HCM2kAvgQ:	2	17	0	19	32	41	14	14	3	0	9	15

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Average Delay (sec/veh): 15.7 Worst Case Level Of Service: F[208.0]

****

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:	1 0 0 1 0			1 0 0 1 0			0 0 1! 0 0			0 1 0 0 1		
Volume Module:												
Base Vol:	1	693	15	148	252	1	1	1	1	15	1	366
Growth Adj:	1.00	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	693	15	148	252	1	1	1	1	15	1	366
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:	1	729	16	156	265	1	1	1	1	16	1	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	729	16	156	265	1	1	1	1	16	1	385
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	266	xxxx	xxxxx	745	xxxx	xxxxx	1510	1325	266	1318	1317	737
Potent Cap.:	1309	xxxx	xxxxx	872	xxxx	xxxxx	100	157	778	136	159	422
Move Cap.:	1309	xxxx	xxxxx	872	xxxx	xxxxx	7	129	778	116	130	422
Volume/Cap:	0.00	xxxx	xxxx	0.18	xxxx	xxxx	0.14	0.01	0.00	0.14	0.01	0.91
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	10.0
Control Del:	7.8	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	56.5
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	F
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	21	xxxxx	117	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.5	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	208	xxxxx	40.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	E	*	*
ApproachDel:	xxxxxx			xxxxxx			208.0			55.9		
ApproachLOS:	*			*			F			F		

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****
Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)
****
Average Delay (sec/veh): 8.1 Worst Case Level Of Service: F[108.2]
****

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:	1 0 0	1	0	1 0 0	1	0	0 0 1!	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	1	466	14	380	663	1	1	1	2	21	2	241
Growth Adj:	1.00	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	466	14	380	663	1	1	1	2	21	2	241
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:	1	491	15	400	698	1	1	1	2	22	2	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	491	15	400	698	1	1	1	2	22	2	254
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	699	xxxx	xxxxx	505	xxxx	xxxxx	2126	2006	698	2000	1999	498
Potent Cap.:	907	xxxx	xxxxx	1070	xxxx	xxxxx	37	60	444	45	61	576
Move Cap.:	907	xxxx	xxxxx	1070	xxxx	xxxxx	14	38	444	31	38	576
Volume/Cap:	0.00	xxxx	xxxx	0.37	xxxx	xxxx	0.08	0.03	0.00	0.71	0.06	0.44
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2.2
Control Del:	9.0	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.1
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	39	xxxxx	32	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	2.6	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	108	xxxxx	269.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			108.2			38.2		
ApproachLOS:	*			*			F			E		

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

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Cycle (sec):	85	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.6
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	693	15	148	252	1	1	1	1	15	1	366
Growth Adj:	1.00	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	693	15	148	252	1	1	1	1	15	1	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	693	15	148	252	1	1	1	1	15	1	366
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:	1	729	16	156	265	1	1	1	1	16	1	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	729	16	156	265	1	1	1	1	16	1	385
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	729	16	156	265	1	1	1	1	16	1	385
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	1.00	0.93	0.93	0.93	0.86	0.86	0.85
Lanes:	1.00	0.98	0.02	1.00	0.99	0.01	0.34	0.33	0.33	0.94	0.06	1.00
Final Sat.:	1805	1854	40	1805	1891	8	586	586	586	1527	102	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.09	0.14	0.14	0.00	0.00	0.00	0.01	0.01	0.24
Crit Moves:		****		****								****
Green/Cycle:	0.21	0.46	0.46	0.12	0.37	0.37	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.00	0.85	0.85	0.73	0.38	0.38	0.01	0.01	0.01	0.04	0.04	0.85
Delay/Veh:	26.8	28.4	28.4	48.6	19.8	19.8	22.1	22.1	22.1	22.3	22.3	43.4
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:	26.8	28.4	28.4	48.6	19.8	19.8	22.1	22.1	22.1	22.3	22.3	43.4
LOS by Move:	C	C	C	D	B	B	C	C	C	C	C	D
HCM2kAvgQ:	0	20	20	6	5	5	0	0	0	0	0	13

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #2 State Street/Gilman Springs Road (NS) at Soboba Road (EW)

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.2
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	466	14	380	663	1	1	1	2	21	2	241
Growth Adj:	1.00	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	466	14	380	663	1	1	1	2	21	2	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	466	14	380	663	1	1	1	2	21	2	241
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:	1	491	15	400	698	1	1	1	2	22	2	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	491	15	400	698	1	1	1	2	22	2	254
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	491	15	400	698	1	1	1	2	22	2	254
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	1.00	0.91	0.91	0.91	0.83	0.83	0.85
Lanes:	1.00	0.97	0.03	1.00	0.99	0.01	0.25	0.25	0.50	0.91	0.09	1.00
Final Sat.:	1805	1837	55	1805	1897	3	430	430	861	1438	137	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.22	0.37	0.37	0.00	0.00	0.00	0.02	0.02	0.16
Crit Moves:	****				****							****
Green/Cycle:	0.13	0.34	0.34	0.28	0.50	0.50	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.00	0.78	0.78	0.78	0.74	0.74	0.01	0.01	0.01	0.07	0.07	0.70
Delay/Veh:	30.7	29.8	29.8	34.0	18.9	18.9	24.1	24.1	24.1	24.5	24.5	34.4
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:	30.7	29.8	29.8	34.0	18.9	18.9	24.1	24.1	24.1	24.5	24.5	34.4
LOS by Move:	C	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	13	13	11	15	15	0	0	0	0	0	7

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 56.4
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	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	379	683	101	109	453	56	159	279	422	252	502	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	683	101	109	453	56	159	279	422	252	502	307
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:	399	719	106	115	477	59	167	294	444	265	528	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	719	106	115	477	59	167	294	444	265	528	323
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:	399	719	106	115	477	59	167	294	444	265	528	323
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	0.95	0.85
Lanes:	1.00	1.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3085	456	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.23	0.23	0.06	0.13	0.04	0.09	0.08	0.28	0.15	0.15	0.20
Crit Moves:	****				****				****	****		
Green/Cycle:	0.22	0.33	0.33	0.12	0.23	0.23	0.13	0.27	0.27	0.14	0.28	0.28
Volume/Cap:	1.02	0.70	0.70	0.54	0.57	0.16	0.70	0.30	1.02	1.02	0.52	0.70
Delay/Veh:	96.3	36.8	36.8	52.4	41.5	36.8	59.1	34.9	90.7	111.0	36.5	43.4
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:	96.3	36.8	36.8	52.4	41.5	36.8	59.1	34.9	90.7	111.0	36.5	43.4
LOS by Move:	F	D	D	D	D	D	E	C	F	F	D	D
HCM2kAvgQ:	21	15	15	5	9	2	7	5	23	15	9	12

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.122
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 81.7
Optimal Cycle: OPTIMIZED Level Of Service: F

****

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	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	422	750	112	288	744	71	125	699	574	232	388	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	750	112	288	744	71	125	699	574	232	388	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	444	789	118	303	783	75	132	736	604	244	408	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	789	118	303	783	75	132	736	604	244	408	162
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:	444	789	118	303	783	75	132	736	604	244	408	162
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	0.95	0.85
Lanes:	1.00	1.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3081	460	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.25	0.26	0.26	0.17	0.22	0.05	0.07	0.20	0.37	0.14	0.11	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.21	0.27	0.27	0.17	0.23	0.23	0.13	0.31	0.31	0.11	0.30	0.30
Volume/Cap:	1.19	0.96	0.96	0.96	0.93	0.20	0.58	0.65	1.19	1.19	0.38	0.33
Delay/Veh:	158.0	64.7	64.7	90.4	61.5	37.2	53.2	36.8	146.2	177.9	33.2	33.0
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:	158.0	64.7	64.7	90.4	61.5	37.2	53.2	36.8	146.2	177.9	33.2	33.0
LOS by Move:	F	E	E	F	E	D	D	D	F	F	C	C
HCM2kAvgQ:	28	22	22	16	19	2	5	13	37	17	6	5

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.5
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			Ovl			Include		
Min. Green:	10	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	379	683	101	109	453	56	159	279	422	252	502	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	683	101	109	453	56	159	279	422	252	502	307
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	683	101	109	453	56	159	279	422	252	502	307
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:	399	719	106	115	477	59	167	294	444	265	528	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	719	106	115	477	59	167	294	444	265	528	323
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:	399	719	106	115	477	59	167	294	444	265	528	323
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.07	0.06	0.13	0.04	0.09	0.08	0.28	0.15	0.15	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.26	0.36	0.36	0.13	0.23	0.23	0.12	0.20	0.46	0.17	0.25	0.25
Volume/Cap:	0.85	0.55	0.18	0.49	0.57	0.16	0.78	0.41	0.60	0.85	0.57	0.78
Delay/Veh:	55.8	30.8	26.2	50.1	41.5	36.8	68.7	42.2	25.5	67.3	39.9	51.2
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:	55.8	30.8	26.2	50.1	41.5	36.8	68.7	42.2	25.5	67.3	39.9	51.2
LOS by Move:	E	C	C	D	D	D	E	D	C	E	D	D
HCM2kAvgQ:	17	11	3	4	9	2	8	5	12	12	9	13

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #3 State Street (NS) at Ramona Expressway (EW)

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.939
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 50.7
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			Ovl			Include		
Min. Green:	10	28	28	10	28	28	10	24	24	10	24	24
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	422	750	112	288	744	71	125	699	574	232	388	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	750	112	288	744	71	125	699	574	232	388	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	422	750	112	288	744	71	125	699	574	232	388	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	444	789	118	303	783	75	132	736	604	244	408	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	789	118	303	783	75	132	736	604	244	408	162
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:	444	789	118	303	783	75	132	736	604	244	408	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.25	0.22	0.07	0.17	0.22	0.05	0.07	0.20	0.37	0.14	0.11	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.25	0.30	0.30	0.20	0.25	0.25	0.10	0.22	0.46	0.14	0.25	0.25
Volume/Cap:	1.00	0.72	0.24	0.84	0.85	0.18	0.70	0.93	0.81	1.00	0.45	0.40
Delay/Veh:	83.8	36.8	29.2	58.8	46.8	32.3	58.8	60.3	31.6	104.8	35.3	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.8	36.8	29.2	58.8	46.8	32.3	58.8	60.3	31.6	104.8	35.3	35.1
LOS by Move:	F	D	C	E	D	C	E	E	C	F	D	D
HCM2kAvgQ:	21	14	3	12	16	2	6	17	19	13	6	5

****

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

****

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Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 30.1
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:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	103	698	118	130	537	239	220	627	120	73	729	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	698	118	130	537	239	220	627	120	73	729	97
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:	108	735	124	137	565	252	232	660	126	77	767	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	735	124	137	565	252	232	660	126	77	767	102
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:	108	735	124	137	565	252	232	660	126	77	767	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.93	0.93	0.22	1.00	0.85	0.95	0.93	0.93	0.95	0.93	0.93
Lanes:	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.68	0.32	1.00	1.77	0.23
Final Sat.:	317	3020	511	418	1900	1615	1805	2957	566	1805	3129	416
Capacity Analysis Module:												
Vol/Sat:	0.34	0.24	0.24	0.33	0.30	0.16	0.13	0.22	0.22	0.04	0.25	0.25
Crit Moves:	****						****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.15	0.34	0.34	0.12	0.31	0.31
Volume/Cap:	0.85	0.60	0.60	0.81	0.74	0.39	0.85	0.65	0.65	0.35	0.79	0.79
Delay/Veh:	62.0	21.9	21.9	48.4	26.5	19.3	58.1	26.5	26.5	37.2	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	21.9	21.9	48.4	26.5	19.3	58.1	26.5	26.5	37.2	32.2	32.2
LOS by Move:	E	C	C	D	C	B	E	C	C	D	C	C
HCM2kAvgQ:	5	10	10	6	15	5	9	11	11	2	14	14

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****

Intersection #4 State Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 52.8
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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	138	581	125	184	712	392	195	1075	172	144	1039	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	581	125	184	712	392	195	1075	172	144	1039	126
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:	145	612	132	194	749	413	205	1132	181	152	1094	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	612	132	194	749	413	205	1132	181	152	1094	133
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	612	132	194	749	413	205	1132	181	152	1094	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.92	0.92	0.33	1.00	0.85	0.95	0.93	0.93	0.95	0.93	0.93
Lanes:	1.00	1.65	0.35	1.00	1.00	1.00	1.00	1.72	0.28	1.00	1.78	0.22
Final Sat.:	343	2891	622	623	1900	1615	1805	3047	487	1805	3168	384
Capacity Analysis Module:												
Vol/Sat:	0.42	0.21	0.21	0.31	0.39	0.26	0.11	0.37	0.37	0.08	0.35	0.35
Crit Moves:	****						****				****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.12	0.38	0.38	0.09	0.35	0.35
Volume/Cap:	0.98	0.49	0.49	0.72	0.91	0.59	0.98	0.97	0.97	0.97	0.98	0.98
Delay/Veh:	101.3	24.8	24.8	37.2	46.5	27.4	109.2	54.7	54.7	118.3	59.2	59.2
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:	101.3	24.8	24.8	37.2	46.5	27.4	109.2	54.7	54.7	118.3	59.2	59.2
LOS by Move:	F	C	C	D	D	C	F	D	D	F	E	E
HCM2kAvgQ:	9	10	10	7	30	12	12	31	31	9	29	29

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 1.045
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 64.2
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	337	375	84	30	541	29	18	231	348	49	168	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	375	84	30	541	29	18	231	348	49	168	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	355	395	88	32	569	31	19	243	366	52	177	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	395	88	32	569	31	19	243	366	52	177	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:	355	395	88	32	569	31	19	243	366	52	177	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.95	0.99	0.99	0.97	0.97	0.85	0.70	0.70	0.70
Lanes:	1.27	0.60	0.13	1.00	0.95	0.05	0.07	0.93	1.00	0.21	0.70	0.09
Final Sat.:	2322	1094	245	1805	1789	96	134	1715	1615	274	940	123
Capacity Analysis Module:												
Vol/Sat:	0.15	0.36	0.36	0.02	0.32	0.32	0.14	0.14	0.23	0.19	0.19	0.19
Crit Moves:		****			****				****			
Green/Cycle:	0.34	0.34	0.34	0.30	0.30	0.30	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.45	1.07	1.07	0.06	1.07	1.07	0.61	0.61	0.97	0.81	0.81	0.81
Delay/Veh:	23.6	83.3	83.3	22.7	90.6	90.6	33.3	33.3	73.0	46.9	46.9	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	83.3	83.3	22.7	90.6	90.6	33.3	33.3	73.0	46.9	46.9	46.9
LOS by Move:	C	F	F	C	F	F	C	C	E	D	D	D
HCM2kAvgQ:	6	29	29	1	27	27	7	7	15	9	9	9

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.630
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 201.1
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0	1! 0	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	452	436	171	81	522	49	50	356	452	179	304	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	452	436	171	81	522	49	50	356	452	179	304	54
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:	476	459	180	85	549	52	53	375	476	188	320	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	459	180	85	549	52	53	375	476	188	320	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:	476	459	180	85	549	52	53	375	476	188	320	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.95	0.99	0.99	0.87	0.87	0.85	0.45	0.45	0.45
Lanes:	1.27	0.52	0.21	1.00	0.91	0.09	0.12	0.88	1.00	0.33	0.57	0.10
Final Sat.:	2308	950	373	1805	1714	161	204	1453	1615	284	483	86
Capacity Analysis Module:												
Vol/Sat:	0.21	0.48	0.48	0.05	0.32	0.32	0.26	0.26	0.29	0.66	0.66	0.66
Crit Moves:			****		****						****	
Green/Cycle:	0.30	0.30	0.30	0.20	0.20	0.20	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.70	1.63	1.63	0.24	1.63	1.63	0.63	0.63	0.72	1.63	1.63	1.63
Delay/Veh:	38.8	332	332.2	41.0	344	343.6	30.4	30.4	33.9	331.8	332	331.8
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:	38.8	332	332.2	41.0	344	343.6	30.4	30.4	33.9	331.8	332	331.8
LOS by Move:	D	F	F	D	F	F	C	C	C	F	F	F
HCM2kAvgQ:	13	74	74	3	51	51	13	13	16	49	49	49

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0 1	0 1		1 0 1	1 0		0 1 0	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	337	375	84	30	541	29	18	231	348	49	168	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	375	84	30	541	29	18	231	348	49	168	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	375	84	30	541	29	18	231	348	49	168	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	355	395	88	32	569	31	19	243	366	52	177	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	395	88	32	569	31	19	243	366	52	177	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:	355	395	88	32	569	31	19	243	366	52	177	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	0.98	0.98	0.85	0.47	0.98	0.98
Lanes:	1.00	1.00	1.00	1.00	1.90	0.10	0.07	0.93	1.00	1.00	0.88	0.12
Final Sat.:	1805	1900	1615	1805	3399	182	134	1719	1615	889	1651	216
Capacity Analysis Module:												
Vol/Sat:	0.20	0.21	0.05	0.02	0.17	0.17	0.14	0.14	0.23	0.06	0.11	0.11
Crit Moves:		****			****				****			
Green/Cycle:	0.27	0.27	0.27	0.26	0.26	0.26	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.72	0.77	0.20	0.07	0.65	0.65	0.47	0.47	0.76	0.19	0.36	0.36
Delay/Veh:	28.4	30.2	19.9	19.7	24.9	24.9	20.6	20.6	28.9	18.6	19.6	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:	28.4	30.2	19.9	19.7	24.9	24.9	20.6	20.6	28.9	18.6	19.6	19.6
LOS by Move:	C	C	B	B	C	C	C	C	C	B	B	B
HCM2kAvgQ:	9	10	2	1	7	7	5	5	9	1	4	4

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 37.2
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			Include			Include		
Min. Green:	18	18	18	18	18	18	21	21	21	21	21	21
Lanes:	1 0 1	0 1		1 0 1	1 0		0 1 0	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	452	436	171	81	522	49	50	356	452	179	304	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	452	436	171	81	522	49	50	356	452	179	304	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	452	436	171	81	522	49	50	356	452	179	304	54
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:	476	459	180	85	549	52	53	375	476	188	320	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	459	180	85	549	52	53	375	476	188	320	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:	476	459	180	85	549	52	53	375	476	188	320	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	0.82	0.82	0.85	0.30	0.98	0.98
Lanes:	1.00	1.00	1.00	1.00	1.83	0.17	0.12	0.88	1.00	1.00	0.85	0.15
Final Sat.:	1805	1900	1615	1805	3257	306	191	1358	1615	574	1576	280
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.11	0.05	0.17	0.17	0.28	0.28	0.29	0.33	0.20	0.20
Crit Moves:	****				****					****		
Green/Cycle:	0.30	0.30	0.30	0.20	0.20	0.20	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.89	0.81	0.38	0.24	0.84	0.84	0.75	0.75	0.80	0.89	0.55	0.55
Delay/Veh:	46.7	38.2	25.5	30.6	43.7	43.7	30.0	30.0	32.7	59.9	23.4	23.4
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:	46.7	38.2	25.5	30.6	43.7	43.7	30.0	30.0	32.7	59.9	23.4	23.4
LOS by Move:	D	D	C	C	D	D	C	C	C	E	C	C
HCM2kAvgQ:	16	14	4	2	11	11	12	12	14	8	9	9

****

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

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Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.2
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 2	0 1		1 0 1	1 0		1 0 2	0 1		1 0 1	1 0	
Volume Module:												
Base Vol:	136	430	95	128	418	148	105	405	187	109	483	96
Growth Adj:	1.00	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	430	95	128	418	148	105	405	187	109	483	96
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:	143	453	100	135	440	156	111	426	197	115	508	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	453	100	135	440	156	111	426	197	115	508	101
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:	143	453	100	135	440	156	111	426	197	115	508	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.91	0.91	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.48	0.52	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	1805	3610	1615	1805	2562	907	1805	3610	1615	1805	2936	584
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.06	0.07	0.17	0.17	0.06	0.12	0.12	0.06	0.17	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30	0.11	0.30	0.30
Volume/Cap:	0.73	0.41	0.20	0.69	0.56	0.56	0.56	0.39	0.40	0.58	0.57	0.57
Delay/Veh:	52.7	25.7	23.9	49.3	27.6	27.6	42.7	25.5	25.9	43.5	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	25.7	23.9	49.3	27.6	27.6	42.7	25.5	25.9	43.5	27.7	27.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	6	2	5	8	8	4	5	5	4	8	8

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

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Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****

Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 42.8
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	229	686	158	232	632	134	181	647	225	181	535	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	686	158	232	632	134	181	647	225	181	535	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	241	722	166	244	665	141	191	681	237	191	563	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	722	166	244	665	141	191	681	237	191	563	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:	241	722	166	244	665	141	191	681	237	191	563	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	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	1805	3610	1615	1805	2901	615	1805	3610	1615	1805	2938	582
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.10	0.14	0.23	0.23	0.11	0.19	0.15	0.11	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.27	0.27	0.18	0.30	0.30	0.14	0.29	0.29	0.11	0.27	0.27
Volume/Cap:	0.90	0.75	0.39	0.77	0.78	0.78	0.77	0.65	0.51	0.92	0.72	0.72
Delay/Veh:	75.0	38.6	32.1	51.8	37.6	37.6	57.0	34.1	31.9	87.0	37.6	37.6
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:	75.0	38.6	32.1	51.8	37.6	37.6	57.0	34.1	31.9	87.0	37.6	37.6
LOS by Move:	E	D	C	D	D	D	E	C	C	F	D	D
HCM2kAvgQ:	11	13	5	9	14	14	8	11	7	9	12	12

****

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

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Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

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Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 0	1 0		1 0 1	0 1	
Volume Module:												
Base Vol:	87	463	58	41	533	101	82	363	110	68	473	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	463	58	41	533	101	82	363	110	68	473	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	487	61	43	561	106	86	382	116	72	498	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	487	61	43	561	106	86	382	116	72	498	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
FinalVolume:	92	487	61	43	561	106	86	382	116	72	498	88
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	0.93	0.93	0.28	0.97	0.97	0.28	1.00	0.85
Lanes:	1.00	1.78	0.22	1.00	1.68	0.32	1.00	0.77	0.23	1.00	1.00	1.00
Final Sat.:	1805	3154	395	1805	2962	561	542	1407	426	542	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.02	0.19	0.19	0.16	0.27	0.27	0.13	0.26	0.05
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.26	0.26	0.15	0.26	0.26	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.35	0.58	0.58	0.16	0.72	0.72	0.39	0.66	0.66	0.32	0.64	0.13
Delay/Veh:	26.8	22.7	22.7	25.6	25.3	25.3	15.1	18.3	18.3	14.4	17.7	12.5
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:	26.8	22.7	22.7	25.6	25.3	25.3	15.1	18.3	18.3	14.4	17.7	12.5
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	2	6	6	1	8	8	2	9	9	1	9	1

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****

Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 30.5
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 0	1 0		1 0 1	0 1	
Volume Module:												
Base Vol:	128	776	111	74	652	123	164	517	123	86	374	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:	128	776	111	74	652	123	164	517	123	86	374	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	817	117	78	686	129	173	544	129	91	394	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	817	117	78	686	129	173	544	129	91	394	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	817	117	78	686	129	173	544	129	91	394	91
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	0.93	0.93	0.40	0.97	0.97	0.14	1.00	0.85
Lanes:	1.00	1.75	0.25	1.00	1.68	0.32	1.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1805	3098	443	1805	2964	559	758	1490	355	264	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.04	0.23	0.23	0.23	0.37	0.37	0.34	0.21	0.06
Crit Moves:		****		****				****				
Green/Cycle:	0.15	0.30	0.30	0.13	0.28	0.28	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.50	0.87	0.87	0.35	0.83	0.83	0.54	0.87	0.87	0.81	0.49	0.13
Delay/Veh:	32.6	33.9	33.9	32.9	33.2	33.2	19.2	31.3	31.3	55.5	17.4	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:	32.6	33.9	33.9	32.9	33.2	33.2	19.2	31.3	31.3	55.5	17.4	14.3
LOS by Move:	C	C	C	C	C	C	B	C	C	E	B	B
HCM2kAvgQ:	4	15	15	2	13	13	4	18	18	4	7	1

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 12 (Y+R=4.0 sec) 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 1	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	134	471	90	81	554	145	100	137	97	135	415	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	471	90	81	554	145	100	137	97	135	415	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	496	95	85	583	153	105	144	102	142	437	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	496	95	85	583	153	105	144	102	142	437	102
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	496	95	85	583	153	105	144	102	142	437	102
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	0.92	0.92	0.23	1.00	0.85	0.66	0.97	0.97
Lanes:	1.00	1.68	0.32	1.00	1.59	0.41	1.00	1.00	1.00	1.00	0.81	0.19
Final Sat.:	1805	2958	565	1805	2772	726	437	1900	1615	1254	1497	350
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.17	0.05	0.21	0.21	0.24	0.08	0.06	0.11	0.29	0.29
Crit Moves:	****				****						****	
Green/Cycle:	0.14	0.28	0.28	0.15	0.29	0.29	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.55	0.61	0.61	0.31	0.74	0.74	0.60	0.19	0.16	0.28	0.73	0.73
Delay/Veh:	30.4	23.2	23.2	27.0	25.5	25.5	22.4	13.8	13.6	14.5	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	23.2	23.2	27.0	25.5	25.5	22.4	13.8	13.6	14.5	21.5	21.5
LOS by Move:	C	C	C	C	C	C	C	B	B	B	C	C
HCM2kAvgQ:	4	7	7	2	9	9	3	2	1	2	11	11

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****

Intersection #8 San Jacinto Street (NS) at Devonshire Avenue (EW)

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.3
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	28	28	28	28	28	28
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 1	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	102	801	223	115	709	98	181	358	107	129	220	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	801	223	115	709	98	181	358	107	129	220	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	107	843	235	121	746	103	191	377	113	136	232	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	843	235	121	746	103	191	377	113	136	232	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	843	235	121	746	103	191	377	113	136	232	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.38	1.00	0.85	0.35	0.95	0.95
Lanes:	1.00	1.56	0.44	1.00	1.76	0.24	1.00	1.00	1.00	1.00	0.65	0.35
Final Sat.:	1805	2731	760	1805	3115	430	713	1900	1615	663	1176	625
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.07	0.24	0.24	0.27	0.20	0.07	0.20	0.20	0.20
Crit Moves:		****		****			****					
Green/Cycle:	0.17	0.38	0.38	0.13	0.33	0.33	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.35	0.82	0.82	0.54	0.73	0.73	0.76	0.57	0.20	0.59	0.56	0.56
Delay/Veh:	29.9	27.0	27.0	35.4	26.1	26.1	36.2	22.2	18.3	25.1	22.2	22.2
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:	29.9	27.0	27.0	35.4	26.1	26.1	36.2	22.2	18.3	25.1	22.2	22.2
LOS by Move:	C	C	C	D	C	C	D	C	B	C	C	C
HCM2kAvgQ:	3	15	15	4	11	11	6	8	2	4	8	8

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 79.5
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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	81	259	77	163	241	149	200	702	43	97	1114	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	259	77	163	241	149	200	702	43	97	1114	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	259	77	163	241	149	200	702	43	97	1114	202
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:	85	273	81	172	254	157	211	739	45	102	1173	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	273	81	172	254	157	211	739	45	102	1173	213
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:	85	273	81	172	254	157	211	739	45	102	1173	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.98	0.98	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.54	0.46	1.00	1.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1805	2688	799	1862	1862	1615	1805	3371	206	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.09	0.14	0.10	0.12	0.22	0.22	0.06	0.32	0.13
Crit Moves:		****			****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.10	0.28	0.28	0.10	0.28	0.28
Volume/Cap:	0.19	0.42	0.42	0.38	0.56	0.40	1.18	0.80	0.80	0.57	1.18	0.48
Delay/Veh:	34.8	37.0	37.0	36.5	39.0	37.1	176.2	43.2	43.2	54.1	133	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:	34.8	37.0	37.0	36.5	39.0	37.1	176.2	43.2	43.2	54.1	133	35.6
LOS by Move:	C	D	D	D	D	D	F	D	D	D	F	D
HCM2kAvgQ:	2	6	6	5	8	5	14	15	15	4	36	7

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.986
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 111.7
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	10	28	28	10	28	28
Lanes:	1 0	1 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	79	349	144	457	338	208	223	1167	108	172	1193	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	349	144	457	338	208	223	1167	108	172	1193	75
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:	83	367	152	481	356	219	235	1228	114	181	1256	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	367	152	481	356	219	235	1228	114	181	1256	79
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:	83	367	152	481	356	219	235	1228	114	181	1256	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.42	0.58	1.15	0.85	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1805	2443	1008	2123	1570	1615	1805	3261	302	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.23	0.23	0.14	0.13	0.38	0.38	0.10	0.35	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.11	0.32	0.32	0.08	0.29	0.29
Volume/Cap:	0.20	0.64	0.64	0.97	0.97	0.58	1.19	1.19	1.19	1.19	1.19	0.17
Delay/Veh:	37.2	43.3	43.3	69.3	69.3	43.1	180.0	137	136.6	189.0	140	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	43.3	43.3	69.3	69.3	43.1	180.0	137	136.6	189.0	140	31.9
LOS by Move:	D	D	D	E	E	D	F	F	F	F	F	C
HCM2kAvgQ:	2	10	10	20	20	8	16	42	42	13	40	2

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.3
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		2 0 1	0 1		1 0 1	1 0		1 0 2	1 0	
Volume Module:												
Base Vol:	81	259	77	163	241	149	200	702	43	97	1114	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	259	77	163	241	149	200	702	43	97	1114	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	259	77	163	241	149	200	702	43	97	1114	202
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:	85	273	81	172	254	157	211	739	45	102	1173	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	273	81	172	254	157	211	739	45	102	1173	213
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:	85	273	81	172	254	157	211	739	45	102	1173	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.92	1.00	0.85	0.95	0.94	0.94	0.95	0.89	0.89
Lanes:	1.00	1.54	0.46	2.00	1.00	1.00	1.00	1.88	0.12	1.00	2.54	0.46
Final Sat.:	1805	2688	799	3502	1900	1615	1805	3371	206	1805	4290	778
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.05	0.13	0.10	0.12	0.22	0.22	0.06	0.27	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.27	0.27	0.10	0.27	0.27	0.15	0.36	0.36	0.13	0.34	0.34
Volume/Cap:	0.50	0.38	0.38	0.51	0.50	0.36	0.80	0.61	0.61	0.44	0.80	0.80
Delay/Veh:	47.4	31.7	31.7	46.6	33.4	31.8	59.6	28.6	28.6	43.7	34.2	34.2
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:	47.4	31.7	31.7	46.6	33.4	31.8	59.6	28.6	28.6	43.7	34.2	34.2
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	3	5	5	3	7	4	9	11	11	4	17	17

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #9 San Jacinto Street (NS) at Florida Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.5
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	28	28	10	28	28	10	28	28	10	28	28
Lanes:	1 0 1	1 0		2 0 1	0 1		1 0 1	1 0		1 0 2	1 0	
Volume Module:												
Base Vol:	79	349	144	457	338	208	223	1167	108	172	1193	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	349	144	457	338	208	223	1167	108	172	1193	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	349	144	457	338	208	223	1167	108	172	1193	75
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:	83	367	152	481	356	219	235	1228	114	181	1256	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	367	152	481	356	219	235	1228	114	181	1256	79
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:	83	367	152	481	356	219	235	1228	114	181	1256	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	1.00	0.85	0.95	0.94	0.94	0.95	0.90	0.90
Lanes:	1.00	1.42	0.58	2.00	1.00	1.00	1.00	1.83	0.17	1.00	2.82	0.18
Final Sat.:	1805	2443	1008	3502	1900	1615	1805	3261	302	1805	4836	304
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.14	0.19	0.14	0.13	0.38	0.38	0.10	0.26	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.23	0.23	0.14	0.28	0.28	0.16	0.39	0.39	0.10	0.33	0.33
Volume/Cap:	0.47	0.64	0.64	0.97	0.68	0.49	0.79	0.97	0.97	0.97	0.79	0.79
Delay/Veh:	53.0	43.3	43.3	83.9	42.2	37.2	61.8	53.5	53.5	110.5	39.3	39.3
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:	53.0	43.3	43.3	83.9	42.2	37.2	61.8	53.5	53.5	110.5	39.3	39.3
LOS by Move:	D	D	D	F	D	D	E	D	D	F	D	D
HCM2kAvgQ:	3	10	10	13	12	7	10	31	31	10	18	18

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.5
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	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	64	848	367	98	436	37	42	238	95	225	171	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	848	367	98	436	37	42	238	95	225	171	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	67	893	386	103	459	39	44	251	100	237	180	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	893	386	103	459	39	44	251	100	237	180	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	893	386	103	459	39	44	251	100	237	180	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.91	0.91	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	1.43	0.57	1.00	1.62	0.38
Final Sat.:	1805	3610	1615	1805	3288	279	1805	2469	986	1805	2844	665
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.24	0.06	0.14	0.14	0.02	0.10	0.10	0.13	0.06	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.32	0.32	0.10	0.29	0.29	0.11	0.27	0.27	0.17	0.32	0.32
Volume/Cap:	0.31	0.78	0.75	0.60	0.48	0.48	0.21	0.38	0.38	0.78	0.20	0.20
Delay/Veh:	42.9	36.0	38.4	51.4	31.0	31.0	42.7	31.7	31.7	53.9	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	36.0	38.4	51.4	31.0	31.0	42.7	31.7	31.7	53.9	26.0	26.0
LOS by Move:	D	D	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	15	13	4	7	7	1	5	5	9	3	3

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 66.1
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	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2	0	1	1 0 1	1	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	86	406	375	182	702	23	23	344	86	560	378	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	406	375	182	702	23	23	344	86	560	378	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	91	427	395	192	739	24	24	362	91	589	398	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	427	395	192	739	24	24	362	91	589	398	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	427	395	192	739	24	24	362	91	589	398	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.92	0.92	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	1.60	0.40	1.00	1.41	0.59
Final Sat.:	1805	3610	1615	1805	3478	114	1805	2801	700	1805	2438	1013
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.24	0.11	0.21	0.21	0.01	0.13	0.13	0.33	0.16	0.16
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.23	0.23	0.10	0.24	0.24	0.14	0.23	0.23	0.31	0.40	0.40
Volume/Cap:	0.54	0.52	1.07	1.07	0.90	0.90	0.09	0.55	0.55	1.07	0.41	0.41
Delay/Veh:	55.7	41.1	112.7	140.8	57.3	57.3	45.0	41.3	41.3	99.8	26.3	26.3
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:	55.7	41.1	112.7	140.8	57.3	57.3	45.0	41.3	41.3	99.8	26.3	26.3
LOS by Move:	E	D	F	F	E	E	D	D	D	F	C	C
HCM2kAvgQ:	4	8	22	12	18	18	1	8	8	31	8	8

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.4
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	64	848	367	98	436	37	42	238	95	225	171	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	848	367	98	436	37	42	238	95	225	171	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	848	367	98	436	37	42	238	95	225	171	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	67	893	386	103	459	39	44	251	100	237	180	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	893	386	103	459	39	44	251	100	237	180	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	893	386	103	459	39	44	251	100	237	180	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.91	0.91	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	1.43	0.57	2.00	1.62	0.38
Final Sat.:	1805	3610	1615	1805	3288	279	1805	2469	986	3502	2844	665
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.24	0.06	0.14	0.14	0.02	0.10	0.10	0.07	0.06	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.36	0.36	0.10	0.32	0.32	0.10	0.28	0.28	0.10	0.28	0.28
Volume/Cap:	0.28	0.69	0.66	0.57	0.43	0.43	0.24	0.36	0.36	0.68	0.23	0.23
Delay/Veh:	39.5	28.8	29.8	47.3	26.8	26.8	42.2	29.1	29.1	48.6	27.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	28.8	29.8	47.3	26.8	26.8	42.2	29.1	29.1	48.6	27.8	27.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	13	11	4	6	6	1	5	5	5	3	3

****

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

****

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Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #10 Ramona Expressway (NS) at Main Street/Lake Park Drive (EW)

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 42.5
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	24	24	10	24	24	10	28	28	10	28	28
Lanes:	1 0 2	0 1		1 0 1	1 0		1 0 1	1 0		2 0 1	1 0	
Volume Module:												
Base Vol:	86	406	375	182	702	23	23	344	86	560	378	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	406	375	182	702	23	23	344	86	560	378	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	406	375	182	702	23	23	344	86	560	378	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	91	427	395	192	739	24	24	362	91	589	398	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	427	395	192	739	24	24	362	91	589	398	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	427	395	192	739	24	24	362	91	589	398	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	1.60	0.40	2.00	1.41	0.59
Final Sat.:	1805	3610	1615	1805	3478	114	1805	2801	700	3502	2438	1013
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.24	0.11	0.21	0.21	0.01	0.13	0.13	0.17	0.16	0.16
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.28	0.28	0.12	0.29	0.29	0.12	0.25	0.25	0.19	0.33	0.33
Volume/Cap:	0.42	0.42	0.86	0.86	0.74	0.74	0.11	0.51	0.51	0.86	0.49	0.49
Delay/Veh:	46.2	32.4	53.2	75.3	38.5	38.5	43.6	35.6	35.6	54.1	29.8	29.8
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:	46.2	32.4	53.2	75.3	38.5	38.5	43.6	35.6	35.6	54.1	29.8	29.8
LOS by Move:	D	C	D	E	D	D	D	D	D	D	C	C
HCM2kAvgQ:	3	6	16	9	14	14	1	7	7	13	8	8

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Average Delay (sec/veh): 16.3 Worst Case Level Of Service: F[179.2]

****

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:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	136	1143	8	34	614	106	71	2	113	3	5	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:	136	1143	8	34	614	106	71	2	113	3	5	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	143	1203	8	36	646	112	75	2	119	3	5	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	143	1203	8	36	646	112	75	2	119	3	5	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	758	xxxx	xxxxx	1212	xxxx	xxxxx	1608	2216	323	1885	2319	602
Potent Cap.:	862	xxxx	xxxxx	583	xxxx	xxxxx	71	44	678	44	38	448
Move Cap.:	862	xxxx	xxxxx	583	xxxx	xxxxx	52	35	678	29	30	448
Volume/Cap:	0.17	xxxx	xxxx	0.06	xxxx	xxxx	1.45	0.06	0.18	0.11	0.18	0.00
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	10.0	xxxx	xxxxx	11.6	xxxx	xxxxx	xxxxx	xxxx	11.4	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	51	xxxx	xxxxx	xxxx	33	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	438.8	xxxx	xxxxx	xxxxx	154	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			179.2			153.6		
ApproachLOS:	*			*			F			F		

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Average Delay (sec/veh): 76.5 Worst Case Level Of Service: F[425.8]

****

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:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	109	649	1	61	1180	69	109	1	331	4	2	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:	109	649	1	61	1180	69	109	1	331	4	2	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	115	683	1	64	1242	73	115	1	348	4	2	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	115	683	1	64	1242	73	115	1	348	4	2	6
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1315	xxxx	xxxxx	684	xxxx	xxxxx	1943	2284	621	1663	2356	342
Potent Cap.:	533	xxxx	xxxxx	919	xxxx	xxxxx	40	40	435	65	36	660
Move Cap.:	533	xxxx	xxxxx	919	xxxx	xxxxx	30	29	435	10	26	660
Volume/Cap:	0.22	xxxx	xxxx	0.07	xxxx	xxxx	3.89	0.04	0.80	0.42	0.08	0.01
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	7.2	xxxx	xxxx	xxxxx
Control Del:	13.6	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	39.1	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	E	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	30	xxxx	xxxxx	xxxx	25	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxxx	1.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1590	xxxx	xxxxx	xxxxx	255	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			425.8			254.6		
ApproachLOS:	*			*			F			F		

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	28	28	28	28	28	28
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	136	1143	8	34	614	106	71	2	113	3	5	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:	136	1143	8	34	614	106	71	2	113	3	5	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	1143	8	34	614	106	71	2	113	3	5	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	143	1203	8	36	646	112	75	2	119	3	5	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1203	8	36	646	112	75	2	119	3	5	1
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:	143	1203	8	36	646	112	75	2	119	3	5	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	0.95	0.85	0.19	0.95	0.85	0.73	0.73	0.85	0.94	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.97	0.03	1.00	0.33	0.56	0.11
Final Sat.:	720	3610	1615	363	3610	1615	1340	38	1615	594	990	198
Capacity Analysis Module:												
Vol/Sat:	0.20	0.33	0.01	0.10	0.18	0.07	0.06	0.06	0.07	0.01	0.01	0.01
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.70	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.28	0.48	0.01	0.14	0.26	0.10	0.24	0.24	0.32	0.02	0.02	0.02
Delay/Veh:	7.1	8.2	5.4	6.2	6.6	5.8	37.7	37.7	38.6	35.5	35.5	35.5
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:	7.1	8.2	5.4	6.2	6.6	5.8	37.7	37.7	38.6	35.5	35.5	35.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	10	0	1	4	1	2	2	4	0	0	0

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #11 Ramona Expressway (NS) at 7th Street (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	28	28	28	28	28	28
Lanes:	1 0 2	0 1		1 0 2	0 1		0 1 0	0 1		0 0 1!	0 0	
Volume Module:												
Base Vol:	109	649	1	61	1180	69	109	1	331	4	2	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:	109	649	1	61	1180	69	109	1	331	4	2	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	649	1	61	1180	69	109	1	331	4	2	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	115	683	1	64	1242	73	115	1	348	4	2	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	683	1	64	1242	73	115	1	348	4	2	6
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:	115	683	1	64	1242	73	115	1	348	4	2	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.95	0.85	0.35	0.95	0.85	0.71	0.71	0.85	0.88	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.99	0.01	1.00	0.33	0.17	0.50
Final Sat.:	283	3610	1615	657	3610	1615	1342	12	1615	560	280	840
Capacity Analysis Module:												
Vol/Sat:	0.41	0.19	0.00	0.10	0.34	0.04	0.09	0.09	0.22	0.01	0.01	0.01
Crit Moves:	****								****			
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.70	0.33	0.00	0.17	0.60	0.08	0.26	0.26	0.65	0.02	0.02	0.02
Delay/Veh:	25.8	9.5	7.6	8.7	12.1	8.0	21.2	21.2	27.3	19.3	19.3	19.3
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:	25.8	9.5	7.6	8.7	12.1	8.0	21.2	21.2	27.3	19.3	19.3	19.3
LOS by Move:	C	A	A	A	B	A	C	C	C	B	B	B
HCM2kAvgQ:	4	5	0	1	11	1	2	2	9	0	0	0

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
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:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	24		0	0	24		24	21		0	21	0		0	0
Lanes:	1 0	1 0		0	0 0	1 0		1	1 0		0 0	1	0 0		0 0	0
Volume Module:																
Base Vol:	232	890		0	0	464		139	309		0	122	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	232	890		0	0	464		139	309		0	122	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95
PHF Volume:	244	937		0	0	488		146	325		0	128	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	244	937		0	0	488		146	325		0	128	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	244	937		0	0	488		146	325		0	128	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95	1.00		1.00	1.00	1.00		0.85	0.77		1.00	0.85	1.00		1.00	1.00
Lanes:	1.00	1.00		0.00	0.00	1.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1805	1900		0	0	1900		1615	1461		0	1615	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.14	0.49		0.00	0.00	0.26		0.09	0.22		0.00	0.08	0.00		0.00	0.00
Crit Moves:		****							****							
Green/Cycle:	0.24	0.56		0.00	0.00	0.32		0.32	0.28		0.00	0.28	0.00		0.00	0.00
Volume/Cap:	0.56	0.88		0.00	0.00	0.80		0.28	0.80		0.00	0.28	0.00		0.00	0.00
Delay/Veh:	26.8	23.0		0.0	0.0	31.0		19.4	35.3		0.0	21.5	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	26.8	23.0		0.0	0.0	31.0		19.4	35.3		0.0	21.5	0.0		0.0	0.0
LOS by Move:	C	C		A	A	C		B	D		A	C	A		A	A
HCM2kAvgQ:	6	22		0	0	13		3	9		0	2	0		0	0

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 1.041
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 57.7
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				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	24		0	0	24		24	21		0	21	0		0	0
Lanes:	1 0	1 0		0	0 0	1 0		1	1 0	0 0		1	0 0	0 0		0
Volume Module:																
Base Vol:	244	462		0	0	1003		401	249		0	360	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	244	462		0	0	1003		401	249		0	360	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95
PHF Volume:	257	486		0	0	1056		422	262		0	379	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	257	486		0	0	1056		422	262		0	379	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	257	486		0	0	1056		422	262		0	379	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95	1.00		1.00	1.00	1.00		0.85	0.77		1.00	0.85	1.00		1.00	1.00
Lanes:	1.00	1.00		0.00	0.00	1.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1805	1900		0	0	1900		1615	1461		0	1615	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.14	0.26		0.00	0.00	0.56		0.26	0.18		0.00	0.23	0.00		0.00	0.00
Crit Moves:	****					****						****				
Green/Cycle:	0.14	0.67		0.00	0.00	0.53		0.53	0.23		0.00	0.23	0.00		0.00	0.00
Volume/Cap:	1.04	0.38		0.00	0.00	1.04		0.49	0.80		0.00	1.04	0.00		0.00	0.00
Delay/Veh:	118.0	8.6		0.0	0.0	66.4		17.4	54.7		0.0	102.9	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	118.0	8.6		0.0	0.0	66.4		17.4	54.7		0.0	102.9	0.0		0.0	0.0
LOS by Move:	F	A		A	A	E		B	D		A	F	A		A	A
HCM2kAvgQ:	15	7		0	0	48		9	11		0	20	0		0	0

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
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:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	0	0	24	24	21	0	21	0	0	0
Lanes:	1 0	1 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	232	890	0	0	464	139	309	0	122	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	890	0	0	464	139	309	0	122	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	890	0	0	464	139	309	0	122	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	244	937	0	0	488	146	325	0	128	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	937	0	0	488	146	325	0	128	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	937	0	0	488	146	325	0	128	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.95	0.85	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	3610	1615	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.49	0.00	0.00	0.14	0.09	0.22	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.24	0.56	0.00	0.00	0.32	0.32	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.56	0.88	0.00	0.00	0.42	0.28	0.80	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	26.8	23.0	0.0	0.0	20.3	19.4	35.3	0.0	21.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	23.0	0.0	0.0	20.3	19.4	35.3	0.0	21.5	0.0	0.0	0.0
LOS by Move:	C	C	A	A	C	B	D	A	C	A	A	A
HCM2kAvgQ:	6	22	0	0	5	3	9	0	2	0	0	0

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
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:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	24	0		0	24	24		21	0	21		0	0	0	
Lanes:	1 0	1 0	0		0 0	2 0	1		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	244	462	0		0	1003	401		249	0	360		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	244	462	0		0	1003	401		249	0	360		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	244	462	0		0	1003	401		249	0	360		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	257	486	0		0	1056	422		262	0	379		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	257	486	0		0	1056	422		262	0	379		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	257	486	0		0	1056	422		262	0	379		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	0.95	0.85		0.77	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	3610	1615		1461	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.26	0.00		0.00	0.29	0.26		0.18	0.00	0.23		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.17	0.53	0.00		0.00	0.36	0.36		0.30	0.00	0.30		0.00	0.00	0.00	
Volume/Cap:	0.82	0.48	0.00		0.00	0.82	0.73		0.60	0.00	0.78		0.00	0.00	0.00	
Delay/Veh:	43.9	10.8	0.0		0.0	24.9	24.6		23.2	0.0	30.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.9	10.8	0.0		0.0	24.9	24.6		23.2	0.0	30.5		0.0	0.0	0.0	
LOS by Move:	D	B	A		A	C	C		C	A	C		A	A	A	
HCM2kAvgQ:	8	7	0		0	14	10		6	0	10		0	0	0	

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Average Delay (sec/veh): 17.6 Worst Case Level Of Service: F[103.0]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	194		0		24	0		0		0	0		359		109	75		548		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:	194		0		24	0		0		0	0		359		109	75		548		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:	204		0		25	0		0		0	0		378		115	79		577		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	204		0		25	0		0		0	0		378		115	79		577		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	4.1	xxxx			xxxxx
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	2.2	xxxx			xxxxx
Capacity Module:																				
Cnflict Vol:	1170	xxxx			435	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	493	xxxx			xxxxx
Potent Cap.:	215	xxxx			625	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	1081	xxxx			xxxxx
Move Cap.:	203	xxxx			625	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	1081	xxxx			xxxxx
Volume/Cap:	1.01	xxxx			0.04	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	0.07	xxxx			xxxx
Level Of Service Module:																				
2Way95thQ:	8.9	xxxx			0.1	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	0.2	xxxx			xxxxx
Control Del:	114.4	xxxx			11.0	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	8.6	xxxx			xxxxx
LOS by Move:	F		*		B	*		*		*	*		*		*	A		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx
SharedQueue:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	0.2	xxxx			xxxxx
Shrd ConDel:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	8.6	xxxx			xxxxx
Shared LOS:	*		*		*	*		*		*	*		*		*	A		*		*
ApproachDel:			103.0					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			F					*					*					*		

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****
Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)
****
Average Delay (sec/veh): 19.5 Worst Case Level Of Service: F[174.4]
****

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:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	138		0		56	0		0		0	0		818		242	44		465		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:	138		0		56	0		0		0	0		818		242	44		465		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:	145		0		59	0		0		0	0		861		255	46		489		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	145		0		59	0		0		0	0		861		255	46		489		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1571	xxxx			988	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx			1116	xxxx	xxxxx		
Potent Cap.:	123	xxxx			302	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx			633	xxxx	xxxxx		
Move Cap.:	116	xxxx			302	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx			633	xxxx	xxxxx		
Volume/Cap:	1.25	xxxx			0.19	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	xxxx			0.07	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	9.4	xxxx			0.7	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx			0.2	xxxx	xxxxx		
Control Del:	237.1	xxxx			19.8	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			11.1	xxxx	xxxxx		
LOS by Move:	F		*		C	*		*		*	*		*			B		*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx			xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			0.2	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx			xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			11.1	xxxx	xxxxx		
Shared LOS:	*		*		*	*		*		*	*		*			B		*		
ApproachDel:			174.4					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			F					*					*					*		

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

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	194	0	24	0	0	0	0	359	109	75	548	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:	194	0	24	0	0	0	0	359	109	75	548	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	0	24	0	0	0	0	359	109	75	548	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:	204	0	25	0	0	0	0	378	115	79	577	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	0	25	0	0	0	0	378	115	79	577	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:	204	0	25	0	0	0	0	378	115	79	577	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.90	0.90	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.77	0.23	0.12	0.88	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1412	429	205	1501	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.02	0.00	0.00	0.00	0.00	0.27	0.27	0.38	0.38	0.00
Crit Moves:	****										****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.63	0.00
Volume/Cap:	0.54	0.00	0.06	0.00	0.00	0.00	0.00	0.43	0.43	0.61	0.61	0.00
Delay/Veh:	24.1	0.0	19.7	0.0	0.0	0.0	0.0	6.8	6.8	8.9	8.9	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:	24.1	0.0	19.7	0.0	0.0	0.0	0.0	6.8	6.8	8.9	8.9	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	0	0	0	0	0	6	6	9	9	0

****

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

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Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour - With Improvements

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

Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	0	18	0	0	0	0	18	18	18	18	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	138	0	56	0	0	0	0	818	242	44	465	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:	138	0	56	0	0	0	0	818	242	44	465	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	0	56	0	0	0	0	818	242	44	465	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:	145	0	59	0	0	0	0	861	255	46	489	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	0	59	0	0	0	0	861	255	46	489	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:	145	0	59	0	0	0	0	861	255	46	489	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.85	0.85	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.77	0.23	0.09	0.91	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1421	420	139	1472	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.04	0.00	0.00	0.00	0.00	0.61	0.61	0.33	0.33	0.00
Crit Moves:	****							****				
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.77	0.77	0.77	0.77	0.00
Volume/Cap:	0.64	0.00	0.23	0.00	0.00	0.00	0.00	0.78	0.78	0.43	0.43	0.00
Delay/Veh:	51.2	0.0	42.9	0.0	0.0	0.0	0.0	10.4	10.4	4.6	4.6	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:	51.2	0.0	42.9	0.0	0.0	0.0	0.0	10.4	10.4	4.6	4.6	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	A	A	A
HCM2kAvgQ:	6	0	2	0	0	0	0	24	24	7	7	0

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

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Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: E[45.4]

****

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:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:																				
Base Vol:	25		0		17	0		0		0	0		1089		13	9		597		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:	25		0		17	0		0		0	0		1089		13	9		597		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:	26		0		18	0		0		0	0		1146		14	9		628		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	26		0		18	0		0		0	0		1146		14	9		628		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	4.1	xxxx			xxxxx
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	2.2	xxxx			xxxxx
Capacity Module:																				
Cnflict Vol:	1794	xxxx			1146	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	1160	xxxx			xxxxx
Potent Cap.:	90	xxxx			245	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	610	xxxx			xxxxx
Move Cap.:	89	xxxx			245	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	610	xxxx			xxxxx
Volume/Cap:	0.30	xxxx			0.07	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	0.02	xxxx			xxxx
Level Of Service Module:																				
2Way95thQ:	1.1	xxxx			0.2	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	0.0	xxxx			xxxxx
Control Del:	62.0	xxxx			20.9	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	11.0	xxxx			xxxxx
LOS by Move:	F		*		C	*		*		*	*		*		*	B		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx
SharedQueue:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx
Shrd ConDel:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx
Shared LOS:	*		*		*	*		*		*	*		*		*	*		*		*
ApproachDel:			45.4					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			E					*					*					*		

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****
Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)
****
Average Delay (sec/veh): 1.0 Worst Case Level Of Service: E[43.3]
****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:																				
Base Vol:	22		0		14	0		0		0	0		654		66	22		1027		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:	22		0		14	0		0		0	0		654		66	22		1027		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:	23		0		15	0		0		0	0		688		69	23		1081		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	23		0		15	0		0		0	0		688		69	23		1081		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	4.1	xxxx			xxxxx
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	2.2	xxxx			xxxxx
Capacity Module:																				
Cnflict Vol:	1816	xxxx			688	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	758	xxxx			xxxxx
Potent Cap.:	87	xxxx			450	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	862	xxxx			xxxxx
Move Cap.:	85	xxxx			450	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	862	xxxx			xxxxx
Volume/Cap:	0.27	xxxx			0.03	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	0.03	xxxx			xxxx
Level Of Service Module:																				
2Way95thQ:	1.0	xxxx			0.1	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	0.1	xxxx			xxxxx
Control Del:	62.5	xxxx			13.3	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	9.3	xxxx			xxxxx
LOS by Move:	F		*		B	*		*		*	*		*		*	A		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx
SharedQueue:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx
Shrd ConDel:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx
Shared LOS:	*		*		*	*		*		*	*		*		*	*		*		*
ApproachDel:			43.3					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			E					*					*					*		

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

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: D[31.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	25	0	17	0	0	0	0	1089	13	9	597	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:	25	0	17	0	0	0	0	1089	13	9	597	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	17	0	0	0	0	1089	13	9	597	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:	26	0	18	0	0	0	0	1146	14	9	628	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	0	18	0	0	0	0	1146	14	9	628	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1479	xxxx	573	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1160	xxxx	xxxxx
Potent Cap.:	119	xxxx	468	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	610	xxxx	xxxxx
Move Cap.:	117	xxxx	468	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	610	xxxx	xxxxx
Volume/Cap:	0.22	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	44.4	xxxx	13.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx
LOS by Move:	E	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		31.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		D			*			*			*	

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #14 Soboba Springs Drive (NS) at Lake Park Drive (EW)

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[23.5]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	22	0	14	0	0	0	0	654	66	22	1027	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:	22	0	14	0	0	0	0	654	66	22	1027	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	14	0	0	0	0	654	66	22	1027	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:	23	0	15	0	0	0	0	688	69	23	1081	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	15	0	0	0	0	688	69	23	1081	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1275	xxxx	344	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	758	xxxx	xxxxx
Potent Cap.:	161	xxxx	658	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	862	xxxx	xxxxx
Move Cap.:	158	xxxx	658	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	862	xxxx	xxxxx
Volume/Cap:	0.15	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	31.6	xxxx	10.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	D	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		23.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #15 Soboba Road (NS) at Chabella Drive (EW)

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: D[26.6]

****

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:	1 0 0 1 0			1 0 1 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	16	627	4	7	424	13	10	1	63	17	1	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:	16	627	4	7	424	13	10	1	63	17	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	660	4	7	446	14	11	1	66	18	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	660	4	7	446	14	11	1	66	18	1	9
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	460	xxxx	xxxxx	664	xxxx	xxxxx	1162	1159	446	1197	1171	662
Potent Cap.:	1112	xxxx	xxxxx	934	xxxx	xxxxx	174	197	616	164	194	465
Move Cap.:	1112	xxxx	xxxxx	934	xxxx	xxxxx	166	193	616	143	190	465
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.06	0.01	0.11	0.12	0.01	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	0.1
Control Del:	8.3	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	11.5	xxxxx	xxxx	12.9
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	168	xxxx	xxxxx	145	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	27.9	xxxx	xxxxx	33.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	D	*	*	D	*	*
ApproachDel:	xxxxxx			xxxxxx			14.0			26.6		
ApproachLOS:	*			*			B			D		

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****
Intersection #15 Soboba Road (NS) at Chabella Drive (EW)
****
Average Delay (sec/veh): 1.1 Worst Case Level Of Service: D[30.3]
****

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:	1 0 0	1	0	1 0	1	1	0 1	0	1	0 1	0	1
Volume Module:												
Base Vol:	52	454	17	9	729	15	5	1	26	6	1	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:	52	454	17	9	729	15	5	1	26	6	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	55	478	18	9	767	16	5	1	27	6	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	55	478	18	9	767	16	5	1	27	6	1	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	783	xxxx	xxxxx	496	xxxx	xxxxx	1385	1392	767	1405	1398	487
Potent Cap.:	844	xxxx	xxxxx	1078	xxxx	xxxxx	122	143	405	118	142	585
Move Cap.:	844	xxxx	xxxxx	1078	xxxx	xxxxx	114	133	405	103	132	585
Volume/Cap:	0.06	xxxx	xxxx	0.01	xxxx	xxxx	0.05	0.01	0.07	0.06	0.01	0.01
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.0
Control Del:	9.6	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	14.5	xxxxx	xxxx	11.2
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	116	xxxx	xxxxx	107	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	37.7	xxxx	xxxxx	41.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	E	*	*	E	*	*
ApproachDel:	xxxxxx			xxxxxx			18.9			30.3		
ApproachLOS:	*			*			C			D		

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

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: 0 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:	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	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	298	45	1	2	164	179	191	2	461	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:	298	45	1	2	164	179	191	2	461	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	314	47	1	2	173	188	201	2	485	1	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	47	1	2	173	188	201	2	485	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:	314	47	1	2	173	188	201	2	485	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:	0.86	0.13	0.01	0.01	0.47	0.52	0.99	0.01	1.00	0.20	0.40	0.40
Final Sat.:	480	73	2	3	282	308	503	5	612	85	169	169
Capacity Analysis Module:												
Vol/Sat:	0.65	0.65	0.65	0.61	0.61	0.61	0.40	0.40	0.79	0.01	0.01	0.01
Crit Moves:			****		****				****		****	
Delay/Veh:	19.7	19.7	19.7	17.1	17.1	17.1	14.2	14.2	26.1	10.2	10.2	10.2
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:	19.7	19.7	19.7	17.1	17.1	17.1	14.2	14.2	26.1	10.2	10.2	10.2
LOS by Move:	C	C	C	C	C	C	B	B	D	B	B	B
ApproachDel:		19.7			17.1			22.6			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.7			17.1			22.6			10.2	
LOS by Appr:		C			C			C			B	
AllWayAvgQ:	1.6	1.6	1.6	1.4	1.4	1.4	0.6	0.6	3.0	0.0	0.0	0.0

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.493
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 169.6
Optimal Cycle: 0 Level Of Service: F

****

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	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	530	196	1	2	288	400	239	2	599	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:	530	196	1	2	288	400	239	2	599	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	558	206	1	2	303	421	252	2	631	1	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	558	206	1	2	303	421	252	2	631	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:	558	206	1	2	303	421	252	2	631	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:	0.72	0.27	0.01	0.01	0.41	0.58	0.99	0.01	1.00	0.20	0.40	0.40
Final Sat.:	374	138	1	2	230	320	448	4	532	80	160	160
Capacity Analysis Module:												
Vol/Sat:	1.49	1.49	1.49	1.32	1.32	1.32	0.56	0.56	1.19	0.01	0.01	0.01
Crit Moves:		****			****				****		****	
Delay/Veh:	251.5	251	251.5	175.8	176	175.8	20.4	20.4	124.3	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:	251.5	251	251.5	175.8	176	175.8	20.4	20.4	124.3	12.1	12.1	12.1
LOS by Move:	F	F	F	F	F	F	C	C	F	B	B	B
ApproachDel:	251.5			175.8			94.5			12.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	251.5			175.8			94.5			12.1		
LOS by Appr:	F			F			F			B		
AllWayAvgQ:	34.4	34.4	34.4	25.5	25.5	25.5	1.2	1.2	17.0	0.0	0.0	0.0

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.6
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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	1 0	1 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	298	45	1	2	164	179	191	2	461	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:	298	45	1	2	164	179	191	2	461	1	2	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	45	1	2	164	179	191	2	461	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	314	47	1	2	173	188	201	2	485	1	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	47	1	2	173	188	201	2	485	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:	314	47	1	2	173	188	201	2	485	1	2	2
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	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	0.98	0.02	1.00	1.00	1.00	1.98	0.02	1.00	0.20	0.40	0.40
Final Sat.:	1805	1853	41	1805	1900	1615	3584	38	1615	356	712	712
Capacity Analysis Module:												
Vol/Sat:	0.17	0.03	0.03	0.00	0.09	0.12	0.06	0.06	0.30	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.32	0.31	0.31	0.17	0.17	0.40	0.23	0.23	0.55	0.15	0.15	0.15
Volume/Cap:	0.55	0.08	0.08	0.01	0.55	0.29	0.24	0.24	0.55	0.02	0.02	0.02
Delay/Veh:	34.9	29.2	29.2	41.1	47.9	24.8	37.6	37.6	18.1	43.5	43.5	43.5
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:	34.9	29.2	29.2	41.1	47.9	24.8	37.6	37.6	18.1	43.5	43.5	43.5
LOS by Move:	C	C	C	D	D	C	D	D	B	D	D	D
HCM2kAvgQ:	10	1	1	0	6	5	3	3	12	0	0	0

****

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

****

Horseshoe Grande Property - No Action
Year 2025 Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #18 Soboba Road (NS) at Lake Park Drive (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.4
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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	18	18	10	18	18	18	18	18	18	18	18
Lanes:	1 0	0 1	0	1 0	1 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	530	196	1	2	288	400	239	2	599	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:	530	196	1	2	288	400	239	2	599	1	2	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	196	1	2	288	400	239	2	599	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	558	206	1	2	303	421	252	2	631	1	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	558	206	1	2	303	421	252	2	631	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:	558	206	1	2	303	421	252	2	631	1	2	2
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	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	0.99	0.01	1.00	1.00	1.00	1.98	0.02	1.00	0.20	0.40	0.40
Final Sat.:	1805	1888	10	1805	1900	1615	3591	30	1615	356	712	712
Capacity Analysis Module:												
Vol/Sat:	0.31	0.11	0.11	0.00	0.16	0.26	0.07	0.07	0.39	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.37	0.36	0.36	0.20	0.19	0.34	0.15	0.15	0.52	0.15	0.15	0.15
Volume/Cap:	0.83	0.30	0.30	0.01	0.83	0.76	0.47	0.47	0.75	0.02	0.02	0.02
Delay/Veh:	42.4	27.5	27.5	38.2	60.8	41.1	47.3	47.3	26.0	43.5	43.5	43.5
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:	42.4	27.5	27.5	38.2	60.8	41.1	47.3	47.3	26.0	43.5	43.5	43.5
LOS by Move:	D	C	C	D	E	D	D	D	C	D	D	D
HCM2kAvgQ:	21	5	5	0	13	15	5	5	19	0	0	0

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

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